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The St. Paul Globe

OFFICIAL PAPER, CITY OF ST. PAUL.

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CITY SUBSCRIPTIONS.

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Table with 3 columns: By Mail, 1 mo, 6 mos, 12 mos. Rates for Daily, Daily and Sunday, and Sunday.

BRANCH OFFICES.

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WEDNESDAY, AUG. 7, 1901.

MAKING CARTER DISGORE.

The action of the federal prosecuting authorities in taking steps to attach property in the name of Capt. Carter, which was beyond all reasonable doubt acquired from the proceeds of his robberies of the government represents the complete resort to all the remedies open to the government against Carter and his co-conspirators.

Since the administration was forced into the prosecution of this wealthy and influential criminal a public example has been offered which must in its ultimate consequences operate to the great advantage of the public service. The idea has received altogether too extensive acceptance that if a man will only steal amounts large enough, and is backed by influential connections, he is certain to escape the consequences of his robberies.

Even then it is doubtful whether anything would have been done to interfere with the continued round of Capt. Carter's club obligations were it not for the fact that his original conviction was through the medium of a military court-martial, and that he had to deal with army officers rather than civilians and politicians, as would be the case were he convicted regularly in a criminal court and before a jury.

The legal proceedings just inaugurated in Savannah, if successful, will enable the federal government to recoup itself some of the tremendous loss occasioned by Carter's dishonesty. It will moreover be the most fitting supplement that can be conceived of to his conviction and imprisonment. It will be an effective blow moreover at his co-conspirators; and it will involve as full and complete vindication of public justice as has ever been realized in this country in the case of a notorious and extensive public thief, since the days of Bill Tweed.

The Globe does not know anything about the personality of those who are charged with these prosecutions in Georgia. They are necessarily partisan Republicans in politics, a circumstance which, of itself does not offer any particular assurance of success, more especially in view of what is doubtless the fact, that in that section and community there is a strong feeling of sympathy for the Democratic party.

tion whatever should be extended to it. Without a serious manifestation of antagonistic public feeling there can be no thought of an effective remedy. The action of the purchasing committee of school board supplies in making the award in favor of the lowest aggregate bidder, rather than of the bidders who were lowest on the one or other of the several contracts, offers some small measure of relief. But detailed bids presented in that particular case show, notwithstanding the refusal of certain of the bidders to accept the result, such a close approximation as to make it very plain that the public have little or no reason to congratulate themselves on the way chosen by the committee out of the difficulty. The coal combine is there, as it is in all the departmental bidding for fuel thus far had.

The evil in this case has its root so deep in social and economic inequality and wrong that it is practically useless to discuss the remedy. A remedy there is, but, as desperate cases require desperate remedies, it may with propriety be declared that the true remedy in the present state of public opinion would be regarded as desperate in itself. Since the public themselves are the sufferers and the remedy lies at their hand to apply whenever they are ready, the burden of refusing to consider it must of course be left to rest on their shoulders.

NO SURRENDER OF FIVE CENTS. It is evident from the prevailing reports of the efforts of the representative men of South St. Paul and of the members of the West Side Improvement association to secure a 5-cent fare from the present street railway corporation between St. Paul and South St. Paul, that there is a disposition to yield the essential point on which these gentlemen should insist on behalf of both communities.

The people of St. Paul have something to say on this proposition as well as the people of the Sixth ward and of the communities between here and Inver Grove; and the sentiment of this community, if tested, would be found irrevocable against yielding one inch on the proposition of a nickel fare. It is but a few days since Mr. Hill, of Minneapolis, declared his readiness to construct a rapid interurban street car system between St. Paul and Minneapolis and operate it at a 5-cent fare if he could be put in possession of the necessary franchise. As has already been pointed out in this behalf this Minneapolis concern which controls our city, interurban and suburban street passenger traffic has long been operating suburban lines from Minneapolis through districts less popularly settled than that to and from Inver Grove, at a 5-cent fare.

If there is any reason why this same concern should not operate the South St. Paul system on equal terms, nobody but Mr. Lowry in his supreme wisdom is in a position to point it out, and he probably could not do so off-hand or without the thoughtful counsel of the hopeful aggregation that represents him and his interests in this community. The business men of South St. Paul will be unjust to themselves and to the people they represent, and more especially to the business and social interests of this community, if they yield an inch on their demand for a 5-cent fare. Three cents is steadily being accepted as the limit of compensation in city transportation. We are about to have a 3-cent fare system in every large city, either absolutely or in a qualified way, confining it to certain hours of the day. Even the 5-cent minimum should not be made applicable for any extended period by them; and under no circumstances should they grant a franchise longer than twenty-five years.

