WHAT PRAGMATIC SANCTION MEANS.

TERM JUST NOW MUCH IN THE PUBLIC EYE.

Direct Bearing on Succession of Emperor of Austria as King of Hungary.

Pragmatic sanction is a term which is just at present much on the lip and in the eye of the public on both sides of the Atlantic in connection with the succession to the crown of the dual empire of Austria-Hungary. It is pretty generally understood that if Archduke Francis Ferdinand follows his venerable uncle, Emperor Francis Joseph, on the throne, it is by virtue of the pragmatic sanction. But just what the pragmatic sanction is, what it means and how it came into existence few persons know. There are some even like the Hungarian Grand Old Man, the late Louis Kossuth, leader of the rebellion of 1849, who always insisted that the pragmatic sanction was a myth, that it did not actually exist, that no copy of it could be found among the national archives of Hungary, and that if any document of the kind were ever discovered it would probably turn out to be a forgery, basing his assertions on a pronouncement to that effect by the historian Hormayss. Asked about the matter in parliament at Budapest, the Hungarian ministers were forced to admit that they had entirely failed to discover what had become of the original copy of the pragmatic sanction, since the search that had been made for it among the national archives of Hungary had been fruitless, and that so far as they were aware no trace could be found of it at Vienna. It may, however, safely be taken for granted that the original document is among the family archives of the House of Hapsburg at Vienna, although no official pronouncement upon the subject has ever been made. It is a pity that the Crown or the Chancellor of the Empire should have refrained from publicly admitting this, for there is no doubt that to-day a large portion of the Hungarian people give credence to Kossuth's assertion and are firmly convinced thereby that the pragmatic sanction does not exist, and that the rights of the House of Hapsburg to the throne of Hungary are based on something that is akin to fraud. Of course, this is ridiculous, for the pragmatic sanction governing the succession of the crowns of Austria and Hungary to-day is an imperial decree issued by Charles VI in 1723, signed by that monarch, and to which Hungary, Bohemia, the archduchy of Austria and other portions of the Hapsburg monarchy gave their adhesion and pledged to obey, and which afterward was communicated by the Emperor to the various foreign powers of Europe, each expressing its approval and good will in the matter. To say, therefore, that the pragmatic sanction of 1723 is a myth or a forgery is preposterous, and it is amazing that any persons possessed of education and intelligence should have attached the slightest importance to such a palpable lie.

ORIGIN OF THE TERM.

Before proceeding briefly to discuss the pragmatic sanction of Emperor Charles VI, it may be as well to call attention to the fact that there have been a number of other so-called pragmatic sanctions. The expression seems to have been first used to describe certain decrees of the Byzantine Emperors enacted in public assemblies with the council of eminent jurisconsults or pragmaticii, and as such distinct from ordinary imperial rescripts. The expression is manifestly Greek, since "pragmata" stands for "state affairs." Subsequently the use of the term travelled westward, and it was applied to a decree of six articles issued by St. Louis, the Crusader King of France, in 1269, restricting the authority of the Papacy over the Gallic Church, and claiming for the French crown the right of appointment to the various episcopal sees in the kingdom. A little less than two hundred years later another decree of much the same character and with the same object in view was issued in council by King Charles VII of France at Bourges. The sovereign Dukes of Burgundy and Brittany refused to recognize it. But it continued in force until the Concordat of Francis I with Leo X, of which, indeed, it constituted the basis.

The next pragmatic sanction of which we hear is that of Emperor Charles VI of Germany. Having no sons, but only a daughter, the Archduchess Maria Theresa, and being, moreover, the last of his line, he issued a pragmatic decree vesting the succession of all the hereditary possessions of the house of Austria in his daughter. These possessions included the kingdom of Hungary, the archduchy of Austria, the duchy of Silesia, etc., but not the dignity of German Emperor, which, although it had been for hundreds of years vested in the House of Hapsburg, was theoretically elective. This pragmatic decree first came into existence in 1713 as a family statute, after due consideration by a council of state summoned by the Emperor for the purpose. Afterward Charles, acting on the advice of his most trusted counsellors, determined to transform it into a fundamental law of the state, to take the place of the laws of succession previously enacted by Ferdinand II, who died in 1637, and of Leopold I, whose reign came to a close in 1705. The decree of Ferdinand II transformed all of the possessions of the House of Austria into a species of "fidei commis," on the principle that they should go by order of primogeniture to the senior heir, in lieu of being divided up among the various heirs, as had been the case until that time. Leopold I, in an edict issued shortly before his death, confirmed this edict of his predecessor. But neither of these instruments contemplated the extinction of the male line and the descent of the lands of the House of Hapsburg to one of its women.

ABROGATING SALIC LAW.

It was this principle, virtually abrogating the Salic system of succession until then in force in favor of the so-called cognate of Castile system, that was embodied in the pragmatic decree of 1713. With a view of strengthening its force and rendering it more binding, Charles VI caused it to be accepted by the Diets or so-called Estates of Lower Austria and of Bohemia in 1720, by the Hungarian Diet in 1722 and by all the other Diets of his possessions prior to December, 1724, when it was proclaimed as a fundamental law. It decreed that the possessions of the House of Austria should always remain united under one ruler, that they should be ruled by Charles VI's male descendants, that if he had no male descendants his possessions should pass to his female descendants, and that if his female descendants died without issue the right of succession should belong to the daughters of his dead brother Joseph and to their male and female offspring in accordance with the law of primogeniture. As two of his nieces had married foreign rulers—one the Elector of Bavaria and the other the Elector of Saxony—he insisted upon their renouncing by a solemn oath all rights which they might have had to his possessions, save such as they enjoyed under the terms of the pragmatic sanction, and it is from that time that dates the custom with which every archduchess of the House of Hapsburg is forced to comply on the eve of her marriage in solemnly proclaiming, with her hand on the Gospels, her renunciation of all rights to the Austrian crowns and possessions, save those which she enjoys under the terms of the pragmatic sanction. This act of renunciation is much misunderstood. It does not involve the entire abandonment of all rights to the succession. Thus young Archduchess Elizabeth, the only child of the late Crown Prince Rudolph, who is now married to Prince Otto Windischgraetz, is still in the line of succession, despite her act of renunciation, and in the improbable event of the extinction of the male line of the House of Hapsburg-Lorraine as now constituted might yet be called upon to succeed to the throne of Austria and Hungary as Empress Queen regnant.

