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THE NEWS IN A NUTSHELL.

THE VERY LATEST FROM ALL THE WORLD OVER.

Interesting Items About Our Own Country, Great Britain, the United States, and All Parts of the Globe, Condensed and Assorted for Easy Reading.

CANADA.

St. Thomas has an epidemic of diphtheria.

Floods have caused great damage at Halifax.

J. T. Moore has been appointed city treasurer of Guelph.

The British warship Mohawk has arrived at Halifax from Newfoundland.

The Grand Trunk is reported to have ordered Westinghouse brake equipment for 10,000 cars and 400 engines.

Mr. John Fraser, an expert driller has been engaged to put down from ten to fifteen oil wells in Bothwell.

Another large consignment of the Lee-Enfield rifles, numbering about 6,000, has been received at Quebec.

Condie, the absconding Oak Lake, Man., operator and express agent has been arrested at Gladstone, Man.

Albert St. John was struck by the M. C. R. express at Niagara Falls, his skull being crushed. He died in an hour.

The residence of the late Mrs. Grant, corner of Bay and Herkimer streets, Hamilton, has been purchased for a See House for Bishop DuMoulin.

Postmaster-General Mulock has sent a man up to the Rainy River district to inquire into the best way to improve the mail facilities in the gold-mining region.

General Manager Hays states in an interview that the Grand Trunk policy is to keep its old employees, and the story of their being displaced by Americans is not true.

An order in Council has been passed renewing the contract with the Allans for the carriage of the Atlantic mails from December, 1896, until December, 1897, for a subsidy of $126,000.

Chief McNab of the Stratford Fire Brigade has resigned after serving twenty years. He was presented with an address by the Council and with an easy chair by the firemen.

The Montreal Transportation Company offers to build a large grain elevator at Kingston if the city will take stock to the amount of $25,000, grant a free site and exemption from taxation.

The Montreal Cultivateur suggests that an official Golden Book should be kept by the high authorities of the land, wherein would be recorded the heroic deeds which so often take place in Canada.

An Ottawa deputation waited upon Mr. Laurier, urging a Government grant to the interprovincial bridge. The Premier promised to place in the estimates next session a sum to aid in that undertaking.

One dollar and one cent per bushel was paid for wheat at Qu'Appelle on Wednesday. This is a record-breaker, and was the result of millers' competition for wheat, which they must get at any cost.

There is a considerable stir in common stock lumber among the Ottawa lumber merchants. Simultaneously with the rise in the price of wheat, the price of lumber has gone up, but the cause is as yet unknown.

The official half-yearly report of the Grand Trunk Railway was issued at Montreal. The gross earnings show an increase of £54,448 over the corresponding half-year. The report praises the efforts of General Manager Hays.

The Grand Jury at the Kingston Assizes reported that the shooting of Convict Hewell by Chief Keeper Hughes was justified, but hoped that in future measures would be taken to render such an occurrence unnecessary.

For the past three months the imports into Canada were $32,684,242, an increase of $3,268,000 over the corresponding period in 1895. The exports aggregated $38,642,000 for the first quarter of this fiscal year, as compared with $35,373,000 for the same period last year.

Hon. Dr. Borden, at a banquet to Col. Cole, commander of the Shoeburyness artillery team, at Montreal, announced that he intended to place a sum in the estimates next year for the purpose of bringing the English artillerymen here to compete with the Canadians.

The annual financial statement of the Dominion for the year ending June 30, 1896, has been made public. The deficit for the year is $363,481, and the increase of debt $5,528,831. The net debt is now $258,528,304. The revenue on account of consolidated fund was $36,817,484, and the expenditure $36,980,966.

GREAT BRITAIN.

The distinguished English engineer, Mr. Greathead, is dead.

The British Parliament will reassemble January 25th.

Snow to the depth of a foot has fallen in many parts of England.

London Sketch says that Mr. Gladstone is about to become a cyclist.

Dr. William Campion, president of Queen's College, Cambridge, is dead.

The death of Dr. Pollock, the well known chess player, is announced at Bristol, Eng.

Lady Pauncefote and her daughters will leave England for Washington next Saturday to rejoin the British Ambassador.

The London Daily Mail refers to Chicago as the Queen and Guttersnipe of cities, the cynosure and cesspool of the world.

