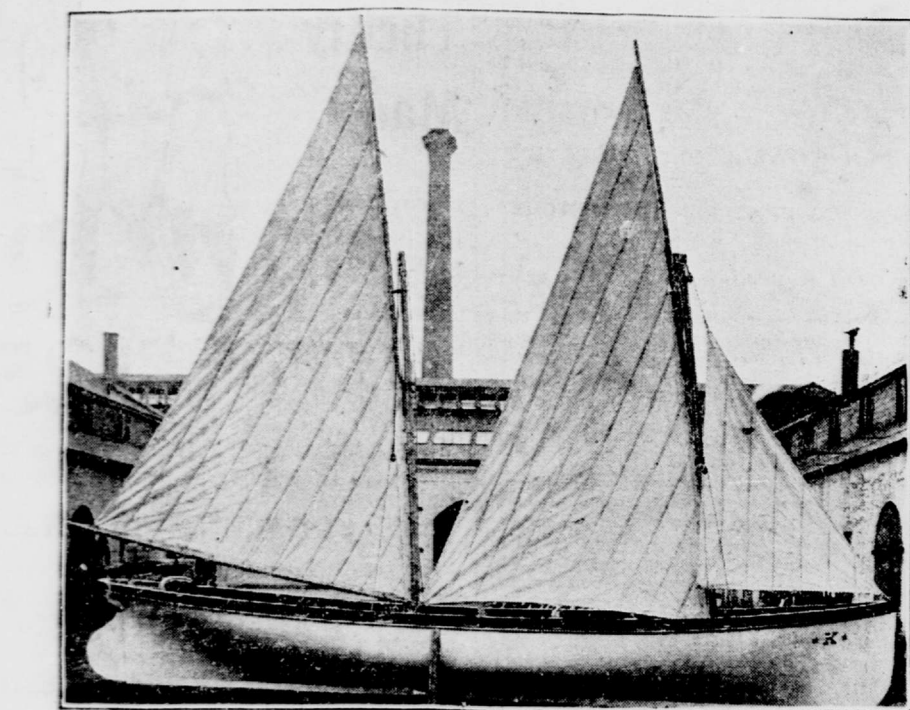


A BATTLESHIP'S BOATS.

THE NOTABLE EQUIPMENT OF THE KEARSARGE IN SMALL CRAFT.

Washington, May 5.—The peerless Kearsarge, whose tremendously destructive superimposed turrets are exciting so much attention, represents the highest modern refinement of naval specialized construction in nothing more than in her equipment of small boats. Probably to no feature of the latest warships has greater skill, experience and ingenuity been directed by American naval constructors than that of ships' boats. The little flotilla of the battleship Kearsarge consists of sixteen independent craft, which cost about \$100,000. In the aggregate they will accommodate the entire ship's company of forty officers and 513 men, with additional room for a few days' stores and water, as well as some am-

munition, in case of disaster making necessary the dread command of "Abandon ship!" These boats are of eight types, each specially designed for the performance of distinct functions, though all combine facilities for life saving. The Kearsarge on her superstructure, stowed away from the blast of her own guns, though unavoidably exposed to the fire of an enemy, carries this complement of boats: One 40-foot steam cutter, one 35-foot steam cutter, two 33-foot launches, four 30-foot cutters, one 30-foot barge, two 30-foot whaleboats, one 30-foot gig, two 20-foot dingies and two 18-foot launches. They are all built in navy yards with the exquisite finish and care that distinguish Government work from that of private shops, where profit is the chief consideration.



ADMIRAL'S BARGE OF THE KEARSARGE.