Charles VI further communicated this so-called pragmation sanction to all the leading powers of Europe, in particular to France, England, Spain, Prussia and to the Papacy, obtaining the approval of all of them thereto in writing. Expressing his satisfaction at having thus assured the peaceful succession of his daughter, Archduchess Maria Theresa, as Queen of Hungary and of Bohemia, and as sovereign of his other possessions to his generalissimo, old Prince Eugene of Savoy, the latter replied, "That is all right, your majesty, but two hundred thousand bayonets would constitute a still better guarantee."

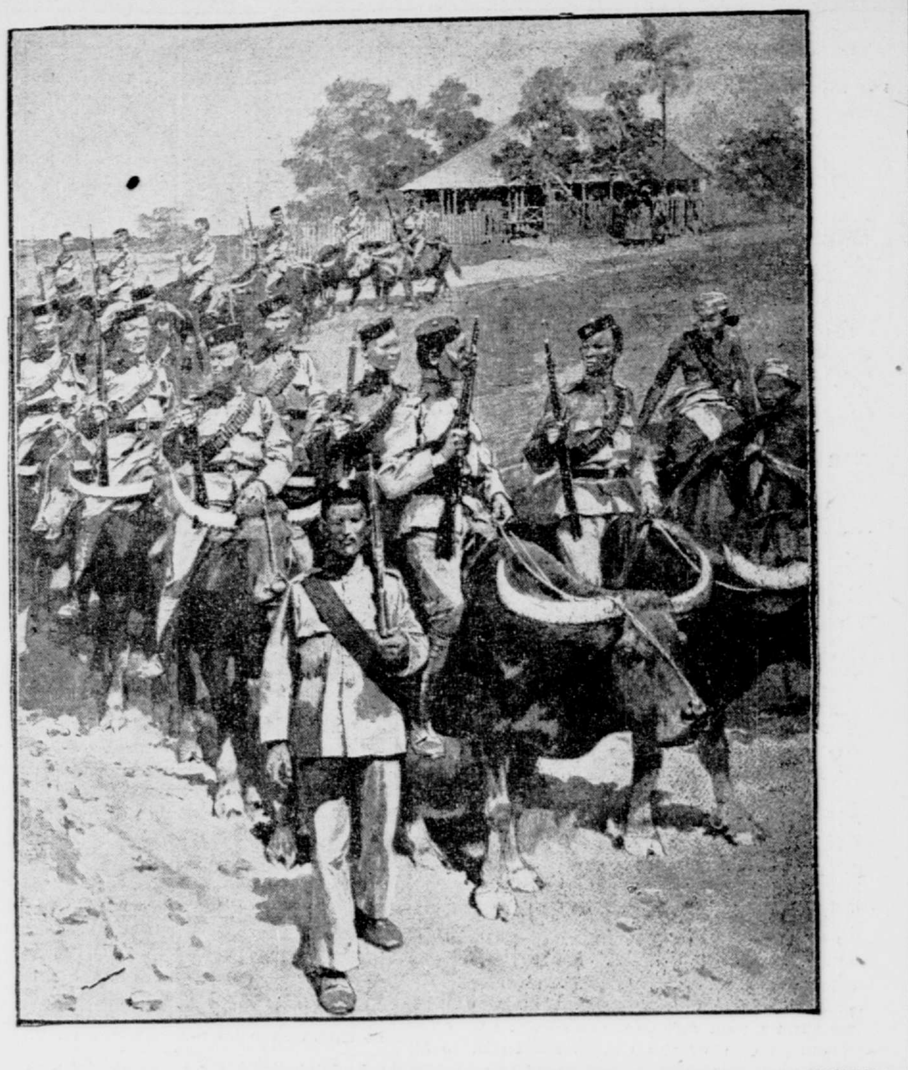
DAUGHTER SUCCEEDED TO THRONE.

On the death of Charles VI his daughter succeeded him as Queen of Bohemia and as sovereign of all the possessions of the House of Austria. The Elector of Bavaria was elected Emperor of Germany and of the Holy Roman Empire, under the title of Charles VII, and in spite of the pledge which he had given to Emperor Charles VI to recognize the provisions of the latter's pragmatic sanction, he put forward a claim to the possessions of the House of Hapsburg, on the ground of his descent from the daughter of Emperor Ferdinand I. Other of the German and foreign sovereigns followed suit, in complete disregard of their promises to Charles VI, Frederick the Great of Prussia marching into the Duchy of Silesia and taking armed possession thereof, without even going to the trouble of making a formal declaration of war. It was then that Queen Maria Theresa, confronted with the peril of a dismemberment of her sovereignty by enemies, who, attacking her from all sides, were bent upon its partition, made her memorable and historic appeal to the Magyar magnates, whom she summoned to meet her as Pressburg. All Hungary and Croatia rose in her defence, and for several years afterward the so-called War of Austrian Succession raged, and was ultimately brought to a close by the death of Emperor Charles VII, the withdrawal of the pretensions of his son, Maximilian Joseph, to the Hapsburg possessions, and an agreement whereby in return for Queen Maria Theresa's recognizing him as Elector of Bavaria, and restoring the territory which she had taken from him in the war, he secured the election of her husband, Francis, Duke of Lorraine, as German Emperor.

In this way she became Empress. On the death of her husband, her son Joseph, the child which she had held in her arms when making her appeal to the Magyar magnates at Pressburg, was elected Emperor of Germany, but did not succeed to the sovereignty of the territorial possessions of the House of Hapsburg, including the kingdoms of Hungary and of Bohemia, until the death of his mother, Empress Maria Theresa, some fifteen years afterward—namely, in 1780. Joseph was followed by his brother, Leopold, and the latter by his son, Francis II, as elected Emperors of Germany and of the Holy Roman Empire, and as sovereigns of all the Hapsburg possessions. But in August, 1806, Napoleon abolished the Holy Roman Empire, issuing a proclamation declaring that he had accepted the protectorship of the new German Confederation, which he had organized, and that "the German Empire had ceased to exist." Six days afterward, in a remarkable communication addressed to the great powers of Europe, Emperor Francis announced that he had laid down the imperial crown of Germany, and that he had renounced the title of Francis II, Emperor of the Holy Roman Empire, reserving to himself that of Francis I, hereditary Emperor of Austria. In the same document he released all German princes and powers from their oath of fidelity.