Over 16,000 agricultural laborers have left Ireland, to work in England and Scotland, during the year ending June 30.

Traffic receipts of the railways of the United Kingdom for last year show an increase of $8,000,000 over the receipts for 1894.

The Duchess of Newcastle has established herself in the East-end of London in order to devote her spare time entirely to the poor.

The English and Scotch farming interests are urging the Board of Agriculture to prohibit the importation of live cattle and sheep.

Dr. Nansen has sold the English rights of his work on "Experience in the Polar Seas," to Messrs. Constable for ten thousand pounds.

At the first annual exhibition of the British Farmers' Dairy Association at Islington, last week, there were more than seven thousand entries.

Mr. Morgan, M. P., for Merthyr Tydvil, has offered to resign his seat in favor of Mr. Gladstone, if that veteran can be induced to re-enter politics.

Stag-shooting in Scotland is nearly over, and the champion bag fell to Lord Tweedmouth, who shot one hundred and fifty-seven head during the season.

Dr. Sun-Yat-Sen, the Chinaman who was kidnapped and detained in the Chinese Legation in London, was released on Friday, as a result of a strong protest from Premier Salisbury.

A despatch from Cairnsmore, Kirkcudbrightshire, announces that the Duke and Duchess of Bedford, while out driving, were thrown from their carriage, and were seriously injured.

The Empress Frederick is to visit the Queen at Windsor in the middle of November, and will stay a month in England before going to Berlin for the winter.

The London Speaker calls attention to the persistent rumor that Mr. Chamberlain was cognizant of the Jameson raid before it took place, and asks for a disproval.

Mr. Walter Castle has engaged Sir Frank Lockwood, Q. C., as counsel for his wife, who is accused of shop-lifting in London, in addition to Sir Edward Clarke, Q. C.

Thomas McKee, at Winsted, Conn., attempted suicide by drowning, on hearing that his wife, who had attempted suicide by taking paris green, would recover.

Gifts aggregating to $1,353,000 have been received by Princeton University, of which $600,000, from a donor whose name is to be withheld, is for the library.

H. B. Shenabot, a member of the band of Anarchists who caused the Haymarket riot in Chicago, died of consumption in San Barnardo, Cal., last Friday.

The United States Government will shortly issue invitations to all the countries of the world to send representatives to the meeting of the universal postal delegates, to be held in Washington next May.

Sir Julian Pauncefote, British Ambassador to the United States, has arrived in New York from England. His first work will be to endeavor to effect a settlement with the State Department of the Venezuelan question.

A terrible storm prevailed on the Gulf of California on September 17 and 18, news of which has only just reached San Francisco. There was a combination of a cloudburst, and tidal wave, which wiped the little town of Altata out of existence.

Lord Rosebery, speaking of Colchester, said he fully agreed with Lord Salisbury's Turkish policy, believing that England's independent interference would result in a great European war.

A resolution adopted by the Baptists of Great Britain expressing regret at the inaction of the powers, and the hope that the Government would speedily and fully explain their position in regard to Turkey, has been forwarded to Lord Salisbury.

UNITED STATES.

Joseph Wechsler, the Brooklyn millionaire merchant, died suddenly on Wednesday evening.

A death occurred on Swinbourne Island, New York, from yellow fever contracted at Havana.

Ex-Speaker Crisp, Democratic leader in the United States House of Representatives, died at Atlanta, Georgia, of heart disease.

A Washington despatch announces the death of William A. Richardson, Chief Justice of the Court of Claims, and formerly Secretary of the Treasury.

Sir Julian Pauncefote, the British Ambassador to Washington, had a short interview on Friday with the United States Secretary Olney on the Venezuelan boundary question, and satisfactory results are expected from the new British propositions submitted.

Commercial advices from New York as to the condition of business throughout the United States shows practically little, if any, absolute change. The event of the week in business circles has been the sensational advance in wheat. What the actual shortage in grain will be cannot be estimated with any certainty, but the demand from India and the decreased supply in Russia are unquestioned, and lead to a reasonable expectation that some portion of the recent rise in price will be maintained. Reports of the boot and shoe industry are more encouraging, as orders are being more freely placed. The iron markets are strong and the tone more hopeful, as some considerable contracts for large orders have been lately signed.

GENERAL.

The French army is to be increased to a peace footing of 550,000 men.