THE NAVY MODELS FIXED. The Navy has come to regard its exhaustive experiments upon models as practically ended, and has now settled definitely upon the types just allotted to the Kearsarge. They have been fully adopted as the typical standards. In order to insure uniformity hereafter and to familiarize the workmen at all the navy yards with the models, as well as to enable private establishments in case of a National emergency to turn out hundreds of such boats on Government orders, Admiral Hichborn has prepared a book, which will be published next week, which is among books, public or private. It describes the typical boats, their materials and details of construction, and there are 222 full page plates giving half tone illustrations of all the boats and complete general plans, with drawings of all details. The drawings are on a scale of half an inch to the foot, and from them any high class boat builder will be able to duplicate the Government's products should the demand exceed the capacity of the navy yards, as it would do in case of prolonged war.

SOLVING THE BOAT PROBLEM. Admiral Hichborn has been assisted in the preparation of the book by Arthur B. Cassidy, his principal designer, who has for years devoted his best efforts to perfecting these standards. He found that the limitations in the Navy presented problems of small boat design similar to those affecting the designs of warships for special purposes, and in citing a few of the cases of specialization recently before the Society of Naval Architects in New York he took for illustration of boats from which the naval standards have been developed the dory and the whaleboat, among others, each of which fulfilled its peculiar purpose in its special environment, but which would be comparatively useless for other purposes than that for which it was designed. He says:

Boats must be designed for their specific purpose in the Navy. They must be strong enough to stand rough usage in rough water. They must be stable under sail or oars, must have great carrying capacity and must be as light as is consistent with the necessary strength. The steam cutters must have the power and strength of construction to not only carry their own load of officers and men, ranging from sixty in the 40-foot cutters to thirty-five in the 28-foot, but must be able to tow all the other boats of the vessel loaded to their capacity. As the usual limited, the number of boats that can be carried is also limited, so that in abandoning ship, when each man has his allotted place in a boat, there

be reached, her sails will drive her along at a fair speed. The 40-foot and the 33-foot steam cutters are used for general carrying purposes in port and as ferries from ship to shore. They are useful for surveying and fighting. In case of abandoning ship the steam machinery of the cutters is thrown overboard, under the regulations, and its weight given to food supplies.

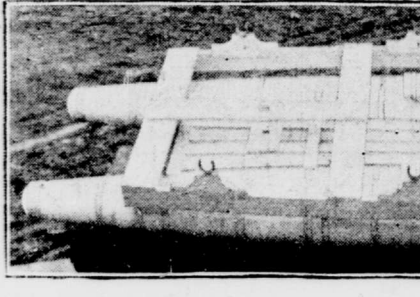
SAILING LAUNCHES.

The two 33-foot sailing launches will each carry sixty-four men. They are equipped with special windlasses for handling anchors, their thwarts are removable to give more room for stores and lumber, and they are known as the "working boats" of the ship.

The whaleboats are always used as lifeboats in cases of "man overboard." They can live in any sea, and are faster under oars than any other of the ship's boats, excepting always the barge.

The captain's gig is a handsomely fitted and well appointed whaleboat, a fast sailer, and is frequently used in emergencies as a lifeboat and as a hospital boat for ambulance duty.

Perhaps the most interesting pair of boats on the Kearsarge are the 18-foot balsas, or catamarans. They are of a type designed by Rear-Admiral Ammen, of ram and isthmian Canal fame, are peculiar to the United States Navy,



EIGHTEEN FOOT BALSAS OF THE BATTLESHIP KEARSARGE.

and are found on all American National vessels. He designed them during the Civil War to land guns on shore expeditions, after losing a great many cutters, which were too deep and frequently got crushed in the surf when they did not capsize before reaching the beach.

THE BALSAS.

A balsa consists of two elongated tapering casks, supporting a broad platform. They will support a large field gun with safety, and they are unequalled for life saving as well as for cleaning a ship's sides.

The latest type is the dingy, which is the market boat, generally manned by apprentice boys. Every boat is provided with sails as well as oars, and while not much attention is paid to speed, as everything must be sacrificed to carrying power, the Kearsarge's little fleet in a good wind would make over fifty miles a day in the open ocean, where most small boats could not live a minute.

SENATOR PRITCHARD NOT A CANDIDATE. Washington, May 5.—Senator Pritchard, of North Carolina, whom the Republican Convention of his

FIGURING ON THE HOUSE.