It is by virtue of this pronouncement that the chief of the House of Hapsburg is to-day Emperor of Austria, King of Hungary, King of Bohemia and sovereign of all the other hereditary possessions of his dynasty, and it is in accordance with its terms and with the provisions of the pragmatic sanction that Francis Ferdinand follows Emperor Francis Joseph on his manifold throne. There are some who are unable to understand why it is that neither the only daughter of the ill-fated Crown Prince Rudolph, namely, Princess Otto Windischgraetz, nor yet one or the other of the two daughters of Emperor Francis Joseph, should succeed to the throne, and in Hungary the declarations of old Louis Kossuth with regard to the alleged non-existence of the pragmatic sanction have even led to a popular movement in favor of the succession of Princess Otto Windischgraetz as sovereign of Hungary, instead of Francis Ferdinand. But the pragmatic sanction expressly stipulates, first of all, that the crown of St. Stephen and that of Austria shall always be united upon one head, and that the women of the House of Hapsburg-Lorraine should only ascend the throne in default of princes of the dynasty. In no part of the so-called dual empire does the Salic system of succession prevail. Yet, in view of the fact that there are more than half a hundred able bodied archdukes of the dynasty, all in the line of succession, it is extremely unlikely that this generation will ever see another feminine ruler on the throne of Austria and Hungary.

EX-ATTACHE.



THE BUFFALO BRIGADE: A NOVEL METHOD OF MOUNTING TROOPS IN BRITISH NORTH BORNEO.

An interesting experiment in the direction of mounting troops lately has been made in British North Borneo. In portions of this country, where there are no roads and where the tracks are too soft for the use of ponies, the police have been mounted on buffaloes. A large number of the troops have been supplied in this way, with satisfactory results. This is the first time local troops or police have been so mounted in any part of the British Empire.
—The Graphic.

THE BATTLESHIP FLEET

Officers Who Will Command the Vessels on Their Long Voyage.

[From The Tribune Bureau.]

Washington, Oct. 26.—Here are the organization and the names of the officers who will command the fleet of thirteen battleships which has been ordered to steam from here on December 15 around into the Pacific Ocean for extensive manoeuvres:

Rear Admiral ROBLEY D. EVANS, Commander in Chief.

FIRST SQUADRON.
FIRST DIVISION.

CONNECTICUT (flagship of commander in chief).
First class battle ship, 24 guns, 16,000 tons, 16,500 horsepower, twin screws, 881 officers and men.
Captain Hugo Osterhaus, commanding.
Fleet engineer, Lieutenant Commander Robert B. Higgins.
Executive officer, Lieutenant Commander M. L. Bristol.
Lieutenant Commander Lloyd H. Chandler.
Navigator, Lieutenant Commander George C. Day.
Ordnance officer, Lieutenant Commander, Simon P. Fullinwinder.
Lieutenant George L. Smith.
Lieutenant William P. Cronan.
Lieutenant Charles S. Freeman.
Lieutenant Hayne Ellis.
Lieutenant Byron A. Long.
Lieutenant Adolphus Staton.
Lieutenant H. E. Yarnell.
Lieutenant Richard Wainwright.
Ensign Royal E. Ingersoll.
Midshipman Lew M. Atkins.
Midshipman Alexander Sharp, jr.
Midshipman Gardner L. Caskey.
Midshipman John W. W. Cumming.
Midshipman Irving H. Mayfield.
Midshipman Ralph C. Needham.
Midshipman Ralph C. Parker.
Midshipman Emanuel A. Lofquist.
Midshipman Joseph Baer.
Midshipman George M. Dallas.
Midshipman Charles M. Lynch.
Midshipman C. Humphrey.
Medical officer, Surgeon Lloyd W. Curtis.
Passed Assistant Surgeon Paul E. McDonnold.
Assistant Surgeon Robert C. Ransdell.
Pay Inspector H. A. Dent (fleet).
Assistant Paymaster Harry E. Collins.
Major of Marines Dion Williams (fleet).
Second Lieutenant of Marines William C. Wise, jr.

LOUISIANA.
First class battleship, twenty-four guns, 16,000 tons, 16,500 horsepower, twin screws; 881 officers and men.
Captain Richard Wainwright, commanding officer.
Executive officer, Lieutenant Commander Frederick L. Chapin.
Navigator, Lieutenant Commander C. F. Jewell.
Ordnance officer, Lieutenant Robert W. McNeely.
Engineer officer, Lieutenant Walton R. Sexton.
Lieutenant Franck T. Evans.
Lieutenant Charles H. Fischer.
Lieutenant Zachariah H. Madison.
Lieutenant Hugo W. Osterhaus.
Ensign N. W. Post.
Ensign Hugo Frankenberger.
Ensign Arthur K. Atkins.
Midshipman Edward S. Moses.
Midshipman Roland M. Brainard.
Midshipman Frederick W. Milner.
Midshipman Damon E. Cummings.
Midshipman Harold V. McKittrick.
Midshipman Harlow T. Kays.
Midshipman Samuel L. Henderson.
Midshipman Francis A. L. Vossler.
Midshipman Richard F. Bernard.
Midshipman Walter R. Monteser.
Medical officer, Surgeon Andrew R. Wentworth.
Assistant Surgeon Richard A. Warner.
Pay officer, Paymaster Charles W. Eliason.
Assistant Paymaster Frank Baldwin.
Marine officer, Captain John W. Wadleigh.
Second Lieutenant of Marines Ralph S. Keyser.

