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Those who have pinned their faith to big ships, big guns, and heavy armor have had cause, more particularly of late, to doubt the efficacy of the system they espouse. For several years the naval party in England at bent its efforts to furnish Britain with the Thunderer and Benbow type of sea-going monsters has een losing ground; the chief naval constructor employed in carrying out their plans was removed, the size of new ships lessened, the speed increased, till now -since the recent naval maneuvers-the revulsion of
feeling is so strong that the entire system of war-ship construction is likely to undergo a change. In the ace of the attempts made during the recent British aval maneuvers to weaken the torpedo boat attack from the shore, its efficacy appeared so clearly, the vulnerability of the big ships was so evident, that no further attempts at concealment will avail, and the 8 highest authorities are admitting the necessity for torpedo boats in harbor defense. One military journal declares that half a dozen torpedo boats would avail far more in offshore work than the big belted ship which costs as much as a dozen of them. Another says that Admirals Rowley and Baird could not blockade a hostile fleet in a British port, though heavier than it, because of the torpedo boat annoyance. The enemy, knowing the time he would try to escape, could husband his coals, in some cases not even keeping his fires banked, while outside it was necessary to keep steam up against sudden attempts to run the blockade and to avoid the continual machinations of the torpedo boats.
There are others, some of them well known for their
further; one portion of them taking the ground that torpedo flet for shore defense, would prove as eff tive as a line of battle ships, thus permitting the dispatch of the big boats to the channel and other uncovered points, while the other portion openly decla e that a torpedo fleet should be constructed and maintained for harbor defense because it is likely to be more effective, to say nothing of cheapness, than great armor clads could be.
In a recent paper by Sir George Baden- Powell, M.P., on "Mosquito Defense," he points out, though tardily it must be said, the necessity for a torpedo fleet, and shows how valuable an aid the steam yacht fleet could be made in protecting the coasts from a hostile fleet In this country we long since discovered this, and, in deed, an attempt was once made to get authority for enrolling them in a naval reserve. The author describes, as others have done, the awkwardness of the big ships, how slow they were in turning, the enormous appetite they had for coals, their liability, not only to exhaust the supplies in the bunkers, but to exhaust them suddenly.
He noticed, as others did, the ease the quick-heeled torpedo boats approached and maneuvered about these Titanic monsters when the night was dark or the weather thick; circling them, dodging in between them, and he might have declared, and reasonably too, that the mere fact they were thus able to approach, though, because engaged in peaceful maneuvering, not permit. ted to strike, was good circumstantial evidence of their effectiveness. For it is admitted that advancing torpedo boats can be protected from the fire of machine guns, and, of course, nothing heavier can be handled quickly enough for use against them.
For us, now engaged in building a navy, theselessons are invaluable. So far we have a new fleet of slow ships that can neither fight nor run away. All naval authorities are agreed that the only types of big ships that can be made effective in war are the ponderous floating battery, slow but heavily armored and armed, and that which cansteam at least 18 knots an houreven then she cannot catch the fastinerchant steamers. In our new fleet we have not a ship that can do better than 16 knots, and, strange to say, these slow ships are not heavily armored, so as to be able to stand the not heavily armored, so as to be able to stand the
shock of battle with ships of other navies which could overhaul them on the high seas. Add to this that they are not heavy enough for harbor defense, and one may reasonably inquire what purpose they were intended to serve. If only for showing the flag in foreign parts, surely less costly boats, with wooden sides painted to represent steel, and pierced for Quaker guns, would have done quite as well.
Situated as we are, the necessity for an effective Situated as we are, the necessity for an effective
mosquito fleet seems more urgent than for a fleet of big ships, but if we are to have big ships, let us have fast ones.

## Peruvian Whisting Jugs.

The silvadors or musical jugs found among the burial places of Peru are most ingenious specimens of handiwork. A silvio in the William $S$. Vaux collection at Philadelphia consists of two vases, whose bodies are joined one to the other, with a hole or opening between them. The neck of one of these vases is closed, with the exception of a small opening in which a clay pipe is inserted leading to the body of the whistle. When a liquid is poured into the open-necked vase, the air is compressed into the other, and in escaping through the narrow opening is forced into the whistle, the vibrations producing sounds. Many of these sounds represent the notes of birds : one in the Clay collection of Philadelphia, Pa., imitates the notes of the robin or some other member of the thrush tribe peculiar to Peru. The closed neck of this double vase is modeled into a representation of a bird's head, which is thrushlike in character. Annther water vase in the same collection, representing a llama, imitates the disgusting habit which this animal possesses of ejecting its saliva when enraged. The hissing sound which accompanies this action is admirably imitated. A black tube of arthenware ornamented with a grotesque head in low relief, to which short arms are attached pressing a three-tubed syrinx to its lips, deserves special mention, as it suggests the evolution of this instrument from a single tube to more complicated forms. -The Clay Worker.

## People Fret too Much about Trifies.

Women find a sea of trouble in their housekeeping. Some one says they often put as much worry and anxiety into a loaf of bread, a pie, a cake, into the weekly washing and ironing as should suffice for much weightier matters. Suppose these things go wrong today, the to-morrows are coming in which to try again, and the thing is not worth clouding your own spirit and those around you, injuring yourself and them ohysically-for the mind affects the body-and for such a trifle. When a thing is beyond repair, waste no useless regrets over it and do no idle fretting. Strive for that serenity of spirit that will enable you to make the best of all things. That means contentment in its the best of
best sense.