FLIMSY HOPES OF THE DEMOCRATIC RAINBOW CHASERS.

A CALCULATION AS TO CLOSE DISTRICTS THAT WILL WORK BOTH WAYS.

Washington, May 5 (Special).—The Presidency almost invariably decides the political complexion of the House of Representatives chosen at the same election. There has been only one exception to the rule since the Republican party came into existence, nearly fifty years ago. It occurred in 1876, a dubious contest controlled by unusual conditions, when Rutherford B. Hayes, Republican, was chosen President, while the Democrats carried the House by 13 majority. No such mixed result is possible this year, when every portent indicates a clean Republican sweep.

When, as now, the majority either way in the preceding House has been narrow, the Republicans, as a rule, have increased their House strength at the ensuing Presidential election. That of 1896 doesn't count, because their great majority of 144 in 1894 practically precluded further increase. For instance, the House elected in 1886 was Democratic by 17, but in the Presidential election of 1888 the Republicans turned the tables and secured it by 7, when Thomas B. Reed first became Speaker. This success, however, was followed by the Democratic "hard times" and anti-tariff landslide of 1890, when they unexpectedly carried the off-year by the unparalleled majority of 148. Only 55 Republicans held their seats.

At the Presidential election in 1892 this huge Democratic majority was sufficiently reduced to prove that a reflex wave had set in. It paved the way for the overwhelming Republican victory in 1894, in punishment of Mr. Cleveland's administrative vagaries, the Democratic straddle, etc. The Democratic majority of 91 which came in with the Cleveland tidal wave in 1892 was reversed by a Republican majority of 144. In the Presidential canvass of 1896 they carried the House again by 72, just half their previous majority, but still far above the average, and too large for party warfare. But in the off-year 1898 the Democrats failed to duplicate the Republican victory of 1894, won in the midst of Mr. Cleveland's administration, the House remaining Republican by 15 to 18.

A PRETENSE OF HOPE.

Yet in the face of these inauspicious statistics there is pretence that the Democrats are "hopeful"—not confident, only hopeful—of overcoming the present Republican majority and carrying the House next fall, and, furthermore, that this Democratic hopefulness has made the Republicans "somewhat uneasy." During the last six years the Democrats have fed principally upon hope deferred. Their hopefulness just now in regard to the next House and suspicion of Republican "uneasiness" seem to be founded chiefly upon the unimportant fact that in about a dozen Congress districts in various quarters of the country the Republicans won their seats in 1898 by narrow pluralities. The full list, as published, shows these pluralities to range from barely 10 in the 13th Kentucky District up to 573 in the 14th West Virginia. If the Opposition should capture all these close districts, unless the Republicans made compensatory gains elsewhere, they would secure a majority of the House. Their faith is evidently pinned upon such a result, and it is therefore worth while to reprint the list which has been going the rounds of Democratic journals under the heading of "A Dozen Close Districts." Here they are:

Name and District.	Majority.
A. Gaston, XXVth Pennsylvania.....	34
J. L. Brenner, III Ohio.....	122
J. R. Haver, III Massachusetts.....	122
C. E. Thomas, III North Carolina.....	157
W. P. Crawford, IXth North Carolina.....	157
S. Muller, Ith New York.....	179
W. L. Stark, IVth Nebraska.....	227
R. D. Sutherland, Vth Nebraska.....	267
O. Turner, Vth Kentucky.....	268
T. M. Jeff, XVIIIth Illinois.....	325
J. W. Dennis, IVth Maryland.....	354
D. E. Johnston, III West Virginia.....	703

The score statement that "there are any number of districts where a change of 500 or 600 votes would sweep the Democratic member from his seat." In short, any reasonable forecast of the future must be based on the obvious fact that in a tremendous struggle, calling into play every political force, the Democrats had as much difficulty to hold close States and Congress districts at the last Presidential and Congressional elections as the Republicans. It will be observed that a very few votes lost to the Democratic candidates would have transferred the following seats to their Republican competitors:

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Besides this alarming table the further authoritative information is volunteered from time to time that there "are any number of districts not above mentioned where a change of 500 to 600 votes would sweep the Republican from his seat." Nobody will dispute this last contention. Nevertheless, it is a slender thread upon which to hang any hopes of success next fall. The conclusion drawn from the foregoing isolated facts have been exaggerated at best, but when a few other important and equally obvious items are taken into consideration it is clear that the material out of which the flimsy fabric of Democratic hopes for 1900 is spun will not hold water.

THE BIG PROVISIONAL "IF."

Political mathematicians of this sort always perforce overlook the other side of the problem, the figures of which almost inevitably spoil their rainbows, based as they must necessarily be on the big provisional "if" the other fellow had not been elected." By this system of winning lost elections it was satisfactorily settled in 1896, after the overwhelming defeat of fusion, that although Bryan was not elected he might have been elected. The mathematical man with a big "if" up his sleeve attempted to arouse the broken spirit of the Bryanites with luminous estimates proving how the transfer of a few thousand inconsequential votes in selected States here and there would have swung the Presidency from McKinley to the Nebraska. It was made plain as a pikestaff thus: The change of 142 votes in Kentucky, 1,639 in Oregon, 1,399 in California, 1,691 in Delaware, 5,744 in West Virginia and 9,092 in Indiana would have reduced the Republican electoral vote from 271 to 225, precisely one short of a majority. It would have raised that of Mr. Bryan to 224, the exact number necessary to elect. The thought was inspiring, albeit somewhat late to be effective, except to give the proper hue to future elections, every one of the numerous "ifs" had to go through or the plan was a failure. The innocuousness of such back action deduction is made manifest by an examination of some of the narrow pluralities by which Bryan himself secured the electoral votes of several States. His inventor, perhaps the identical genius who now proposes by a like method to take the Republican House of Representatives over to the Democrats, failed to foresee a convenient note that a change of only 92 votes in the small State of South Dakota, with one vote in Nebraska, would have knocked him whole afterthought into a chimney. But, of course, he had it in his mind that the influences necessary to take Indiana and the other States which carried the electoral vote in Bryan's case, and 9,424 in North Carolina would have transferred all those States to McKinley. And it is most significant that in subsequent elections several of these Bryan States have gone Republican, whereas the Democrats have captured no Republican States to compensate for their loss.

CLOSE THINGS BOTH WAYS.

So likewise there is another side to this innocent picture of "a dozen close" Republican Congress districts which endanger Republican su-

A GREAT RUSH EXPECTED TO-MORROW FOR THE PREFERRED SHARES OF THE SIEGEL-COOPER COMPANY.

Judging from present indications, there will be an unprecedented rush for the 6 per cent. guaranteed shares of the Siegel-Cooper Co. Co-Operative Stores, subscriptions for which will open to-morrow morning at 10 o'clock. Already letters have been received by the thousand from all over the country, and every incoming mail swells the mountain of applications that will be opened Monday by a special force of clerks employed for the purpose by the Central Trust Co., who is acting for the corporation in this matter.

The plan itself has aroused great interest not only in New York and Chicago, where the two great stores to be united into one mammoth business are located, but throughout the land. It simply means that co-operation is to be tried on a large scale, not by amateurs in the business, but by theorists, but by practical and eminently successful merchants of national reputation.