The Japanese Minister to China has been transferred to St. Petersburg.

Li-Hung-Chang has arrived at Pekin, and will shortly present his report to the Emperor.

It is expected that the Emperor and Empress of Germany will visit the Czar next summer.

Advices from Formosa state that the Japanese are pacifying that Island by exterminating the natives.

The Swedish Government will apply to the next Riksdag for a large credit for an increase of the navy.

News received from Constantinople says that widespread fears exist of a renewal of the massacres.

The Spanish colony in Buenos Ayers has raised two million dollars with which to present to Spain a new cruiser.

A despatch from Pretoria denies the rumour that the Transvaal will make an immediate demand for indemnity for the Jameson raid.

An irade has been issued by the Porte, levying extra taxes to raise funds to forward military preparations. This action excites much comment.

The Paris Figaro, referring to the intention of the United States to intervene in Cuba, says the civilized nations ought to protest.

It would seem that there is more truth than the German press will admit in the stories told of a rapprochement between Great Britain, France, and Russia.

The St. Petersburg Grashdanin has been suspended for publishing despatches from Paris adversely criticising President Faure and the French army.

The civil and religious marriage of the Crown Prince of Naples and the Princess Helena of Montenegro took place in Rome on Saturday amid great popular rejoicing.

Massacres of prisoners of war are the rule in Cuba now, and the Spanish General, Bernal, is said to have condemned women and children to summary execution.

Cuban atrocities are reported to be mild in comparison with those taking place in the Philippine Islands, where the Spanish are trying to suppress a revolt of the natives.

A despatch from Constantinople says that a conflict has taken place at the Yildiz Kiosk (the Sultan's palace) between the Turkish and Albanian guards, during which several men on both sides were killed.

Lord Brassey, the Governor of Victoria, in a speech on Imperial Federation, said that it would be wise, if possible, to bring America into a grand defensive league of the Anglo-Saxon race, which would effectually secure the peace of the world.

Right Hon. and Right Rev. Frederick Temple, D.D., Bishop of London, Provincial Dean of Canterbury and Dean of the Chapels Royal has been appointed Archbishop of Canterbury.

The irades issued in Constantinople in connection with the recent purchase of arms have resulted in a state of affairs which are regarded as very grave. The Ministers are opposed to the poll tax imposed on the Mussulmans.

MONTREAL'S PERIL.

Leakage From the Reservoir Weakens the Retaining Walls—Fears of an Appalling Disaster.

A despatch from Montreal, says:—The leakage from the city reservoirs on the sides of the mountain has become so great that there is imminent danger of an appalling disaster. The authorities of McGill university, which is situated immediately below the lower reservoir, have complained to the city that the leakage is undermining the buildings, but nothing has been done for want of money. In view of the importance of this matter his Worship the Mayor, has written to Ald. Costigan, Chairman of the Water Committee, that as it had been fully decided that the reservoir is at present in an unsafe condition he had decided to assume the responsibility of authorizing the necessary repairs to be made, considering that this was a pressing emergency and trusting to the Legislature to ratify his action and to public opinion to support him. Mr. Laforest, the water Superintendent, says that he had no desire to create unnecessary alarm, but unless repairs were made there was no knowing whether the wall would not some time collapse.

Mr. Davies goes even farther than this and says that unless repairs are made, and made soon, a most appalling disaster is inevitable, as the damage to the retaining walls is spreading at an ever-increasing ratio. He remarked this morning:—"You are perfectly at liberty to say that it is my deliberate prediction that unless these leakages are at once attended to the revetment wall holding back the reservoir above McGill College must give way and we shall have a disaster worse than that at Johnstown. The masonry wall is only eight or ten feet thick, and once it is thoroughly honeycombed and gives way the earth backing will not avail to hold that immense body of water back. Remember, too, that every prediction I have made as an hydraulic engineer has come true."

"What would be the effect of such a break?"

"The effect would simply be the obliteration of a wide belt of the city from the reservoir to the Lachine Canal and the river, and the whole of the low-lying part of the city would be flooded. Such a great body of water suddenly released would carry away the most substantial stone buildings like sawdust."

TRADE RETURNS.

Very Large Increases in Imports and Exports.