KANSAS.
First class battleship, twenty-four guns, 16,000 tons, 16,500 horsepower, twin screws; 850 officers and men.
Captain Charles E. Vreeland, commanding.
Executive officer, Lieutenant Commander Philip Andrews.
Navigator, Lieutenant Commander William C. Cole.
Ordnance officer, Lieutenant Henry C. Mustin.
Lieutenant Joseph K. Taussig.
Engineer officer, Lieutenant Edward C. Kalbfus.
Lieutenant Arthur B. Keating.
Lieutenant John M. Enochs.
Ensign John S. Arwine, jr.
Ensign William F. Halsey, jr.
Ensign Christopher R. P. Rodgers.
Ensign H. G. Bowen.
Ensign W. P. Williamson.
Midshipman William S. Farber.
Midshipman Archibald D. Turnbull.
Midshipman Sloan Danenhower.
Midshipman Charles T. Blackburn.
Midshipman Richard S. Galloway.
Midshipman Edgar A. Ewing.
Midshipman Jere H. Brooks.
Midshipman George W. Simpson.
Midshipman Edmund D. Almy.
Midshipman A. M. Cohen.
Midshipman T. A. Symington.
Midshipman James Parker.
Surgeon Theodore W. Richards.
Passed Assistant Surgeon Frederick A. Asserson.
Paymaster John H. Merriam.
Captain of Marines Arthur E. Harding.
Second Lieutenant of Marines Henry S. Green.

VERMONT.
First class battleship, 24 guns, 16,000 tons, 16,500 horsepower, twin screws, 881 officers and men.
Captain William P. Potter, commanding.
Executive officer, Lieutenant Commander Levi C. Bertolette.
Navigator, Lieutenant Commander Adelbert Althouse.
Ordnance officer, Lieutenant Leigh C. Palmer.
Lieutenant Luther M. Overstreet.
Engineer officer, Lieutenant Walter B. Tardy.
Lieutenant Harry L. Brinser.
Lieutenant Charles P. Snyder.
Ensign Stephen C. Rowan.
Ensign Samuel M. Robinson.
Ensign Robert A. Dawes.
Ensign Bruce L. Canaga.
Midshipman Ralph T. Hanson.
Midshipman Horace T. Dyer.
Midshipman George McC. Courts.
Midshipman Jacob L. Hydrick.
Midshipman Louis F. Thibault.
Midshipman William F. Cochrane, jr.
Midshipman Frederick P. Lilley.
Midshipman Riley F. McConnell.
Midshipman Richard B. Coffman.
Midshipman Patrick N. L. Bellinger.
Midshipman Herman E. Welte.
Midshipman H. H. Norton.
Surgeon Francis M. Furlong.
Passed Assistant Surgeon Charles E. Ryder.
Paymaster Victor S. Jackson.
Captain of Marines Charles H. Lyman.
Second Lieutenant of Marines Andrew B. Drum.

SECOND DIVISION.
Rear Admiral WILLIAM H. EMERY, commander.

GEORGIA (flagship).
First class battleship, 24 guns, 14,948 tons, 19,000 horsepower, twin screws, 812 officers and men.
Captain Henry McCrea, commanding.
Executive officer, Lieutenant Commander George W. Kline.
Navigator, Lieutenant Commander Stanford E. Moses.
Engineer officer, Lieutenant Charles S. Bookwalter.
Ordnance officer, Lieutenant Daniel W. Wurtsbaugh.
Lieutenant Emil P. Svarz.
Lieutenant A. F. H. Yates.
Lieutenant F. W. Osburn.
Lieutenant Roscoe C. Davis.
Ensign William H. Toaz.
Ensign Max M. Frucht.
Ensign A. B. Cook.
Midshipman Alfred W. Brown, jr.
Midshipman J. J. London.
Midshipman R. L. Lowman.
Midshipman C. L. Wright.
Midshipman E. F. Clement.
Midshipman N. L. Nichols.
Midshipman L. C. Scheibla.
Midshipman Rufus W. Mathewson.
Midshipman Warren G. Child.
Midshipman Lucien F. Kimball.
Midshipman George M. Ravenscroft.
Midshipman Arle A. Corwin.
Midshipman Harry J. Abbett.
Surgeon Rank P. Crandall.
Passed Assistant Surgeon Joseph P. Traynor.
Paymaster Richard Hatton.
Chaplain Charles M. Charlton.
Captain of Marines John C. Beaumont.

VIRGINIA.
First class battleship, 24 guns, 14,948 tons, 19,000 horsepower, twin screws, 812 officers and men.
Captain Seaton Schroeder, commanding.
Executive officer, Lieutenant Commander Benton C. Decker.
Ordnance officer, Lieutenant Commander Julian L. Latimer.
Navigator, Lieutenant Commander Alfred W. Hinds.
Engineer officer, Lieutenant Ernest L. Bennett.
Lieutenant Carlas Bean.
Midshipman Walter E. Reno.
Ensign Duncan I. Selfridge.
Ensign Horace C. Laird.
Ensign H. D. Cooke, jr.
Ensign C. E. Wood.
Midshipman Owen Bartlett.
Midshipman Stuart W. Cake.
Midshipman William H. Booth.
Midshipman Garret L. Schuyler.
Midshipman Willis W. Bradley, jr.
Midshipman Russell S. Crenshaw.
Midshipman William H. Walsh.
Midshipman Emil A. Lichtenstein.
Midshipman William T. Smith.
Midshipman George C. Logan.
Midshipman Robert C. Giffen.
Surgeon C. H. T. Lowndes.
Assistant Surgeon James P. Haynes.
Paymaster D. M. Addison.
Chaplain George E. F. Stevenson.
Captain of Marines R. P. Williams.