The central idea governing is not only interest in the work of building up to still greater proportions a business that is already reaching way up into dazzling millions of annual sales, every one of its 6,000 or 7,000 clerks, but also to interest in its army of co-workers some 80,000 or 100,000 customers who, by purchasing 1, 2 or 3 shares of stock, become directly and undivorcably chained to the store and its future. It is accepted as a fact, and it certainly stands to reason, that a consumer of dry goods or any other of the 70 different lines of merchandise these great stores deal in, once he becomes a shareholder, will prefer to deal with the store he is part owner of in preference to stores he has no interest whatever in. Now, 80,000 shareholders can, by purchasing but \$200,000 a year from the Co-Operative Siegel-Cooper Stores, increase their business \$16,000,000,000 annually, which amount of business would make them the most powerful and highly profitable business empire should the rest of the world but a single dollar's worth from these stores. But when you consider that this increase is to follow a retail business that already reaches into the tens of millions of dollars annually, the prospects of the Co-Operative Siegel-Cooper Stores seem indeed very brilliant.

The plan of the Co-Operative Stores, keeping in more familiar than here. It has been in vogue there for centuries, and its worth is known. Glasgow, practically the home of the co-operative storekeeping idea, is full of such concerns with a brilliant record of merchandising behind them. In London the great Army and Navy stores, strictly a co-operative institution, which was started with \$50,000 shares, is now doing the largest retail business in England, and its prosperity has reached such a height that the original \$50,000 shares now sell for over \$500,000 in the open market. The Bon Marche, the greatest retail store in France, is strictly a co-operative concern, even the Board of Directors being annually elected from the ranks of its most able employees. Sir Thomas Lipton, England's, if not the world's, greatest



tea merchant, appreciated the value of enlisting the interest of the public and sold to his customers in shares of 5 one-half interest in his great chain of tea stores. These shares, as the result of the great increase of business following the reorganization, now sell for three times the subscription price of \$5.

Here in America Messrs. Procter & Gamble also decided that the best way of getting the best work out of employees was to give them an interest in the business, and their success was instantaneous, the yearly dividend paid to its employees having steadily and greatly increased.

Siegel-Cooper Co. will provide a fund of \$2,000,000 worth of its common stock to be held in trust by the Central Trust Co. of New York, the dividends upon which will be annually paid to such of its employees as have been there three years or more, and should any of them after ten years of service become incapacitated from further work the dividends will be paid to them for life, thereby providing a pension fund for employees who heretofore were always and entirely thrown upon their own resources. As the Siegel-Cooper Stores also have a benevolent feature that furnishes doctors and medicines free of charge for all its employees, pays weekly allowances to sick members, secures for them vacations in summer, and finally buries them at its own expense should they die while in the employ of the store, it can be said that the owners of these two great stores have certainly done everything that could possibly be devised for the welfare of the army of helpers.

The investment feature will surely be popular with the great mass of people who now keep their money in savings banks at 3 or 3½ per cent. interest per annum, for the preferred shares of the Siegel-Cooper Co. are guaranteed to pay 6 per cent. annually for 5 years, and will no doubt pay eventually considerably more. Just as soon as the influence of the great army of shareholders makes itself felt, and the business keeps on growing and growing, the

shares that now can be had for \$50 each will be worth considerably more. The present owners will remain in control, there being no change of management contemplated—in fact, it is part of the plan to deposit all the stock holdings of the present owners with the Central Trust Co. of New York for 10 years, thereby absolutely insuring to the shareholders the stability and continuance of the same business policy that has made the great success of Siegel-Cooper Co. possible.

The President of the new Siegel-Cooper Co. will be Mr. Henry Siegel, who ever since Siegel, Cooper & Co. was started in Chicago 13 years ago has occupied the position at the helm. To his great ability as a merchant is to a large extent due the remarkable success of the enterprise at the head of which he has stood now for so many years. Well known both in the East and West, his sterling character and open hearted charity have made him honored and beloved amongst all men.

Mr. F. H. Cooper is to be the Vice-President of the Siegel-Cooper Co., and has occupied the same office ever since the firm began business. He is a man of strong individuality, a past master of the art of advertising, and at present directs the affairs of the Chicago store, the wonderful success of which is a monument to his ability.