The trade returns for the month of September show imports of $11,330,000, compared with $9,843,000 in September of last year, an increase of $1,487,000. The duty collected amounted to $1,810,000, as against $1,817,000 last year. The exports for the month were valued at $12,626,000 compared with $10,497,000 in the same month last year. In the imports the item of $1,637,000 is included for coin and bullion, and in the exports the same item represents $734,000. It is to be hoped that the new Controller of Customs will give instructions to eliminate coin and bullion from the trade returns. They do not represent trade, and are not included in the trade returns of other countries. For the first quarter of the fiscal year ending September 30 Canada's total foreign trade amounted to $71,326,000, as compared with $64,799,000 for the same period last year, or an increase of nearly $7,000,000. The imports entered for consumption amounted to $32,684,000, as compared with $29,436,000 in 1895. The exports were valued at $38,642,000, against $35,373,000 for the same period in 1895. These returns show a gratifying increase in both imports and exports. The duty collected amounted to $5,310,000 an increase over the same period last year of only $65,000, showing that the increase of imports must have been almost altogether confined to free goods, and this is significant as indicating increased activity in manufacturing establishments, although some of the increase would naturally be in the item of anthracite coal.

BRITISH FARMERS

Urging the Board of Agriculture to Prohibit the Importation of Live Cattle and Sheep.

A despatch from London says:—The English and Scotch farming interests are urging the Board of Agriculture to further protect the home breeders against foreign and colonial live stock imports by prohibiting the landing of cattle and sheep for slaughter, thus compelling Canada and the United States to send nothing but dead meat. Seeing, however, that Great Britain has imported already this year 72,000 cattle and 56,000 sheep from Canada, and 308,000 cattle and 235,000 sheep from the United States, the board hesitates to adopt so decided a protective policy on the mere pretext of risk of disease. The Right Hon. Walter H. Long, the President of the Board, has, however, pledged the Government to earnestly consider the proposals to brand colonial and foreign meat stores, hoping thereby to prejudice the consumer against them.

Seeing that there is such a small response from the members to their proposal to visit Canada next year, the British Dairy Farmers' Association has abandoned the proposal for the present, and decided to meet in Scandinavia. It is thought that Canada will have her hands full enough next year with the British Association and the British Medical Association meetings.

IN AN OCEAN GRAVEYARD

HISTORY OF SABLE ISLAND IN THE NORTH ATLANTIC.

No Vessel Escapes Having Once Entered the Shoals—Thousands of Lives and Untold Wealth Destroyed—Woeful Record of the Years Marked By Dismantled Hulks Upon the Sands.

About 85 miles due east from the shores of Nova Scotia, in latitude 44 degrees north and longitude 59 degrees west, lies a small island that is known the world over among seamen as "An Ocean Graveyard." This miniature stretch of land bears the official name of Sable Island. But remarkable as have been the wreckage on its shores, yet the island has strangely escaped the notice of landsmen and travelers.

Every sandy peak and verderous knoll is linked with some sad tradition. Baker's Hill, Trot's Cove, Scotchman's Head and French Gardens are so many silent monuments of human sufferings. Each foot of the island might be termed haunted ground, and the dwellings there are rich in relics and legends, each one having some connection with a sorrowful past, and strangely repeated as times goes on. For sailors Sable Island plays an important part to their belief in ghosts. There is the pale lady with the bloody fingers, who visits the dreaded spot previous to each shipwreck, and an old tar who has visited that section will sit for hours over a glass of grog and spin yarns about the numerous ships' crews who met their death on the sands of this "Ocean Graveyard," and who come at intervals back to the scene of their tragic death an moean over the many more who are doomed to meet a like fate.

THOUSANDS OF LIVES LOST.

It would be impossible to accurately state how many vessels have been wrecked on the shores of Sable Island, but they run up in the hundreds, while the loss of life has been many thousands on that sandy shore of the North Atlantic. Since the founding of the Humane Society in 1802 a wreck record has been carefully kept of all the disasters that have taken place at that island. They now number more than 200 vessels of all sizes. Once a ship is entangled amid the shallows, once stranded on the bars, and all is over with the hapless craft, whether she be a fine man-of-war, stately iron steamer, a clipper sailing ship or a humble fisher's boat. All meet the same doom—total annihilation by the furious breakers that sweep along the shores. Hulks upon hulks lie strewn on the beaches rising like many weird phantoms of the past, each suggesting the terrible ordeal that the occupants of the ill-fated vessels went through before they met their fate. It is no wonder that that small stretch of land has been named "An Ocean Graveyard."

