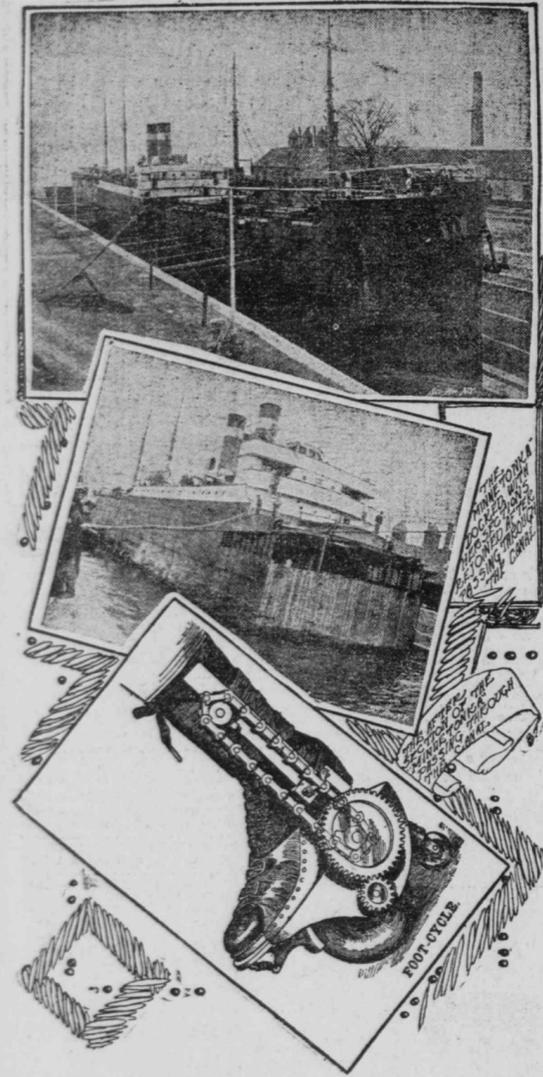


INLAND SHIPBUILDERS DELIVER OCEAN LINERS IN SECTIONS



SHOWING HOW THE LARGEST OF LAKE BUILT STEAMSHIPS ARE TAKEN TO TIDE WATER IN SECTIONS AND A FOOT CYCLE DESIGNED BY A GERMAN INVENTOR.

THE construction of steamships and barges in yards on the Great Lakes, as is well known, has included a fleet built for the ocean as well as lake service. Some of these vessels are of very large dimensions, having a carrying capacity ranging between 4000 and 5000 tons, and equal in size to many "tramp" ships of the trans-Atlantic trade.

The American Shipbuilding Company at its Cleveland yard has recently completed several vessels intended for the American seacoast trade. As it was impossible to reach tide water except by way of the Welland canal and the St. Lawrence system they were planned with the view of being divided as stated. One of these ships, the Minnetonka, now in this port with her sister ship the Minnewaska, recently made the voyage from Cleveland to the head of the St. Lawrence system. Here she was placed in a drydock and divided just forward of her engine-room.

In constructing the Minnetonka the hull plates as well as ribs were planned so that the division could be made with comparatively little expense, and but a few days were required to join the parts of the vessel. Owing to the method of construction the reunited hull is as stiff as if it had never been cut in two. The accompanying photographs show the after section of the vessel passing through the canals and the whole vessel after the two parts were joined together in the Levis dock.

During the last year experiments have been tried under the supervision of the Government with the idea of ridding the Southern waterways of the hyacinth. As is well known the variety known as the water hyacinth spreads so rapidly and has such a rank growth in Florida and Louisiana that it has seriously interfered with navigation and in some cases has completely blocked streams which had hitherto been available for the use of light-draught steamers.

The hyacinth has been especially troublesome on the St. Johns River, Florida, where various schemes have been tried to destroy it. One of the plans was to equip a steamboat with a propeller filled with the hyacinth and this scheme was abandoned. At some of the smaller wharves on the St. Johns River the growth has been so thick that it has been necessary to go out in boats and cut away with sickle and knife a large area in order to allow a vessel to moor at the dock, while some of the smaller wharves have been abandoned. As the plant grows so thickly about them that a boat driven by quite powerful engines is in danger of becoming blocked in the midst of a bed, unable to extricate itself. The method which is now being tried,

however, seems to have solved the problem of how to destroy the hyacinth, and it is believed that if sufficient equipment is provided eventually all of the Southern water courses may be cleared of the pest permanently. A chemical has been compounded which has such an effect upon the plant that if it comes in contact with the stem or blossom these portions soon wither; but the solution is so powerful that it works its way down the stem, killing the root as well. Some of the ingredients of the chemical are known only to the inventor, but a large quantity of acid is used in its preparation.