NEW JERSEY.
First class battleship, 24 guns, 14,948 tons, 19,000 horsepower, twin screws, 812 officers and men.
Captain William H. H. Southerland, Commanding.
Executive officer, Lieutenant Commander Patrick W. Hourigan.
Navigator, Lieutenant Commander Edward H. Durell.
Ordnance officer, Lieutenant Commander Frank B. Upham.
Engineer officer, Lieutenant Frank Lyon.
Lieutenant Frank C. Martin.
Lieutenant Otto C. Dowling.
Lieutenant Charles W. Early.
Lieutenant Merritt S. Corning.
Lieutenant (junior grade) William J. Moses.
Ensign Winfield Liggett, jr.
Midshipman Joe R. Morrison.
Midshipman Isaac C. Kidd.
Midshipman Jefferson B. Goldman.
Midshipman W. W. Lawrance.
Midshipman C. A. Jones.
Midshipman William L. Beck.
Midshipman Miles A. Libbey.
Midshipman Charles C. Gill.
Midshipman Robert A. Burford, jr.
Midshipman Michael J. Torlinski.
Midshipman Harold H. Ritter.
Surgeon Norman J. Blackwood.
Assistant Surgeon Matthew H. Ames.
Paymaster John R. Sanford.
Captain of Marines William H. Parker.

RHODE ISLAND.
First class battleship, 24 guns, 14,948 tons, 19,000 horsepower, twin screws, 812 officers and men.
Captain Joseph B. Murdock, commanding.
Executive officer, Lieutenant Commander Joseph W. Oman.
Navigator, Lieutenant Commander George N. Hayward.
Ordnance officer, Lieutenant Provoost Babin.
Engineer officer, Lieutenant William B. Wells.
Lieutenant John T. Bowers.
Lieutenant Carleton R. Kear.
Ensign Bradford Barnette.
Ensign David W. Bagley.
Ensign Walter A. Smead.
Ensign Joseph D. Little.
Midshipman Halford R. Greenlee.
Midshipman John T. G. Stapler.
Midshipman Edward D. Washburn, jr.
Midshipman Herndon B. Kelly.
Midshipman Fletcher C. Starr.
Midshipman William H. Lee.
Midshipman Harry Campbell.
Midshipman Carl T. Osburn.
Midshipman Roy P. Emrich.
Midshipman Jacob H. Klein, jr.
Midshipman Baxter H. Bruce.
Midshipman George T. Swasey, jr.
Midshipman Leslie E. Bratton.
Surgeon Eugene P. Stone.
Assistant Surgeon H. L. Dollard.
Paymaster Edward E. Goodhue.
Chaplain John F. Fleming.
Captain of Marines Louis M. Little.
Second Lieutenant of Marines Hermann T. Vulte.

SECOND SQUADRON.
THIRD DIVISION.
Rear Admiral C. M. THOMAS, Commanding.

MINNESOTA (flagship).
First class battleship, 24 guns, 16,000 tons, 16,500 horsepower, twin screws, 881 officers and men.
Captain John Hubbard, commanding.
Executive officer, Lieutenant Commander William G. Miller.
Navigator, Lieutenant Commander William K. Harrison.
Ordnance officer, Lieutenant Commander Orton P. Jackson.
Engineer officer, Lieutenant Rufus Z. Johnston, jr.
Lieutenant Ivan C. Wettengel.
Lieutenant (junior grade) Roe R. Adams.
Ensign Harold R. Stark.
Ensign William Ancrum.
Ensign L. L. Townsend.
Midshipman R. Hill.
Midshipman R. A. Sporance.
Midshipman W. P. Beehler.
Midshipman J. M. Schelling.
Midshipman William O. Wallace.
Midshipman Claudius R. Hyatt.
Midshipman John S. Barleon.
Midshipman Ezra G. Allen.
Midshipman William F. Amsden.
Midshipman Virginius E. Clark.
Midshipman William E. Sherlock, jr.
Midshipman Thaddeus A. Thomson, jr.
Surgeon Washington B. Grove.
Assistant Surgeon William S. Kuder.
Paymaster George M. Stackhouse.
Captain of Marines Logan Feland.
Second Lieutenant of Marines David M. Randall.

OHIO.
First class battleship, 20 guns, 12,500 tons, 16,000 horsepower, twin screws, 800 officers and men.
Captain Charles W. Bartlett, commanding.
Executive officer, Lieutenant Commander Webster A. Edgar.
Navigator, Lieutenant Commander John F. Hubbard.
Ordnance officer, Lieutenant Commander W. K. Gise.
Engineer officer, Lieutenant Fletcher L. Sheffield.
Lieutenant Cyrus W. Cole.
Lieutenant Charles T. Wade.
Lieutenant Frank W. Sterling.
Ensign Chandler K. Jones.
Ensign Richard P. McCullough.
Ensign Hugh Brown.
Midshipman Ray S. McDonald.
Midshipman A. C. Reed.
Midshipman George Joerns.
Midshipman C. E. Hovey.
Midshipman J. A. Monroe.
Midshipman Charles W. Crosse.
Midshipman Eugene B. Walker.
Surgeon Will M. Garton.
Passed Assistant Surgeon George M. Mayers.
Paymaster John S. Higgins.
Captain of Marines Henry C. Davis.
First Lieutenant of Marines Arthur B. Owens.

MAINE.
First class battleship, 20 guns, 12,500 tons, 16,000 horsepower, twin screws, 812 officers and men.
Captain Giles B. Harber, ordered to command.
Executive officer, Lieutenant Commander Warren J. Terhune.
Navigator, Lieutenant Commander Joel R. P. Pringle.
Engineer officer, Lieutenant Frank P. Baldwin.
Ordnance officer, Ralph Earle.
Lieutenant William K. Riddle.
Ensign Walter E. Whitehead.
Ensign Lamar R. Leahy.
Ensign Hugh M. Walker.
Ensign Roscoe F. Dillen.
Ensign Byron McCandless.
Ensign E. S. Root.
Midshipman Whitford Drake.
Midshipman Andrew S. Hickey.
Midshipman Guy E. Davis.
Midshipman Joseph S. Evans.
Midshipman Robert T. S. Lowell.
Midshipman Charles C. Slayton.
Midshipman Harold M. Bemis.
Midshipman Elmer W. Tod.
Midshipman Cortlandt C. Baughman.
Surgeon M. S. Elliott.
Passed Assistant Surgeon Richard B. Williams.
Paymaster Edward T. Hoopes.
Captain of Marines Newt H. Hall.
First Lieutenant of Marines Benjamin A. Lewis.