A brief glance at some of the most notable wrecks which have taken place at Sable Island will serve to show how dangerous a place it is to those who plow the deep sea.

In the year 1863 the Georgia, a fine steamer, was blown during a furious gale on the western shore of the treacherous sandy shoals. For hours the men strove to reach the shore on broken spars, and eventually by the aid of the life-saving corps stationed there, all were miraculously rescued.

The steamer Ephesus was wrecked near the Georgia in 1866. Many lost their lives on this occasion.

THE ILL-FATED OCEAN TRAVELER.

The wreck of the schooner Ocean Traveler in 1870 was a sad one. Her crew consisted of a Captain, mate, boatswain, three able seaman, three ordinary seamen and cabin boy. In addition to this number the Captain had his wife on board and his little girl. The lady had but two weeks previous to the wreck given birth to a son. All had gone well until one dark night, when the Ocean Traveler was caught in one of those terrific Atlantic gales. She was swept like a mere piece of driftwood by the angry billows on to her doom. All on board seemed to be aware of their approaching fate, and preparations were made toward saving their lives, but their efforts, combined with the aid of those on shore, proved futile. As a last resort the crew took refuge in the rigging, the Captain carrying his sick wife and child up aloft while the girl was intrusted to one of the crew. During the whole of the morning they remained in the rigging, with the waves dashing in fury over the ship, carrying everything before them. Time and again the men on shore tried to reach the ship with the lifeboat, but each attempt proved a failure. The wreck was rapidly going to pieces, and in the afternoon one by one of the unfortunate people were carried away, and forever ingulfed in the breakers.

The Zephyr, a small vessel, was lost on the West End Shoal with all on board in 1873, and when the Portuguese sailing ship Faro became entangled on the bar all excepting the Captain and two sailors found a watery grave.

TWO AMERICAN SHIPS LOST.

The American schooner Reeves was wrecked on the same treacherous shoals in 1879. All on board were lost before human aid could reach them. This vessel was dashed to pieces inside an hour, and several of the bodies from the wreck washed ashore. During this year the State of Virginia was stranded on Sable Island. This steamer carried a large number of passengers, and all on board were buried in this "ocean graveyard."

The next notable wreck was that of the bark Britain in 1883, carrying a crew of 13 men, including officers. As had been the fate of hundreds of others, so it was with the Britain's crew. They all lost their lives.

In 1884 the palatial steamer Amsterdam was wrecked there. Several of the crew and many of the passengers lost their lives. This wreck attracted a great deal of notice throughout the world, it being reported by the survivors that they were brutally treated by the staff, who were drunk from the wine that had been washed ashore from the Amsterdam.

The most thrilling wreck that has taken place at that island was that of the A. S. H., a French brigantine en route from St. Pierre to Boston with a cargo of fish. Toward evening of December 19, 1886, she was caught in a violent snowstorm and hurled upon the West End Bar, and she began to break up immediately.

THRILLING EXPERIENCES.

The A. S. H. had a crew of seven men, and the sufferings of the unhappy men were so terrible that death came as a welcome relief. The weather was bitter cold, the thermometer registering 12 degrees below zero. Three of the crew were washed ashore, and, although the sea was strewn with floating debris, they made no effort to save their lives. The steward, frenzied with fright and pain, ran to his berth, seized a razor, cut his throat from ear to ear and then leaped into the boiling surf. The Captain, mate and the remaining sailor succeeded in reaching the shore on a spar. But they only escaped the surf to meet the terrors of the frost king. They could discern through the blinding show a faint glimmer from the lighthouse three miles distant. They set out to reach this haven. The sand was driven with tremendous force before the gale, and the grains dashed against the faces of the half-frozen men like tiny hailstones. At length the Captain could hold out no longer. He dropped exhausted and was soon frozen to death. A little further along the sailor met the same fate. The mate, left alone with the struggle with death, pushed desperately forward toward the lighthouse. Becoming too weak to stand on his feet he took to his hands and knees, and in this fashion, after six hours' of suffering, he reached the lighthouse at 2 o'clock in the morning, bruised, bleeding and severely frost-bitten. After careful nursing he was brought back to health.