It is proposed to begin taking subscriptions for the 6 per cent. guaranteed preferred shares of the Siegel-Cooper Co. Co-Operative Stores to-morrow and to keep on taking them all week. The right, however, is reserved to close subscriptions at any moment upon one day's notice in the daily papers, and it goes without saying that within a very few days this notice will appear; so all who do not want to be too late should speak up quickly.

premise in the House. There are as many equally close and more doubtful Democratic districts. And there are any number of others in which the change of far fewer than 500 or 600 votes would sweep the Democratic member from his seat." In short, any reasonable forecast of the future must be based on the obvious fact that in a tremendous struggle, calling into play every political force, the Democrats had as much difficulty to hold close States and Congress districts at the last Presidential and Congressional elections as the Republicans. It will be observed that a very few votes lost to the Democratic candidates would have transferred the following seats to their Republican competitors:

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As a matter of fact, there was little encouragement in the last Congress election for the Democrats. They went into the off year contest expecting to come out ahead. They were far more hopeful than they are now. They failed by a decisive majority, which the Republicans are using to good advantage in the public interest. The Republicans were confident that they would hold the House, but they did not expect to retain it by the unwieldy majority

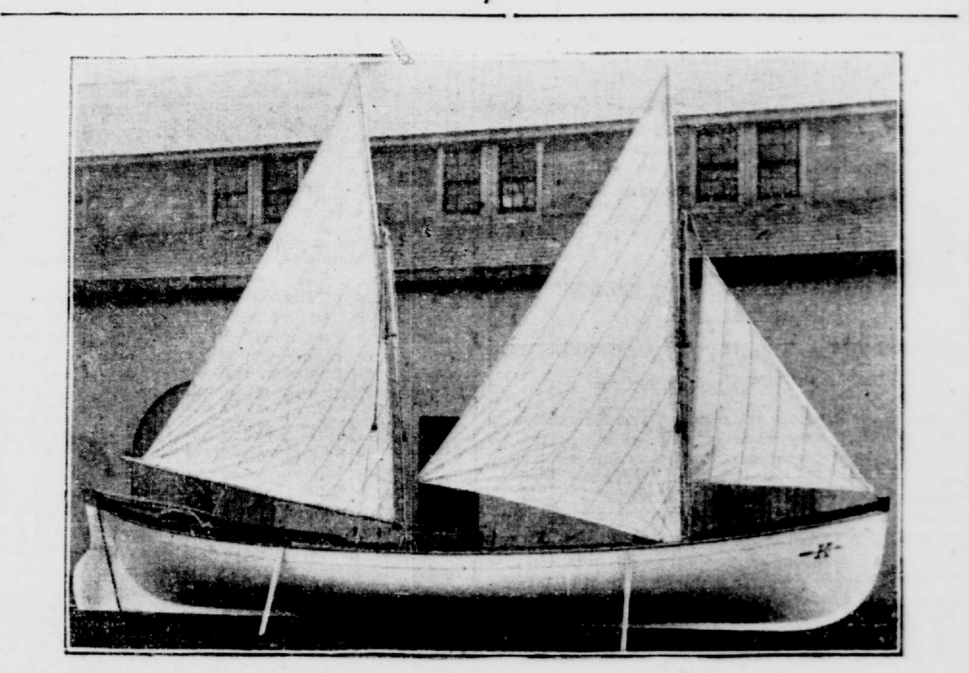
commander, lieutenant and lieutenant (junior grade), in addition to the subjects now required will be required to pass an examination in steam engineering, including description of the types of marine engines and boilers now in common use, the manner of putting them in operation, and the precautions to be taken to guard against derangements to which they are liable; the construction, operation and functions of the various auxiliary machines now in use on board ships of war, including air and circulating pumps, feed pumps, fire and bilge pumps, wrecking pumps, hydraulic pumps, forced draught and ventilating blowers, dynamo engines, evaporators, distillers, ice machines, starting and turning engines, steering engines, steering engines, boat and deck winches, ash hoists, steam launch machinery, etc.; the management of engines and boilers, firing, water-tending, oiling, etc.; getting up steam at leisure and in emergencies; the United States Naval regulations for the care of engines and boilers.

