TWO MILLIONS CASH.

Gooderham Syndicate Buys the Centre Star.

Another Great Mine Will be Developed on Same Lines as War Eagle.

Mr. Blackstock's Statement—A Bright Outlook for the Rossland Camp.

(Toronto Globe, Aug. 15th.)

It became definitely known on Saturday that the Gooderham-Blackstock syndicate has purchased the Centre Star mine at Rossland, paying two million dollars for it, and the deal was the chief topic in business circles. It was recognized that this purchase gave Toronto capitalists a commanding position in directing the development of the Kootenay gold field, and made Toronto unquestionably the financial centre of operations, a position held by Spokane in the earlier stages of development of the Trail Creek district.

A representative of the Globe called on Mr. Blackstock, who was found on his farm near Oakville, to learn of the probable line of development which would be pursued in connection with the newly acquired property.

"We have purchased the Centre Star," said Mr. Blackstock, "and paid for it the sum of two million dollars in cash. Mr. Galt left this morning for Rossland to take over the property and make arrangements for continuing operations. The mine was purchased for the syndicate of which Mr. Gooderham is the head, and not for the War Eagle Company. It is our intention to do with the property precisely what we did with the War Eagle: develop it vigorously, make a mine of it and form a company to operate it when it reaches a stage where it can ship steadily. Development will probably go on for a year before anything is done toward shipping ore, and we shall spend a quarter of a million or more on it in that time.

NOT A DEVELOPED MINE.

"I suppose that with a few weeks' preparatory work the Centre Star could ship about a hundred tons a day, but we do not regard it as a thoroughly developed mine. The ore bodies known to exist on it have not been thoroughly explored, but give indication that the property may become one of great value. There is a great deal of second-grade ore in sight, but we have not taken it into our calculations in acquiring the property. It lies on the side of Red Mountain, adjacent to the Le Roi and War Eagle, but there will, I fancy, be no economy in working it from the War Eagle shafts, as the ore bodies are located differently from those of the War Eagle. At present the principal development is by a tunnel, which at its inner end gives a depth of 300 feet from the surface. A shaft goes down from 100 to 150 feet further, but it is really a prospecting shaft, and the engineers will probably rearrange the working plans when the mine is developed. The important feature of the situation is that the Le Roi has proved the ore body to a depth of 750 feet, or 50 feet below the Centre Star tunnel, while the War Eagle has proved it at another point 150 feet further down than the Star tunnel. It is therefore an understood fact that there is ore at least twice as far down as the Centre Star workings now extend, and it is this ore we propose to open up.

"The question of smelting becomes an important one in view of the extent of ore shipment probable within the next year. If the C. P. R. carries out its promise to smelt the ore at cost I see no reason why we should not build a smelter for War Eagle and Centre Star ores. I am inclined to think the Trail smelter will be in a position to handle ore very cheaply when the output reaches 1,000 tons a day or more, as 't will before long. There are enough varieties of ore to almost secure self-flushing, the manager of the smelter tells me, and with cheap coke from the Crow's Nest Pass by fall rates at the smelter should go down. Our contract for War Eagle ore was $7.50 up to a certain tonnage, and $7 if we exceeded it. I think we are shipping enough now to get a rate of $7. It is not too much to expect that when all the conditions of which I have spoken are in operation the rate for freight and treatment shall not exceed $5.50 per ton.

A HEAVY INCREASE IN TONNAGE.

"That the tonnage will be available seems certain. The War Eagle, now with only a second-rate hoisting plant, is shipping about 200 tons a day, and when the improvements now in progress are completed the mine will be able to ship at least 300 tons. I do not say that we will ship 300, but it would be nothing extraordinary if we did. The Centre Star, when developed, will give 300 tons a day also, say 600 tons for these two mines. The British America corporation from the Le Roi and its other properties will ship at least 300 tons a day, and the owners of other properties would probably feel indignant if we did not credit them with 300 tons a day also. I am therefore well within the mark when I say that in a year from now Rossland will be sending from 1,000 to 1,200 tons of ore daily to the smelters. Most, if not all, of this will be handled at Trail if the C. P. R. carries out, as I think it will, its promise to smelt at cost.

