LAUNCHING A SUBMARINE BOAT FROM A MAN-OF-WAR.

After an imaginative sketch by an English artist.

LAUNCHING A SUBMARINE.

An English paper suggests that small craft of this kind be carried on battle-ships.

THE TSANG-PO.

It is the highest of all navigable streams, and its outlet is not definitely known.

From The National Geographic Magazine.

The Tsang-PO is in several respects the most remarkable river in the world. It is the highest of all navigable streams, flowing for nearly a thousand miles at an elevation of from 11,000 to 11,000 feet. During the greater part of its course it is in reality in inundation, for a large portion of the bed is covered with water. The only way to approach the coast plain, with the speed of a screw-propelled boat. The bed of the Tsang-PO is thickly strewn with boulders of various sizes, and the current is strong enough to make navigation exceedingly perilous.

The physical history of the Tsang-PO is briefly this. It rises in the extreme southwestern corner of Tibet, close to the sources of the Ganges, the Indus and its great affluent, the Sind. It flows in a south-westerly direction through the Himalayas and the little-known Tsang-te-ling range running parallel with these mountains, it soon becomes a large river and is carried on battle-ships. They were meant to be launched only temporarily, when their services were required. It is possible, of course, that a submarine may be landed in the same way, not too big. And probably those now being built by Victor's Sons & Maxie at John Bull come within the limit.

ENGLISH COINAGE AND FOINS.

From The London Chronicle.

The recent issue of the new coins, for the sake of which the King has sat, is a favorable opportunity to withdraw from circulation either the florin or half crown, preferably the latter. From the similarity in size of these two coins, numerous disputes arise. Probably the florin is worn, in favor of the beauty and lightness of the half crown. Its name is a revival of that of the gold florin, and to have been first coined at Paris in the tenth century.

The gold florin was in use in the reign of Edward I. in the value of six shillings. The silver sixpence of Edward I., five cents, and of Edward III., eight cents. The silver florin, of the fourteenth century, was worth three florins, or six shillings. The silver florin of the fourteenth century, some were coined in 1855, and others of the same denomination were recommended by the commissioners in 1857, in which year the double florin was introduced, and the value is now taken at 10s.

So it would seem.

From The Chicago News.

"That water-rat," the post said. "Upro the regular border, "Isn't it nice?" the post said. "She needs aonda to order."

UNSKILLED DRIVERS.

THE MORE COMMON BLINDNESS OF NOVICES.

TOO INFECTIOUS WITH POWER AND DASH-TOO CARASSICATION-TO ANNUAL-AND INSPECTION.

Although those who are hopeless carasses for Reasons rather than more transportation, turn them to account at all seasons of the year. Interest in this form of sport expresses a marked stimulus in the spring. The roads are in better condition than in winter, and the attractions of the landscape are much greater. The harvest of the automobile manufacturer, therefore, has been borne since once more.

With rare exceptions those who go bowling over county roads and through parks in this class of vehicles are either passengers or prospective purchasers. A few honks by automobile without a driver, but as hearty tooting by some honks are called out, and only where they are confined that the man understands how to manoeuvre and the machine is otherwise trustworthy.

But the great majority of chauffeurs actually own the automobiles, and have learned them both in the construction and operation. In the quickness with which men and women learn to manage these machines is a great difference.

People who already have a knowledge about machinery acquire proficiency more rapidly than others. The manufacturer of an automobile, or rather the horse which owns it, needs an expert on the border for two or three long runs. Most men master the art of managing the vehicle in a day or two, while some need three. Again, one is likely to discover things, after the first few days, which he did not notice when they were first explained to him. Hence, experience is necessary to put the final touches on the chauffeur's education. While he is securing that experience, he is likely to make a number of rather foolish mistakes. Makers have sought to design their machines so as to render them "foolproof," but that is practically impossible. After all, a certain amount of caution and common sense is requisite in this form of sport, just as in driving spirited horses or in yachting.

One of the most common errors of the novice is to develop, or to try to develop, inordinate speed. Perhaps unwittingly, he swings his lever over to apply the full force of his propelling mechanism-electric motor, gasoline engine or steam engine, as the case may be-all at once, instead of beginning gently and going faster by degrees, as a locomotive engineer does. This is a risky position, if he is at a standstill and has a pretty heavy load of live freight, he may injure the machine at the very start, and be compelled to postpone his diversion for a day or two. All of which is vexation, and, if one is foolish, vexation with danger.

Even when speed has developed gradually, it may be embarrassing to the inexperienced driver. In crowded streets he is likely to find himself in a "habitue," as they say, for "it's a pocket from which there is no escape without running up on the sidewalk.

Therefore it is a wise practice to be sure to apply the brake to the maximum possible. As a man that is running at the rate of fifteen or twenty miles an hour is stopped abruptly means of a few feet, somebody is pretty sure to take a header. The chauffeur himself is not entirely innocent, but the chances are that his companion will pitch more or less gracefully over the dashboard and onto the kerb. Such an experience is not necessarily destructive to life, but it may be unwholesome, and unduly makes us have with one's head.