MISSOURI.
First class battleship, 20 guns, 12,500 tons, 16,000 horsepower, twin screws, 779 officers and men.
Captain Greenlief A. Merriam, commanding.
Executive officer, Lieutenant Commander Archibald H. Scales.
Navigator, Lieutenant Commander Jay H. Sypher.
Engineer officer, Robert Henderson.
Lieutenant F. D. Berrien.
Lieutenant J. P. Murdock.
Lieutenant Thomas L. Johnson.
Lieutenant John E. Lewis.
Lieutenant James B. Gilmer.
Lieutenant Robert Wallace, jr.
Ensign William L. Culbertson, jr.
Ensign Laurance N. McNair.
Midshipman William C. I. Stiles.
Midshipman Lesley B. Anderson.
Midshipman Philip G. Lauman.
Midshipman Henry K. Hewitt.
Midshipman Charles R. Clark.
Midshipman C. A. Krakow.
Midshipman W. F. Mallison.
Midshipman James B. Howell.
Surgeon Leckinski W. Spratling.
Assistant Surgeon George H. McConnou.
Paymaster W. H. Doherty.
Chaplain Matthew C. Gleeson.
Captain of Marines Julius S. Turrill.
Second Lieutenant of Marines Charles A. Lutz.

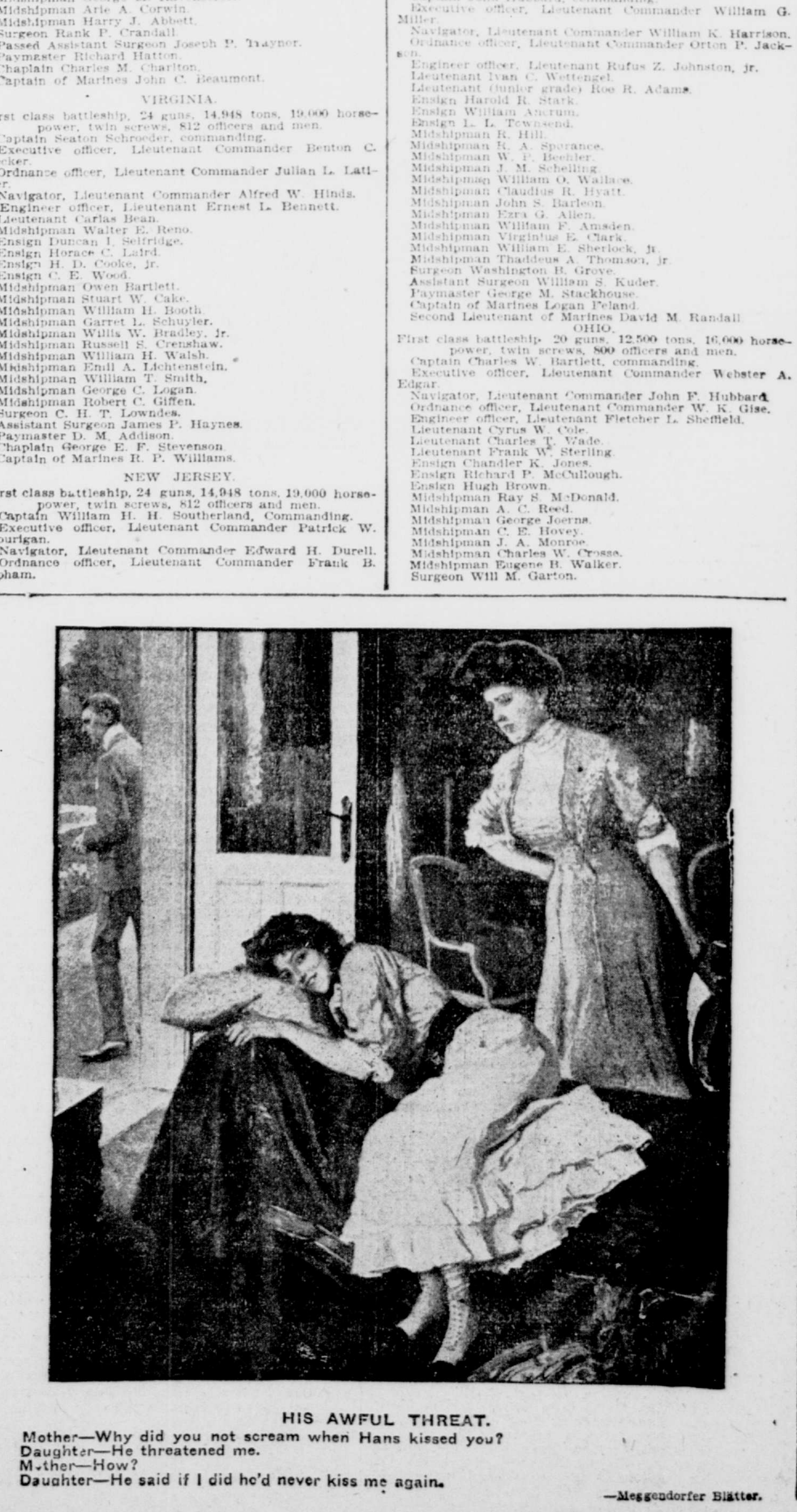
FOURTH DIVISION.
REAR ADMIRAL C. S. SPERRY, COMMANDER.

ALABAMA (Flagship of Squadron Commander).
First class battleship, 18 guns, 11,525 tons, 11,366 horsepower, twin screws, 713 officers and men.
Captain Samuel Ten Eyck Veeder, commanding.
Executive officer, Lieutenant Commander T. P. Magruder.
Navigator, Lieutenant Commander Charles B. McVay, jr.
Ordnance officer, Lieutenant Roland I. Curtin.
Lieutenant Ralph E. Pope.
Lieutenant William N. Jeffers.
Lieutenant George B. Landenberger.
Ensign Arthur C. Kail.
Ensign Herbert H. Michael.
Ensign Benjamin K. Johnson.
Ensign Lucian Minor.
Midshipman Henry N. Jenson.
Midshipman Albert S. Rees.
Midshipman Claude A. Bonvillian.
Midshipman John D. Rhodes.
Midshipman Lemuel M. Stevens.
Midshipman John W. Lewis.
Midshipman Richard T. Keiran.
Midshipman Allan S. Farquhar.
Midshipman Forney M. Knox.
Midshipman Ernest G. Kittel.
Surgeon Luther S. Von Wedekind.
Assistant Surgeon F. S. W. Dean.
Paymaster F. B. Colby.
Captain of Marines Charles C. Carpenter.
Second Lieutenant of Marines J. R. Horton.