"It will give some idea of the value of the Rossland mine as a source of labor to the miners and revenue to the railway to know that the War Eagle accounts of last month before we began the shipment of 200 tons daily showed that the output of the mine was about $4,000 per day. Of this about $1,400 a day went to the railway and the smelter, about $1,000 went for operating and capital expenses in the mine, and the balance of $1,600 daily went to profit account, out of which the dividend at the rate of $24,750 a month is paid and a reserve is accumulated. With an output from the camp of 200 tons every day of the year the wages bill of the mines and smelters would run into the millions. When one goes through gold-copper districts of Montana one begins to understand what mining means for a country. On the run through Dakota the trains are empty, but whenever the mountains are reached the cars fill up with prosperous looking people from the mines and smelter centres. It will be the same in the Kootenay, which is just at the beginning of its development.

PROFITS OF WAR EAGLE.

If the Gooderham syndicate repeats with Centre Star the success made with War Eagle it will be a very profitable venture. War Eagle was bought for $700,000, but other expenses brought the cost up to about $750,000. The property was steadily developed, a company with authorized capital of 2,000,000 $1 shares was formed, of which 350,000 shares remain unissued. The 1,650,000 issued shares are worth at the present market price about $4,500,000. The present dividend is $297,000 yearly, and it is believed that this will before long be doubled."

HISTORY OF THE STAR.

The Centre Star was one of the first properties located in Rossland. It was located in 1890 by J. Bourjois, and in 1892 Oliver Durant, with some partners, bought it out, and after the first spurt of work on the Le Roi was over the work done on the Centre Star in 1892-93 was the principal support of Rossland camp. It was while engaged in opening up the Centre Star that Mr. Durant succeeded in getting the government to open up a trail to Rossland. In 1893 Mr. Durant was forced to suspend operations owing to the financial crisis in the west, but he stuck to the claim, formed a company, in which were a number of Butte, Montana, mining men, and stocked the property at 500,000 $1 shares. The claim is 1,500 x 600 feet, and since 1895 development has been going ahead slowly but steadily. In August, 1896, Mr. Carlyle, the provincial mineralogist, in his official report, spoke highly of the Centre Star, which was then considered one of the best in the camp.

THE STORY OF THE SALE.

ROSSLAND, B. C., Aug. 13.—The great Centre Star mine was yesterday sold and it brought the largest price ever paid for a mining property in the Kootenay. The price was 2,000,000, and it is a cash transaction. The purchasers are the Gooderham-Blackstock syndicate of Toronto, who own the controlling interest in the War Eagle Mining and Developing company. The deal of the acquiring of the Centre Star has been progressing for over a year, and in the interest of the parties who purchased it. The property has been carefully examined by some of the most eminent mining experts in the country; among these was Capt. James Morris, the superintendent of the Velvet, and Mr. Parker of California. The reports of these experts were unanimously favorable, as they all told the same story of the great extent and permanence of the ore deposits and the large quantities of pay ore in the mine. In the deal Volney Williamson of Spokane, who sold the War Eagle to Messrs. Blackstock and Gooderham, acted on behalf of the purchasers and brought it to a successful conclusion. Of the Centre Star company, Oliver Durant, general manager of the company, carried on the negotiations. They were protracted, and many points of disagreement as to the price arose during the progress of the deal. The negotiations reached a climax yesterday when Volney Williamson, on behalf of his principals, went to the Centre Star mine, took formal possession and discharged Foreman Joyce and all the employees. It is stated on behalf of the new owners of the property that the development work will be resumed on a large scale and that a large power plant will be installed and as many men as can be accommodated will be put to work. It is stated that on the start 200 men will be employed. The mine is in such excellent condition, the ore being ready to stope, that it is thought that within a very short time the shipments could be made to come up to 500 tons per day, and a little further on this could by a little extra effort be increased to double that quantity. The experts who have examined the property unite in declaring that it is by far the biggest mine in the camp. The sale is on the basis of $4 per share, four times the par value of the shares, as the capital stock was only $500,000. The property is the oldest location, was abandoned and afterwards relocated. The Centre Star was located in 1890 and was abandoned. The property was purchased by Mr. Durant for $25,000, and since then he has developed it to some 6,000 feet of workings. Until now he has more ore in sight than any mine in the Kootenay. In this development it is said that about $200,000 has been spent. This money was obtained by sale of stock. From the first to the last Mr. Durant has had the greatest faith in the Centre Star, and at last his faith is rewarded. Of the 500,000 shares of the capital stock, Oliver Durant and Alex. Tarbot of Salt Lake own 300,000 shares. Sir Charles Ross, Bart., owns 40,000 shares and a large estate of Butte, Mont., most of the remaining 100,000 shares. It is stated that Mr. Williamson has invested $100,000 of his own money with the Gooderham-Blackstock syndicate in the purchase of Centre Star. Mr. Durant is the owner of the Idaho, which adjoins the Centre Star on the east, and the Gooderham-Blackstock syndicate endeavored to purchase this also from Mr. Durant. He refused point blank to accept any offer that was made, for the reason that though it was undeveloped, he considered that it is quite as valuable as the Centre Star when it is developed to the same extent.