Up to the present time the officers affected have not been obliged to pay any attention to these subjects, although the engineers have been detached from their regular duties and have been compelled to become proficient in navigating and military duties. As a result the complicated mechanisms of ships have been at the mercy of the new warrant machinists who have been suddenly promoted from machine shops, mostly for political favor, and many fine vessels have been injured. As an instance the Kearsarge is cited as having a single engineer officer where at least six are needed. Smaller vessels have no engineers at all, where they formerly had from two to four.

CHANCES IN COREA.

THE AMERICAN CONSUL-GENERAL SAYS "DON'T" TO THOSE WHO WOULD SEEK THEIR FORTUNES IN THE HERMIT KINGDOM.

Washington, May 5 (Special).—Horace N. Allen, Consul-General at Seoul, has sent through the Department of State some information and advice to those who are seeking to make their fortunes in the Hermit Kingdom which will



A 30-FOOT GIG WHALEBOAT, U. S. S. KEARSARGE.

they had in the LVth Congress. They are not at all uneasy over the prospect in November, or else they successfully conceal their fears. The clearest headed and most conservative Republican politicians expect to increase their majority in the LVIIIth Congress.

WARSHIP'S ENGINES TO BE STUDIED.

JUNIOR NAVAL OFFICERS MUST MAKE THEMSELVES FAMILIAR WITH MACHINERY.

Washington, May 5 (Special).—The abuse of the machinery of naval vessels, which has been increasing to an alarming extent ever since the engineers were absorbed into the line, has led to a general order to the service which will compel all junior officers to familiarize themselves with mechanical matters. The order, which is No. 546, is as follows:

prove valuable; for, strange to say, many volunteer officers of the United States, their occupations gone, have turned their faces toward that far off land as the place to win fame and fortune.

"Corea now employs no foreign military officers," says Mr. Allen, "as advisers or instructors in its army, and is not likely to do so, owing to an agreement made with Russia when a large staff of Russian officers were allowed to leave. By this agreement Corea announced her ability and intention to dispense with further assistance of that kind. The many requests from young men who have recently left the service of the United States for places in connection with the Korean army are futile. There is no demand for their services in Corea.

"There is also no demand for foreign advisers to the Korean Government. Although two Americans who held such places have recently died, their positions have been filled, and there is no further demand for assistance of that kind. The newspaper report that these advisers had been receiving a salary of \$100,000 gold per annum is entirely misleading; such places pay from \$150 to \$250 a month.

EVERY ONE MAY NOW DRINK TEA.

TANNIN CONQUERED AT LAST.



SOLD ONLY IN ORIGINAL PACKAGES.

TEA-ELLE is Pure Tea of the best grades, treated by a process which modifies the Tannin without destroying the good qualities of the Tea. TEA-ELLE is the result of careful scientific research. Instead of tanning the stomach and exciting the nerves it aids Digestion, builds up and strengthens the system, and is rapidly finding favor with those who are fond of tea and who had the bad effects of Tannin. TEA-ELLE is the Purest Tea in the Market. If your grocer has not included it in his stock, ask him to get it, or, on receipt of 40¢, we will mail one half pound package. State kind of tea you drink—Oolong, English Breakfast, or Mixed.

Makes a delicious Iced Tea, both healthful and nutritious.

FREE booklet—"A TEA TALK"—containing a lot of interesting facts about TEA.

ROYAL TEA-ELLE CO., Brooklyn, N.Y.

RATS

and all other vermin exterminated by contract. ALLISON CHEMICAL CO., 119 E. 96th st.

their positions have been filled, and there is no further demand for assistance of that kind. The newspaper report that these advisers had been receiving a salary of \$100,000 gold per annum is entirely misleading; such places pay from \$150 to \$250 a month.