The process of manufacture is very simple, the "laboratory" being placed upon a barge provided with two tanks, each of which has a capacity of 5000 gallons. Connected with the tanks is a boiler in which the ingredients are mixed at a high temperature produced by steam heat. The barge is of such light draught that it can be towed by the spraying boat if desired, but the latter is provided with three reservoirs each holding 3500 gallons, which are filled by pumping from the barge. Pipes lead from the reservoirs to a steam pump which supplies the spraying apparatus. This consists of three booms. One extends directly in front of the vessel, being supported by a block and tackle attached to the bow deck. The others project from the sides of the vessel. The sprayers consist of hollow tubes which are perforated at intervals of about a foot and the holes fitted with miniature nozzles. The liquid is forced into the sprayers through lines of hose which are connected to the sprayers by couplings in the usual manner. The arrangement of the sprayers is such that the chemical can be distributed over a space ninety feet in width when the boat is moving. The boat containing the spraying apparatus is of the type of craft used on Southern rivers, drawing but four or five feet of water. She is provided with very powerful engines in proportion to her size in order to drive her through the mass of hyacinths, and sprays modeled as to offer as little resistance to the obstruction as possible. Her reservoirs carry a sufficient supply of chemical to cover about 100,000 square yards, and on a portion of the stream where the growth is not too rank the steamer will treat this area of surface in a day. In places where the side sprayers cannot be utilized on account of trees or other obstruction, the chemical is applied to the plants by means of ordinary hose operated by members of the crew.

Such is the destructiveness of the solution that within a few hours after it is applied the withering process begins, and microscopic tests prove that the liquid penetrates the growth below the water, killing the roots, as already stated. Portions of the dead growth which have been pulled from the bottom of the St. Johns, where the treatment has been applied, show that the effect of the chemical is to rot the fiber and disintegrate it to such an extent that it no longer offers resistance to navigation. The solution kills the seed as well as the plant, and efforts are made to cover as much space during the seeding season as possible. The work has been done under the direction of the United States engineers.

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NEGRO ATTACK ON WASHINGTON.

AN interesting sign of the times is the attack on Booker Washington in a negro meeting in Boston. He was present to advise the members of his race on the lines of his well-known philosophy of their needs. He has been heretofore antagonized by negro lawyers and preachers, who assail his ideas of industrial development, and who assume that their race has already, as a body, taken all the steps intermediate between the lowest barbarism and the highest civilization.

This assumption is at variance with the facts, and is intended to cut the ground from under Washington's plans. He appreciates fully the backward state of the negro, intellectually, morally and industrially. He is much wiser in dealing with the negro than our Government has been in dealing with the Indian. The Government and certain religious bodies have assumed that it is only necessary to teach Indians algebra and catechism, and presto! they step from blankets into breeches, and are civilized, when in truth their condition is worse than before.

The regeneration and progress of a race begins with industrial capacity to supply its wants on a constantly increasing scale. As Washington says, the negro must be taught to earn and save until he can afford a better shelter than a house of one room. With more rooms come more wants, taxing his skill to earn what will supply them. As his wants multiply he is advancing in civilization, and has a motive for increasing his skill and earning capacity, and the thrift which economizes what he earns.

It may seem strange to say that energetic and even violent opposition by negroes to Washington's ideas is a hopeful sign, but it is. The hardest task among men is to get them to think. They would better begin thinking wrong than not think at all. It is better that the negroes should divide into parties upon the issues presented by Washington, for a solution will come sooner by division than by a unity which would permit Booker Washington to do all the thinking for the race, while the rest blindly and submissively followed his lead. Already negroes are in hot discussion over the Boston outbreak. Those who justify it have to do some thinking for reasons to sustain their position, and those who deprecate it also have to think. As Booker Washington is right by all the known standards, all thinking adds to his followers. It must be a very besotted negro who would not rather have a house of many rooms than of one. It must be a very low negro who would not rather have comfortable clothes, good food, regular meals, a home of his own and feel the pride of a parent in the better prospects of his children, than be a vagabond.