Ore shipments for the week ending August 13 were: War Eagle, 1,450; Grant, 16; Centre Star, 200. Total, 1,666.

The greatest trouble with some people is that they insist on conversing about things with which they are not conversant.

Children Cry for CASTORIA.

SUMMARY OF THE WAR.

Hostilities Began April 21, 1898, Formal Declarations Being Made by Both Nations a Few Days Later.

Two Spanish Fleets Destroyed—Principal Engagements Were at Cavite, Matanzas, Cardenas, San Juan and Santiago de Cuba.

(New York Herald.)

War between the United States and Spain began April 21, 1898, that date being named in an act of congress passed on April 25, declaring that a state of war existed. Spain issued a declaration of war on April 24. Hostilities ended with the signing of protocol by the secretary of state of the United States and M. Cambon, the French ambassador, acting for Spain, on August 12, 1898. The war lasted 114 days. The principal events preceding and during the war and the dates on which they occurred are as follows:

February 15—The United States battle ship Maine was blown up in the harbor of Havana. According to the report of the court of inquiry appointed by the United States the explosion was due to an external mine.

April 20—President McKinley authorized by congress to intervene in Cuba, using the United States military and naval forces, sent an ultimatum to Spain. The Spanish minister at once left Washington, and the next day the United States minister left Madrid.

April 22—A proclamation was issued by the president blockading the principal ports of Cuba.

April 23—President McKinley issued a call for 125,000 volunteers to serve for two years.

April 27—The batteries of Matanzas, Cuba, were shelled by Admiral Sampson's flagship, the New York, with the monitor Puritan and the cruiser Cincinnati.

April 29—The Spanish fleet, commanded by Admiral Cervera, consisting of the Cristobal Colon, th Almirante Oquendo, the Maria Teresa and the Vizcaya, and the Furor, Terror and Pluton, left the Cape Verde Islands for Cuba.

May 1—Rear Admiral Dewey, commanding the United States Asiatic squadron, destroyed the entire Spanish fleet in the Philippines without losing a man.

May 11—The Wilmington, Winslow and Hudson engaged the Spanish batteries at Cardenas. Ensign Bagley and four of the Winslow's crew were killed. Major General Wesley Merritt was ordered to the Philippines as military governor.

May 12—A United States fleet, commanded by Rear Admiral Sampson, bombarded the fortifications of San Juan, Porto Rico.

May 19—Admiral Cervera's fleet reached Santiago de Cuba, and a few days later was "bottled up" there by the "flying squadron" of Commodore Schley.

May 25—President McKinley called for 75,000 more volunteers. Twenty-five hundred United States troops sailed from San Francisco for Manila, several thousand more following later.

May 31—The Massachusetts, Iowa and New Orleans bombarded the fortifications at the mouth of Santiago harbor. They were bombarded again several times after Admiral Sampson took command of the fleet.