ILLINOIS.
First class battleship, 18 guns, 11,525 tons, 11,366 horsepower, twin screws, 690 officers and men.
Captain Bradley Fiske, commanding.
Executive officer, Lieutenant Commander A. T. Long.
Ordnance officer, Lieutenant Commander Louis R. de Steiguer.
Navigator, Lieutenant Commander Henry A. Pearson.
Engineer officer, Lieutenant Frederick J. Horne, jr.
Ensign Halsey Powell.
Ensign Charles H. Bullock.
Ensign Roscoe C. MacFall.
Ensign Arthur W. Sears.
Midshipman George S. Bryan.
Midshipman Arthur L. Bristol, jr.
Midshipman George A. Alexander.
Midshipman George E. Lake.
Midshipman L. J. Gulliver.
Midshipman Chester H. J. Keppler.
Midshipman Randall Jacobs.
Midshipman Louis H. Maxfield.
Midshipman Bert B. Taylor.
Surgeon Edward M. Shipp.
Assistant Surgeon Charles M. Oman.
Paymaster George W. Reeves, jr.
Captain of Marines Alexander S. Williams.

KEARSARGE.
First class battleship, twenty-two guns, 11,525 tons, 11,954 horsepower, twin screws, 690 officers and men.
Commander Hamilton Hutchins, commanding.
Executive officer, Lieutenant Commander N. C. Twining.
Ordnance officer, Lieutenant Commander Horace G. Macfarland.
Navigator, Lieutenant Commander Edward S. Kellogg.
Engineer officer, Lieutenant S. B. Thomas.
Lieutenant Hilary H. Royall.
Lieutenant Bayard T. Bulmer.
Lieutenant L. Cresap.
Ensign Roy C. Smith.
Ensign Arthur C. Stott, jr.
Ensign Louis P. Davis.
Ensign Gordon W. Haines.
Midshipman William A. Hall.
Midshipman Mathias E. Manly.
Midshipman Arthur A. Garcelon, jr.
Midshipman Arthur W. Frank.
Midshipman Felix X. Gygax.
Midshipman Roy L. C. Stover.
Midshipman Clyde R. Robinson.
Midshipman Raymond F. Frellsen.
Midshipman Harold H. Johnstone.
Midshipman Burton A. Strait.
Surgeon George H. Barber.
Assistant Surgeon Edgar L. Woods.
Paymaster Henry de F. Mel.
Captain of Marines Robert H. Dunlap.
First Lieutenant of Marines William P. Upshur.

KENTUCKY.
First class battleship, twenty-two guns, 11,525 tons, 12,318 horsepower, twin screws, 686 officers and men.
Captain W. C. Cowles, commanding.
Executive officer, Lieutenant Commander Henry A. Wiley.
Navigator, Lieutenant Commander J. K. Robinson.
Ordnance officer, Lieutenant Thomas T. Craven.
Lieutenant Hilary Williams.
Engineer officer, Lieutenant William Norris.
Lieutenant Harry A. Baldridge.
Ensign Garrard P. Nightingale.
Ensign John Grady.
Ensign Edward S. Robinson.
Ensign William T. Lightle.
Midshipman Wilhelm L. Friedell.
Midshipman George B. Wright.
Midshipman John H. Towers.
Midshipman Stephen Doherty.
Midshipman C. N. Hinkamp.
Midshipman George H. Bowdey.
Midshipman Earle F. Johnson.
Midshipman Warren C. Nixon.
Midshipman Vaugh V. Woodward.
Midshipman Alfred W. Atkins.
Midshipman Ralph R. Stewart.
Midshipman Alfred H. Miles.
Surgeon A. G. Grunwell.
Assistant Surgeon W. H. Ronnie.
Paymaster George G. Seibels.
Captain of Marines Samuel A. W. Patterson.
Second Lieutenant of Marines Tom D. Barber.



HIS AWFUL THREAT.

Mother—Why did you not scream when Hans kissed you?
Daughter—He threatened me.
Mother—How?
Daughter—He said if I did he'd never kiss me again.

—Meggendorfer Blätter.

FOR THE BUSY MAN.

Constant Reader Tells What He Missed in Last Week's Papers.

"From what I gather this has been a week of whirl," said the Busy Man, approaching the desk of his friend, Constant Reader, for his weekly summary of the news of the day.

"Indeed it has, especially in financial circles," was the reply, "and whether the whirlwind has ended its destructive course is still a matter of doubt. But the record of the week is sufficient to make it a marked one in the history of financial panics in this country since the famous one of 1837, in which General Jackson's administration went out, and which was the first after New York became the commercial capital of the country. But the memory of few living persons runs back to that time, three score and ten years ago. Many more can recall the crash of 1857, of which I was told by General Woodford the other day that he vividly remembered it, as he was married on October 15 of that year, and on that day all the banks suspended payment and everything was done on credit for two months. In the days after the war, 'Black Friday' occurred in 1869, when Fisk and Gould sought to corner the gold market, creating a Wall Street panic, and again in 1873 there was a widespread panic and another 'Black Friday' in the stock market. Just as General Grant's name as President was connected with the market conditions when the gold 'corner' was attempted in 1869, his name was identified with the failure of the firm of Grant & Ward and of the Marine Bank in 1884, which created immense Wall Street excitement. In 1893 there was what is sometimes called a business panic, but not marked by many suspensions of financial firms. Now the cycle seems to have swung around again to conditions which, in the excited state of the public mind, have led to unwarranted 'runs' on banks and trust companies, which in any ordinary circumstances could have met many times over all their obligations.

CAUSES OF CRASHES.