If the ideas of Washington are rejected by his race, and it prove unsusceptible of receiving what they offer, then its fate is sealed. It has no higher destiny before it than some form of servitude. As far as its future in this country is concerned in such case, it must be deported or exterminated. This may seem harsh, but it is said in the belief that the race is rightly judged by Booker Washington to be capable of something better. Its most virulent enemy, Senator Tillman, admits this by insisting that the negro shall not have any education, industrial or scholastic. If he be incapable of receiving, assimilating or benefiting by either, there is no need to deny him that which he cannot use. So Tillman admits the possibilities in Washington's methods.

The Boston negroes and all others who oppose Washington will perhaps observe that they are on Tillman's side, and that eruptive person will have occasion, later on, to boast that his followers are among the most backward and reactionary of the negroes. We incline to the opinion that Washington and his negroes will finally overcome Tillman and his niggers.

THE PRACTICE OF GRAFTING.

CERTAIN walking delegates or other agents of labor unions in New York have been convicted of betraying the trust of the unions and of obtaining and converting to their own use large sums of money obtained from business men nominally for the purpose of preventing or settling strikes. The evidence given in court has been somewhat sensational, and naturally has been the subject of a good deal of discussion. District Attorney Jerome, as his contribution to the subject, has said that the practices of the convicted labor men are not dissimilar to those of the average politician, or the average business man; and has thereby not only given occasion for more talk, but has infused the controversy with a good deal of heat.

In the course of his statement the District Attorney said: "Everybody who has studied public life has been appalled at its corruption. There is a general belief that every State Legislature and the national Legislature are given to 'grafting.' It is felt that they are actuated by other than pure motives. Why should public life be so debauched? I have come to the conclusion that it is only a reflection of private life. There is 'grafting' everywhere. I know a man who said he would furnish all the lubricating oil used on the railroad systems of the country, and warrant that it should be up to the standard, and pay a lump sum of \$50,000 for the contract, charging only 75 per cent of what the roads now pay. This sort of thing runs through everything, high and low."

Within certain limits Mr. Jerome's statement must be accepted as true. The walking delegates who extracted, or perhaps extorted, large sums of money from business men under threat of calling out their employes were engaged in a practice not dissimilar to that of the high Postoffice officials of whose offenses we have been hearing so much of late; and the postal officials can doubtless defend their conduct by citing a host of not dissimilar practices among business men. Still when all that has been conceded there will remain ample ground for disputing the assertion that "grafting prevails everywhere."

Byron has told us that doctors and lawyers see only the worst side of life; and Jerome, as District Attorney of New York, has seen a particularly bad side of it. The grafter bears about the same relation to politics and to business that a parasite bears to the animal it preys upon. A vigorous life like that of the United States doubtless sustains many grafters, but they are not numerous enough, nor capacious enough, to seriously hurt any important part of the social organism. In labor unions, in politics and in business the grafter is an exception to the rule of American life. Should it ever become otherwise, this country will become as one of the republics of South America.

THOMAS PAINE'S RELIGION.

A QUITE interesting historical discussion has arisen concerning the religious views and practices of the patriot Thomas Paine. In his own day he was stigmatized as an infidel, and that tradition has become so firmly established that his works are not in common circulation, and if found in a library their presence is apt to be the subject of excuses. Paine's father was a Quaker; his mother was an independent Methodist. The original Quakers held theological views that conform closely to what is now known as the modern Unitarian view, which was held also by Jefferson.

Paine's "Age of Reason" confirms the fact that his opinions were formed on those of his father, though there is some evidence that while in independent business in England, as a master stay-maker, he had some associations with his mother's people, the Methodists. Even this would hardly relieve him of the charge of infidelity, since the Methodists of that day were held to be heterodox to the verge of infidelity by the Calvinistic sentiment of the orthodox world.