June 3—Assistant Naval Constructor Hobson with several men ran the collier Merrimac into Santiago harbor and sank her in the channel, under the fire from the Spanish forts. Hobson and his men were taken prisoners.

June 10—Six hundred marines were landed at Caimanera, Guantanamo bay, where sharp skirmishing continued for several days, several Americans being killed.

June 12—The Fifth Army Corps, commanded by Brigadier General Shafter, sailed from Tampa on twenty-nine transports for Santiago, arriving off there on June 20.

June 13—President McKinley signed the War Revenue bill, providing for the raising of revenue by a stamp tax and providing for a popular bond loan.

June 17—A Spanish fleet under Admiral Camara left Cadiz for the Philippines, but returned after passing through the Suez Canal.

June 22—General Shafter's troops began disembarking at Baiquiri and Siboney, near Santiago.

June 24—Roosevelt's Rough Riders were attacked while advancing toward Santiago; sixteen Americans were killed and forty more wounded before the Spanirds were repulsed.

July 1—General Lawton took El Caney, near Santiago, and General Kent, commanding the First division of the Fifth Army Corps, Ninth, Tenth, Thirteenth, Sixteenth and Twenty-fourth Infantry, and the Seventy-first New York Volunteers, took San Juan Hill after heavy fighting. Official reports gave the American losses 231 killed and 1,364 wounded and missing.

July 3—Admiral Cervera's squadron made a dash out of Santiago harbor, and every vessel was sunk or disabled by the American fleet. General Shafter demanded the surrender of Santiago. The seizure of Guam, in the Ladrone Islands, by the Charleston, was reported.

July 7—President McKinley signed resoluttons passed by the senate annexing the Hawaiian Islands to the United States, and the Philadelphia was ordered to Honolulu to raise the American flag.

July 17—General Toral, in command of the Spanish troops at Santiago, General Linares being wounded, surrendered his forces and the eastern portion of the province of Santiago de Cuba to General Shafter.

July 20—General Leonard R. Wood, formerly colonel of the First Volunteer cavalry, was appointed military governor of Santiago.

July 25—United States troops, under General Nelson A. Miles, landed at Guanica, Porto Rico, the town having surrendered to the Gloucester after a few shots.

July 26—Through the French ambassador, the government of Spain asked President McKinley upon what terms he would consent to peace.

July 28—Ponce, the second largest city in Porto Rico, surrendered to General Miles and he was received by the residents with joyful acclamations. Capture of several other towns, with little or no fighting, followed.

July 30—President McKinley's statement of the terms on which he would agree to end the war was given to the French ambassador. The president demanded the independence of Cuba, cession of Porto Rico and one of the Ladrones to the United States, and the retention of Manila by the United States pending the final disposition of the Philippines by a joint commission.

July 31—United States troops engaged the Spaniards at Malate, near Manila, in the Philippines, and repulsed them, with some loss on both sides.

August 9—The French ambassador presented to President McKinley Spain's reply, accepting the terms of peace.

August 12—Protocols agreeing as to the preliminaries for a treaty of peace were signed by Secretary Day and the French ambassador. United States military and naval commanders were ordered to cease hostilities. The blockades of Cuba, Porto Rico and Manila were lifted and the war was ended.

A SEVERE STORM.

Boston and Other Massachusetts Towns Receive Considerable Damage.

BOSTON, Aug. 17.—A severe thunder storm passed over this city this afternoon, and while fortunately it was unattended, in this section at least, by any fatalities, it caused some damage. Just before the storm struck, the city was overshadowed by a cloud of intense blackness, and for some minutes it was difficult to distinguish objects at short range. Then came a downfall of hail that proved destructive to many exposed windows, the hail stones being over an inch in diameter. The hail lasted over five minutes, and many horses, being struck, became frantic, and some ran away. The rain was accompanied by fierce lightning and heavy thunder, and a number of tall buildings throughout the city were struck.