"The condition of finance, always affected by every wind that blows, has been especially sensitive for many months, and some far sighted persons have wondered how long it would be before the crash came. When the so-called 'rich men's panic' came last summer and no brokers were forced to suspend and the financial institutions all weathered the storm, it was hoped that the worst was past. But the blow was not over, only deferred. It took the culmination of conditions which marked the early part of the week to topple over the unsubstantial structure. Despite all the efforts to sustain the existing conditions the weakness in one place disclosed that in another, until finally the rush of depositors to get out what they would not have wanted if they had been sure they could get it began, and one after another institution, which could not stand the strain, was forced to succumb. Incidentally the methods by which old and honored banks had extended their operations by branches and co-ordinate trust companies showed how they had weakened themselves by extension. A dozen financial institutions have had to suspend payments despite their asseverations of solvency, and it will be a considerable time before they return to their former business basis, even if all are able to escape bankruptcy. In the case of the Knickerbocker Trust Company, the first to close its doors, receivers have been appointed at the instance of the Attorney General of the state, the legal adviser of the State Banking Department.

EFFORTS TO SUSTAIN CONFIDENCE.

"The efforts of officials to sustain public confidence and the work of wealthy financiers to relieve the strain in the money market have been most commendable and effective. No doubt much of the difficulty found by city institutions in meeting the demands of their depositors was due to the fact that the banks in rural regions connected with them were drawing heavily on their resources. The work of Secretary Cortelyou of the Treasury Department in coming to the aid of the city institutions, not only by his personal presence but by the use of the funds in his control, supplemented by the work of the great capitalists in placing large sums in readiness to meet the demands for call money, enabled most of the large institutions to meet all demands. It was thought that the lack of a clearing house for trust companies put them in a less favorable position than the banks, which could co-operate through their Clearing House in mutual support, but the fallacy of this was shown when the chain of banks was broken by the suspension of one of their number.

"While other parts of the country have not been as deeply involved as New York, yet like conditions have prevailed in some other places, notably in Pittsburg, Providence and in Nevada. When a few of the smaller institutions in Harlem and The Bronx suffered, the residents of Brooklyn plumed themselves on the fact that their banks and trust companies were intact, but that this confidence was not well founded appeared when in one day no less than six of them were forced to postpone payments. In Harlem a 'run' on one bank was precipitated by a misleading headline in a newspaper, showing how frail a thing is public confidence when undermined in no matter what way. One man, who was rejoicing that he had drawn his funds out of an institution in which he failed to feel full confidence was found to base his self-gratulation on the flimsy foundation that he had a certified check from that very trust company."

THE FLIGHT OF BALLOONS.

"How successful was the balloon contest?"

"Just about as successful as any of the similar contests which have engrossed public attention ever since the Mongolfier brothers devised the modern balloon, a hundred and twenty-five years ago. While there have been some improvements in the making of the envelopes for holding the gas, there is no control over the movements of the inflated globes, and they are driven hither and thither at the mercy of the winds, and only equable conditions of the atmosphere prevent their immediate destruction. While a German balloon in the recent contest went a few miles further than a French one, or, at least, so it is supposed until the experts of the geological survey determine actually, neither surpassed the records previously made both in this country and in Europe. All that is settled is that the next contest will be on the Continent. Whether any progress has really been made in dirigible airships or not is yet uncertain, but that little, if anything, can be done with a balloon is sure, despite the fact that different directions were taken by some of the contestants in the recent trial."

"Is the President back at his post?"

"Yes, he has again met with his Cabinet, the only absentees being Secretary Taft, in the Philippines; Secretary Cortelyou, in New York, and Secretary Straus. He told one of the enthusiastic audiences which he addressed on his way home that it took him twelve days to get a bear, but he got him, which was better than he did on his previous trip in Mississippi, when he and the bears 'broke even.' Secretary Loeb, who went hunting further westward, is reported to have had better luck than his chief. The President has accepted an invitation to go after bears in North Carolina, and farmers in Pennsylvania want him to help them save their crops from bruin and ruin, while hunters in the Catskills, who fed Mayor McClellan on bear steak, promise the President good sport there. Meanwhile the Washington wiseacres who bother themselves about the President's future say that he will adhere to his determination not to be a candidate next year, and that he has abandoned the idea of entering the Senate if Secretary Taft should be elected President. On this point the suggestion is put forward that an ex-President should not be a Senator, as he would not be free to criticise the acts of his predecessors or successors, which is the same excuse made in behalf of the President last summer as a reason for his not becoming a newspaper editor upon retiring from his present office. The prediction is made by one enthusiastic friend of the President that he would like to be elected Mayor of New York, the only office for which he ever ran and suffered defeat. To this another adds a new term as President, beginning in 1913 or 1917.

DESTRUCTION BY EARTHQUAKE.

"The seismic convulsions which have been reported by the oscillations of instruments from distant points have culminated in a repetition of the disaster of two years ago in Calabria, Italy, with a loss of fully five hundred lives and much damage to property. As in the preceding case, the actions of Vesuvius gave some token of the coming calamity. The completion of the Panama Canal within five years is now predicted.

"The death roll of the week bears the names of Trenor L. Park, of this city; George F. Bodley, a well known English architect, and Colonel James W. Powell, of Denver."

POISON.

Dr. H. W. Wiley, the Department of Agriculture's famous chemical expert, was discussing certain impure beers.

"I am reminded," said Dr. Wiley, smiling, "of an incident that happened in the Western town of Tin Can.

"Tin Can had a brewery, and the beer from this brewery was unspeakably bad.

"Well, one night a melodrama was performed in the town hall, and in the second act there was a thrilling soliloquy by the villain.

"The villain, alone on the stage, gnawed his black mustache and debated with himself how he should kill the hero.

"'The knife?' he muttered to his cigarette. 'Poison? A pistol shot? Or shall I kill him with'——

"Just then there came a loud interruption from a cowboy in a box:

"'Oh, give him some Tin Can beer.'"—Washington Star.

Clerk—Yes, you must state in what year you were born."

Miss Elder—Well, if I must tell, it was in 1887.

Clerk—A. D?—Illustrated Bits.