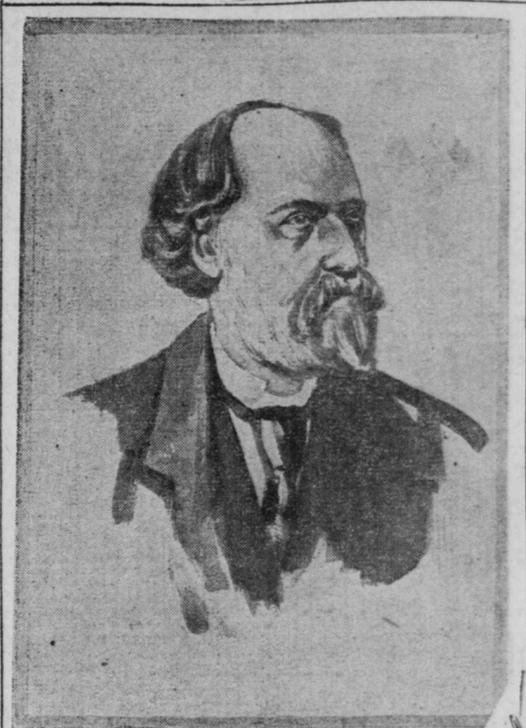
It is certain that after his return to this country from France his associations were with the Quakers. But this did not relieve him of the charge of infidelity, since the Quakers had been persecuted for that offense. He was made to feel his outlawry by the theological sentiment of the time. Being over in New Jersey on business he was identified and refused the right to buy passage on a public coach and had to make the journey back to North River on foot. In his last days he lived with a Quaker family, who supplied evidence of the falsity of the death-bed scene which mistaken piety invented, and he was buried in the Quaker graveyard at New Rochelle, which could not have been had he not been fellowshipped by those people.

It would be well to recognize the surpassing service of Paine to the cause of American liberty and the rights of man, and leave his religious views and practices to a higher judgment whose ways are unknown to man.

Twice within a very short time San Francisco has seen rewarded a policeman who risked his own life that he might save those of others. These acts of bravery and their subsequent acknowledgment passed almost without notice, and it is well to think that this heroic officer, doing his duty as it calls him, is not an exception in the Police Department, but only one who accepted an opportunity as hundreds of his fellows would have done.

The writing experts, who thrive by ready wit and convenient analyses in our courts, have now discovered that penmanship reveals to their searching brains mental, moral and physical characteristics of the penman. The strangest part of the revelation is that these experts are posing as unconscious humorists.

JOHN COLEMAN'S LIFE OF CHARLES READE WILL SOON APPEAR



WELL KNOWN NOVELIST, THE SUBJECT OF A NEW BIOGRAPHY CONTAINING MANY REMINISCENCES OF A WRITER WHOSE BOOKS ARE STILL WIDELY READ IN THIS COUNTRY.

JOHN COLEMAN has written a biography of Charles Reade, whom he knew intimately. For that reason it will have a personal touch and many reminiscences of the novelist. His books still sell well, but of the man himself the younger generation has perhaps little knowledge. Mr. Coleman's book, which Messrs. Trehan are to publish, will be illustrated. Publishers are very chary of making any official announcements as to their forthcoming lists of autumn publishing, but the following notes will be found interesting:

William Le Queux has a story on hand for early publication, entitled "The Twickenote Treasure." Messrs. Newnes are to publish it within a month's time. Mr. Murray has a number of interesting books forthcoming. The "Personal Reminiscences of the Duke of Wellington," by Francis, first Earl of Ellesmere, edited by his daughter, the Countess of Stafford, include unpublished memoranda. Mr. Murray has also in hand "Leaves from the Diary of a Soldier and Sportsman," during a varied course of service, from 1865 to 1885. This is by Lieutenant General Sir Montagu Gerard.

Messrs. Longman have in hand an interesting book by Julian S. Corbett, entitled "England in the Mediterranean," which several papers have already speculated on. It is definitely settled that this book will see the light during the autumn publishing. The same firm will also publish this autumn "The Valet's Tragedy," by Andrew Lang, and "A Queen of Tears—Caroline Matilda," by W. H. Wilkins, in which the short life of the younger sister of George III will be examined.

There is not a little wonder expressed in many quarters at the high price of £1000 (\$5000) which has been paid by the Burns Monument and Cottages Trustees for the copy in the best state known of the Kilmarnock Burns. The Lamb copy, which was sold in 1897 for £572 (\$2860), was hitherto the highest price.

This copy, bought from G. S. Veitch of Paisley, has the label on the back and is in every way faultless. Mr. Veitch purchased it for £10 (\$50). It appears a copy could be had in the early fifties for one shilling. That was the price paid by James Stille for one purchased at a sale at Leith. William Pickering paid £5 (\$25) for a copy. One was catalogued in 1870 for eighteen guineas (\$94.50).

As July draws to a close the general activity of the publishing firms decreases. Only a few occasional novels are passing through the presses.

It may, however, be interesting to learn, on the authority of one of the leading London booksellers, that the best-selling work of fiction at the present moment is George Lorimer's "Letters from a Self-made Merchant to His Son."

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