The principal damage was done to St. Stephen's church on Hanover street, the steeple being struck and partially destroyed by the fire which followed. The body of the church was not damaged. Other buildings which were struck escaped without serious damage. At Winthrop a heavy wind blew down telegraph and telephone wires, and for an hour the town was cut off communication by wire.

HULL, Mass., Aug. 17.—The worst summer storm that has visited Hull for fifty years made its appearance this afternoon. The wind blew a perfect hurricane, accompanied by hail and rain. Hardly a house in town escaped without broken windows. The town hall had thirty-two windows smashed. Trees were uprooted and blown down, making the streets impassable. The chimney of Hotel Pemberton was blown over. A young horse took fright at the storm, ran away, and collided with an express wagon, throwing out the driver, Gus Dowd, who is seriously injured.

FRAMINGHAM, Mass., Aug. 17.—The storm this afternoon was very severe in this vicinity, the lightning playing many pranks, striking the house of Isaac Hamilton and damaging it, and wrecking the interior of two rooms in Michael Welsh's house. The wind blew down all the tents of a circus exhibiting in town. Out at Camp Dalton many of the tents were levelled, and the big marquee of the Salvation army was carried a long distance. Fences and trees suffered heavy damage.

A FOG DISPELLER.

(London Empire.)

The latest invention is a fog dispeller. The apparatus consists of a horizontal outlook pipe eight feet in length and eight inches in diameter. At the mouth of the tube is a wide flange, the rear end of which is covered with a thick disk of glass. About two feet from the rear end a pipe enters the tube from below, at an obtuse angle with the forward section. This connection is made through a sort of turntable which permits the outlook tube to be pointed in any direction, up or down, from one side to the other. The pipe below connects with a blower down in the vessel. When the dispeller is in use the blower sends a powerful stream of air up through the pipe into the tube, and the current hurtles into the fog, boring a hole through it, as it were. The action of the blast produces a cooling influence, the moisture in suspension condenses and falls in rain. A great cone of clear atmosphere, with its apex at the mouth of the tube, results. The eye of the pilot is at the glass at the rear of the tube, and he gazes into the bowels of the fog. With its aid a pilot can readily pick up his buoys in a fog, and keep an eye out for vessels ahead. With a powerful blower, the inventor hopes to make the fog-dispeller useful at 1,000 feet. No claim is made that the dispeller would be practicable except when the vessel is going at a slow rate of speed, which is customary when there is foggy weather.

CONSUMPTION CURED.

An old physician, retired from practice, having had placed in his hands by an East India missionary the formula of a simple vegetable remedy for the speedy and permanent cure of Consumption, Bronchitis, Catarrh, Asthma, and all throat and lung affections, also a positive and radical cure for Nervous Debility and all Nervous Complaints, after having tested its wonderful curative powers in thousands of cases, has felt it his duty to make it known to his suffering fellows. Actuated by this motive and a desire to relieve human suffering, I will send free of charge, to all who desire it, this recipe, in German, French or English, with full directions for preparing and using. Sent by mail by addressing with stamp, naming this paper. W. A. NOYES, 820 Powers' Block, Rochester, N. Y.

Jugs and race horses should be well handled.

TURBINE METHOD

Produces Wonderful Results in Propelling Steamers.

The Little Turbinia Made 34 1-2 Knots per Hour at Spithead.

Explanation of the Manner in Which the Principle is Applied, and the Results.

(London Mail.)

A strange hare-brained idea has permeated the non-professional mind, to the effect that the trubine method of propulsion only differs from the ordinary screw method in the fact that in the latter case the propeller revolves in a perpendicular plane, while in the former it revolves in a horizontal plane like the ordinary water turbine. The latter is, as a matter of fact, made to revolve by running water in order to produce power, in much the same way as a windmill, or to force the water that feeds it up an incline, and no attempt has as yet been made to use it for locomotive purposes. The misconception is, it must be allowed, quite natural, but it is a public duty to give warning to those who hold it that they are incurring the lasting contempt of those who are versed in mechanics by entertaining such thoughts, and it is well to explain at once that the turbine has no more to do with the actual task of driving the ship forward and the water backward than the Great Wheel at Earl's-court has to do with generating

TH SPINNING MOTION OF THE EARTH.