These are but a few of the terrible sufferings that have occurred from time to time at that dreaded island.

Sable Island is almost 31 miles in length and about four miles of this island, and one that surpasses all others in importance in the eyes of the navigators, is the startling changes that have taken place in the size of this island since it was surveyed in 1776, by order of the British Admiralty. A portion of the island is washed away each year. In 1814 a section on the north side three miles long and 40 feet wide was carried away during a severe gale.

The "Ocean Graveyard" is being rapidly washed away, though it is traveling slowly eastward, rendering it impossible to keep an accurate place for it on the charts. Before many years it will have entirely vanished. Since the beginning of the present century it has decreased in length about 24 miles and two and a half miles in width.

THE MAKING OF BICYCLES.

Wonderful Strides Made by the Industry in the United States.

In a special article entitled "The Cycle Industry in the United States," the London Times recently drew attention to the wonderful strides made by the trade in that country. The particulars given are interesting, as being a remarkable instance of manufacturing development. Eleven years ago there were only six firms engaged in the business, with an output of a few thousand bicycles. There are now, it appears, 500 leading firms, with a product of a million "wheels," and probably 200,000 more manufacturies engaged in the business. It is further estimated that three million bicycles, of timated that three million bicycles, or thereabout, are in use in the United States, which shows that about one person out of twenty of the population has taken to the wheel as a matter of business, amusement, or health.

One of the noteworthy features of the growth of the cycle business in the neighboring country has been the change that has come over importations. Even when

THE HIGH-WHEEL BICYCLE

had become very popular in Great Britain it was scarcely noticed in the States, and even the introduction of the "safety" wheel failed to attract American buyers. It was not till pneumatic tires were introduced that a demand began to be made upon the British cycle manufacturers. Prior to 1885 nearly all the wheels used in the States were imported—mainly from England. It was not till 1890 that the American manufacturers began to make any serious impression on English exportations, and even until two years ago large numbers continued to be sent from British manufactories. After 1894, however, the exportations mainly resolved themselves into large quantities of steel tubes. A report made by the United States Consul in Birmingham, England, the centre of the cycle and steel tube trade, shows this very clearly. From this it is learned that in 1894 the amount of tubes exported was $86,000. In 1895 the shipments amounted to $507,041, while for the first quarter of the present year the amount had risen to $231,200. As showing the decline of one industry while another was rising, the exportations of finished bicycles fell from $470,890 during the first six months of 1893, to $90,968 during the last six months of 1895.

There are indications, however, that the American manufacturers are making arrangements to produce their own tubes.

THE AMOUNT OF TUBING

necessary to make a bicycle is calculated to be twenty feet, so that the total amount required for a year's product of bicycles will be from 20,000,000 to 24,000,000 feet. It appears from the latest reports that seven great tube-making firms in different parts of the country have now—as the result of putting down fresh machinery—a productive capacity of 82,000,000 feet, so quickly has the demand created a supply. As regards finished bicycles, the immense production, far beyond the home demand, has led the manufacturers to gress of this search for customers is indicated by the returns to have risen from $243,721 for the last six months of 1895 to $1,644,291 for the first six months of 1896. They further show that nearly one-half of this export, both of completed machines and parts, was sent to England. Germany is the next largest customer, France next, while some shipments have been made to every European country and South America. In Canada, however, the native manufacturers has held his own, and Australia and South Africa are still supplied by British manufacturers.

ESKIMO DOCTORS.

The Eskimo doctors fare worse as regards their remuneration than our own medical men. Each visit is paid for at the time; but, unless the patient recovers, the whole of the fees paid have to be returned to the representatives of the deceased.

The motto of chivalry is also the motto of wisdom; to serve all, but love only one.—Balzac.

THE BRITISH NAVY.

Extraordinary Speed in Ship-Building—Scarcity of Men for the New Warships—A Serious Problem.

A despatch from London says:—Sir Charles Dilke made an interesting speech on Thursday night in London respecting the steady diminution in the number of British seamen, and the growing number of foreign seamen and officers employed on British ships, and he pointed out the dangers sure to arise therefrom in time of war. The matter is one directly affecting England's navy, the manning of which is increasingly difficult, and the cause of constant anxiety in the Government. The first-class cruiser Diadem, launched in the Clyde this week, had been completed in 214 days, which establishes a record of which British shipbuilders have every reason to be proud. But there is not much use in building warships at this tremendous speed if men are not forthcoming. Heretofore, of course, merchant seamen have been a reserve, unofficial, but none the less real, upon which the navy was able to draw in times of emergency; and it jars the nerves of Englishmen to be told that this reserve is now altogether inadequate.