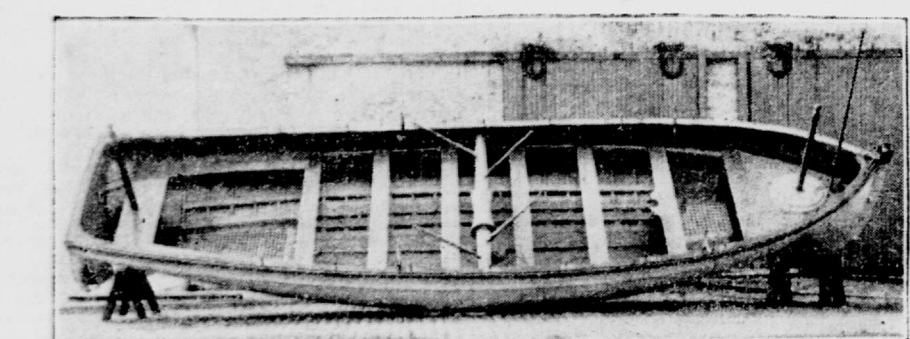
"There is no demand for employees on the railroads in Corea. Japanese control and operate the steam railroads, and Koreans and Americans are employed on the electric roads. I believe the positions are all filled. Employment in the mines would have to be secured before coming to Corea. The agent of the mines in America is H. A. Noble, representative of the Oriental Consolidated Mining Company, San Francisco. Prospectors cannot operate in Corea, and there is no employment with the mines other than on wages. I am told the mining company has no lack of applicants."

THE MYSTERIOUS SPELL.

From The Washington Star. "There seems," remarked the romantic young man, as he looked moonward, "to be a mysterious spell here." "Answered the young woman, who is a teacher in the public school, "I have been correcting examination papers all day."

BIRDS AND BOTTLES.

From The Indianapolis Press. "It is only the man," said the Cornfed Philosopher, "with money to throw at the birds that can afford to buy the bottles that go with them."



ONE OF THE KEARSARGE'S LAUNCHES.

With anchor windlass and bow gunmount.

is not much spare room, as the boats, besides their human freight, must carry the requisite amount of provisions and water. Then, again, in landing parties, the men and equipments make a heavy load to carry, possibly through surf, to shore, and with the banging upon the shore the boats require good, solid construction to stand the strain.

THE ADMIRAL'S BARGE.

Only one of the Kearsarge's boats is built with less regard to stiffness than to speed, and that is the Admiral's barge, which is thirty feet long and rowed by twelve oars, double banked, or sailed with three hundred feet of canvas. The Kearsarge's barge is the embodiment of grace, fine lines and splendid workmanship. Her rounded stern, overhanging, was designed by the present Chief Constructor in 1876 in a boat he built at the League Island Navy Yard for the use of the President of the United States, and for years the only boat of this type was carried on the Despatch exclusively for the President. Now the Admirals have adopted it.

The most useful of the new battleship's boats are the four 30-foot cutters. They have a dozen

State endorsed as a candidate for Vice-President, said to-day that he was in no sense to be regarded as a candidate for the nomination. "The action of the convention was a most graceful and gracious compliment," he said, "and one which I appreciate highly, but I am not a candidate in any sense of the word."

THE SIBERIAN RAILWAY INSUFFICIENT.

Odessa correspondence of The London Standard. The Russian authorities in the Far East are of the opinion that when opened for through traffic the single track Siberian Railway will be almost hopelessly blocked by the carriage of goods. Chinese exports and imports alone, it is stated, will be of sufficient volume to keep the line occupied, while the transport of Japanese, Russian and Siberian products, the latter going both eastward and westward, to say nothing of the transport of troops, will practically congest the railway. Under these conditions, if they are correctly forecast, it is difficult to see how a rapid passenger express service between European Russia and the Far East is to be punctually maintained. Already the necessity of doubling the permanent way is forcing itself upon the earnest attention of the administration. The direct and indirect revenue of the Siberian line is speculatively estimated to amount to about 16,000,000 rubles per annum. If this forecast be fulfilled, or even approximately fulfilled, a few years will suffice to liquidate the whole cost of construction.