The steam turbine is not a new propeller; the name has been given to a system of generating power which is comparatively new, but it is only within the last two or three years that experiments have been made in applying this system to marine engines. Now, it is impossible without a diagram to give a very accurate idea of the way in which the turbine is actually employed, and the system can therefore only be explained, so far as is possible, in words. Inside a stout steel tube, perhaps 3 ft. long and having an interior diameter of 3 in. or 4 in., there is arranged a little regiment of tiny turbines, which are set so that as each revolves it comes into close contact with partitions fixed to the interior of the tube. Between the revolving blades and the fixed ones there is just space for steam to steal through; the steam is admitted to the tube in gusts by means of a valve, and after turning the first it is projected on to the next and is whirled from one to the other with ever-increasing force, until by the time it escapes at the opposite end it has by its pressure on the blades turned the shaft on which they are placed at the rate of 2,000 or 3,000 revolutions per minute—a velocity which has never been attained in any other way. Obviously, then, it can be used for any purpose where rapid rotational movement is required; and its great superiority over the ordinary engines is that in comparison with them it produces this bewildering

INCREASE OF ROTATIONAL SPEED.

It is now fifteen years ago that the Hon. C. A. Parsons, a son of the Lord Ross who made the great telescope invented the principle; and since that time he has been constantly busy making turbine engines, mainly for the purpose of working electrical machinery. It was not, however, till 1892 that he began to apply the method to marine engines, and it was only last year, at the great naval review, that the world heard and saw how thoroughly successful his experiments have been. It is now a matter of history how the "Turbinia," a mere toy, weighing but 45 1-2 tons and measuring only 100 feet in length, with a nine-foot beam, flew away from every vessel at Spithead and showed a speed of 34 1-2 knots an hour, which is not only ten knots faster than has ever been attained by any vessel of the same size, but two and a half knots faster than any vessel in the world has ever registered before.

The mechanically minded will be interested to learn that in this little craft the horse power is 2,100, the weight of the main engines is 3 tons 13 cwt., the total weight of machinery, including turbines, auxiliary engines, condensers, boilers, propellers, shafts, tanks, and the water in the boilers, is 22 tons; almost 100 horse power is obtained per ton of machinery, and nearly 50 horse power per ton of displacement. The steam is produced by a water tube boiler; the draught for producing it is forced in by a fan mounted on one of the shafts, and the draught increases in

PROPORTION TO THE DEMAND FOR STEAM.

The lay-minded will be glad to hear, in plain language, that the main features of the new machine are: Firstly its extreme lightness as compared with ordinary marine engines, and, secondly, resulting from this—increased speed, smaller steam consumption, and larger carrying capacity: thirdly, it can be used in shallow waters where no other boat could get, owing to the very small diameter of the propeller fans; fourthly, there is an absolute absence of vibration, and it follows, fifthly, from this, that the whole frame of the boat can be built very much more lightly; perhaps there is no feature of the new system more profoundly important than this, for it is well known that bolts in the Lucania and Campania, to take prominent instances, have to be "tightened up" every time these boats return to Liverpool, owing to the effects of vibration.

But the question still remains—How does the new method of propulsion differ from the ordinary screw which is universally employed for seagoing purposes? A very brief experience sufficed to show that the large single screw, or even the twin-screw—that is, one large set of fans to each shaft—was incompatible with the immense rotational speed which could be acquired on the shaft; with 2,000 revolutions per minute no single propeller with four large fans would stand the strain. The power, therefore, had to be distributed more widely and in the Turbina there are no less than three shafts, each having their separate engine, and on each shaft there are fixed three small propellers exactly the same pattern as the ordinary screw-propeller, but of very small size, the diameter in each case being under two feet. On the centre shaft only two propellers are used for ordinary forward propelling work, the remaining one is

INTENDED SOLELY FOR REVERSING

purposes, and when the boat is going forward it works in a vacuum, so that the engines can actually set the reversing gear going before shutting off steam from the forward moving propellers.