There is no appearance of weakness at England's dockyards and arsenals at this moment. Thousands of workmen are working day and night to complete the warships and fill up the magazines and store-houses, and there recently arrived at Liverpool a full equipment for about a dozen armed cruisers, including the Campania, the Lucania, the Teutonic, and the Majestic. But trained seamen cannot be had for the asking, nor made to order like shot and shell. At this moment the British navy is more than 20,000 men short of the 105,000 active and long service ratings necessary for the fleet.

As to the naval reserve, Lord Charles Beresford says it is not only useless and ineffective as at present constituted, but is 1,200 short now of the numbers officially admitted two years ago as necessary, although since then ninety-one warships have bene built, are building, or are projected. Experts differ as to the best means of remedying this state of things. Lord Charles Beresford believes the question is mainly one of money. Sir Charles Dilke thinks the time has arrived for the Government to spend money on making the naval reserve attractive to British mercantile seamen, and for devising legislative means to prevent British seamen being replaced in British ships by foreigners. There is little doubt that the naval budget next spring will contain proposals for meeting the emergency.

BRITISH INDIA.

The Famine Outlook—The Area of Distress Increasing—Government Relief Works.

The famine outlook in India is increasing in gloominess. It is not probable now that rain will fall, and the prospects are serious in the north-west and central provinces and in the Punjaub. The scarcity is extending to Behar, and at Bombay prices have risen heavily. Large improts of foreign grain are expected. About thirty lakhs of rupees have already been given from the Imperial revenues for advances of seeds, etc., and relief works in the north-west and central provinces, the Punjaub, Central India, and Rajputana are being started in addition to the irrigation works which are projected in the Punjaub. The Government will issue a detailed and final forecast of the distress in December.

The London Times' despatch from Simla, India, says:—"During the famine the Punjaub will benefit enormously from irrigation in the tract supplied by the Chenab canal, the extensions of which are being vigorously pushed. The Gujrarwala and Jung sections of the canal have just been opened, watering 200,000 acres which will mostly be sown with wheat. The soil is rich, and is certain to yield splendidly. The whole project is an enormous one, bringing vast tracts of waste land into cultivation. The crops from other lands about the Chenab canal are abundant, and, besides, only one-tenth of the last wheat crop was exported. It is known that the grain supply of the Punjaub is very large, but the dealers are holding up their stocks and raising prices for large profits."

LORD DUFFERIN.

Banquetted in Belfast on His Retirement From Public Life.

The Marquis of Dufferin newly retired from the post of British Ambassador at Paris, was accorded a banquet at Belfast on Wednesday night, at which he made a speech. He declared that owing to his age and deafness he had definitely retired from official life. Although England was not loved, the Marquis continued, she had no dispute with any nation of Europe except Turkey. The salvation of the Armenians, he asserted, cannot be found in any scheme applied to the Armenians alone, but in reforms giving protection to all Turkish subjects. The Marquis also expressed the hope that the United States and England would be the first to practically apply the principle of arbitration to the settlement of international disputes. Lord Dufferin said that every Englishman's soul would revolt in horror at the thought of any fratricidal collision with the United States, which could only result in involving the United States and them in a common ruin.

THE QUEEN'S REIGN.

Elaborate Preparations to Celebrate the Sixtieth Anniversary—The Fetes to Last a Month.

The Queen is now busily engaged in drawing up the programme for the fetes attendant upon the celebration next June of the sixtieth anniversary of the accession to the throne of Her Majesty. The celebration will be conducted on a grander scale even than was the Queen's jubilee in 1887, and besides the presence of the reigning sovereigns in any way related to the Queen, her Majesty desires that representatives shall attend from all the various colonies of the British Empire. The state pageants will last a month. It is stated that Emperor William and the Czar have already accepted the invitation. As an indication of the scale upon which the fetes will be given, her Majesty, in declining to be present at the School Board function, took the ground that the demands which will be made upon her time and powers in 1897 will preclude her attendance at the ceremony referred to.

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