Thus was the new system born. It is probable that the turbine will revolutionise all that has to do with ship building, and travel, and naval warfare; and that our whole human business of buying and selling and killing each other will be so changed as to demand a new chapter of English history expressly for the turbine. There are a few things to be said, however, before the attractive task of prophecy can be begun.

Firstly, the common idea that the turbine driven boats will be unable to stop, unable to turn, and unable to go backwards must be refuted. Not only can the Turbina stop like any ordinary steamer—she has come to a standstill within thirty-seven seconds when travelling at the rate of thirty knots; she has done seven and a half knots backwards, and she can turn with almost as much ease as the turbines that drive her shafts. In fact, the truth is that the stopping and reversing powers are most remarkable, for as has been pointed out, the reversing being effected by one propeller while the remaining eight are working, the engineer can actually turn on his reversing gear and turn off the forward power simultaneously.

Secondly, it must be said that a new company—the Parsons Marine Steam Turbine Company—an off-shoot of Mr. Parsons' own business, was formed in August last. It bought a vast tract of riverside land at Wallsend, on the Tyne, and the workshops for making the turbine marine engine are now nearly complete. The building of the

HULL OF A TORPEDO DESTROYER,

however, was commenced in September last, and in December, 1898, or January, 1899, this vessel, weighing 300 tons, measuring 200 feet long, and fitted with 10,000 horse power engines, will be launched. Whatever her destination may be it is not Russia; negotiations are proceeding with several foreign governments, but our friend Russia is not one of them. Meanwhile the company are building another boat of precisely the same kind and dimensions expressly for the English government, and when these two have succeeded it is impossible to say what may not happen.

The subject of coal consumption demands some attention. The figures already obtained show that the new engines will consume 15 per cent less coal than ordinary engines travelling at the same speed; and as the vessel and the engines increase in size so does the difference increase; that is, the higher the tonnage the greater is the superiority of the turbine to the ordinary engine in this respect. Now this will, of course, mean that less coal need be carried than for the ordinary engine for the same rate of speed; but it must not be forgotten that every knot which is added to the speed means, for an engine, a larger proportional increase in coal consumption the faster the boat is driven, and it goes without saying that, though the turbine engine will consume less than the ordinary engine, the amount of coal required to sustain a speed of 25 knots is quite prohibitive of long journeys so far as small vessels are concerned.

In my next article, however, I hope to show of what incalculable importance the new principle may be by considering a route which is of imperial importance and supposing that the invention has been successfully applied—as there is reasonable ground to suppose it will be—to larger vessels, whether they are intended for the purpose of peace or war.

LIONEL PORTMAN.

MAD ENGLISHMEN.

No matter what is in train, whether it be the siege of Sevastopol, the advance to Khartoum, the blockade of Manila, or any other little excitement, if Englishmen be on the spot, they are pretty certain to do either one of two things, or both—play a cricket match; hold a race meeting. Those of the British nation in Manila, in view of the scarcity of food, would seem to be keeping their hacks and hunters for the larder, and have thereefore contented themselves with the pleasure of the cricket-field. The "mad Englishman" as they are called by the Manila people, would not be satisfied until, in the words of a correspondent, "under a blazing tropical sun, with the American fleet in the bay, a bombardment imminent, and the natives on the point of rising to massacre the whole crowd—for that is what it is likely to come to if they do rise—a little game of cricket was arranged between Manila and the Immortalite team—and came off, too.—Penang Gazette.

CHEESE AND BUTTER.

(Montreal Witness, Tuesday.)

The firm attitude of cheese in face of no apparent enthusiasm in the English markets still continues. The high prices reached yesterday are maintained and western colored is selling at 8c. to 8 1-8c.; white, 7 3-4 to 7 3-8c.; eastern, colored, 7 3-4 to 7 7-8c; white, 7 1-2 to 7 5-8c.

The chief feature about the butter market is the comparatively high price being given in the country, which is said to be hardly justified by the prices here: 17 1-2c. for finest creamery in boxes, 17 1-4c. for tubs, 16 1-2c. to 17c. for ordinary creamery, while dairy fetches nearly as much.

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