Long before boys now attending school shall have become old men, the principle of local control and ownership of street car lines will be generally operative. The advancement made in the propagation of this idea during the past five years can be safely made the basis of very liberal prediction in this behalf. The exactions and brutalities associated during the past twenty-five years with street car administration have been effective in calling into existence the present condition of public sentiment toward such enterprises in the hands of greedy corporations. The business men of St. Paul as well as of South St. Paul, should be able to avail themselves of this same sentiment in this case by refusing under any circumstances to yield more than a 5-cent fare and a charter of a maximum duration of twenty-five years.

A SOUTH AMERICAN TRUST. As a general proposition, the world is too much governed. The burden of maintaining the governing class, including the military, has always been the prime cause of the people's suffering. To reduce the cost of an adequate government to the minimum is the great desideratum of modern civilization. This has been the trouble with the British colonies, but they are rapidly consolidating into national trusts, thus doing away with the dead weight of a number of useless organizations. Such is the difficulty with the British West Indies, there being four distinct colonial organizations where one would be ample. It costs as much to govern a couple of islands with a population of 100,000 as it does to run the state of Texas.

Nowhere is this weakness more apparent than in Central and South America. Contiguous states with similar interests and speaking the same language should be under one government. Homogeneity of speech, nationality, and interest should act as a bond in national combinations. Germany and the United States are shining examples of the cohesive force of language, blood, and similar material interests. There appears no good reason why Mexico and the Central American states should not be under one form of government, neither is there any reason why Colombia, Venezuela, Ecuador, Peru and Bolivia should not combine and form the United States of South America. It is reported that the present revolution

tion which is in progress in Colombia and Venezuela is for the purpose of uniting the three contiguous republics, Venezuela, Colombia and Ecuador into one nation. If the report be not true, it ought to be. Rumor charges that Gen. Castro, president of Venezuela, has entered into a plot with Gen. Uribe-Uribe of Colombia to overthrow that government and combine the three nations named, with Gen. Castro at its head. A number of conflicts have occurred between the government and insurgent forces in Colombia, and a recent dispatch from the governor of Panama accuses both the president of Ecuador and Nicaragua, as well as President Castro, of being in a plot to aid the revolutionists.

What is needed in that section of the world is a Spanish-American Bismarck who has the courage and the ability to unite the warring republics into a harmonious Latin republic. The time will come when self-defense will dictate such a course. The balance of power in South America is being threatened by the rapid rise of Argentina and Chile. Already the dispute between Peru and Bolivia with Chile threatens the peace of the continent. The same tactics by which Chile obtained and holds the provinces of Tacna and Arica in violation of treaty stipulations, is evidence of a dangerous preponderance of power in those aggressive "Spanish Yankees." A combination such as we mention would bring Chile to terms without the intervention of a court of arbitration.

If the report of the combination prove to be true, we hope for the good of the country it may succeed. It ought to be accomplished without force, but if that be impossible, let the necessary force be applied, if it will result in a stable government like that of Mexico. We of the United States have an interest in our Southern sisters to the end that a vigorous, progressive and stable government be secured and maintained.

AN IMPERIAL SUPREME COURT.

Notwithstanding the occasional criticisms pronounced on the action of the supreme court of the United States it stands as the greatest judicial tribunal of the world. Under the theory of our government its power is absolute when once that power is invoked. There lies but two appeals, one to the arbitrament of arms—revolution—and another to the people through the process provided in the constitution for its own amendment.

At the time the American constitution was framed, the provisions for the judicial powers were unique. No such tribunal was found in the great prototype, the unwritten constitution of England. There the house of lords was the court of last resort. But the members of that body not all being versed in the law, the actual court of appeals was composed of a sub-committee, known as the law-lords, who took cognizance of appeals from the lower courts. The house of lords as a court had no original jurisdiction except in the case of a peer charged with a criminal offense and demanding his ancient right to be tried by his peers. The latest exhibition of this privilege was the recent abortive trial of Earl Russell for bigamy.

The appeal to the house of lords in time became inconvenient and withal unsatisfactory and a court of appeal was formed of certain members of the privy council who reviewed all cases appealed from the colonies. This innovation was accomplished not many years ago when the great law reform swept over England, doing away with many of the old common law forms and usages. This court of appeals composed of privy councilors evidently did not meet with the approbation of the colonial governments, for when the Australasian commonwealth was formed it refused to recognize the judicial sovereignty of England. While parliament is supreme in England the colonies have never, since the American revolution, admitted its authority. The only allegiance acknowledged has been to the British crown. While this loyalty to the crown was affirmed by the Australasian commonwealth in a political sense, it was denied when it was sought to be applied to the authority to pass on judicial matters involving individual rights of liberty and property.

To settle this difficulty a compromise is about to be effected by the creation of an imperial supreme court, with representatives from Australia, Africa and Canada and maybe from other parts of the empire. The jurisdiction of this court will be fixed by joint acts of parliament and the various colonial governments. Such a court with appellate jurisdiction of a limited class of cases arising both in England and the colonies will soon be a tribunal of great dignity and power—co-ordinate with the supreme court of the United States—the highest tribunal to be paid any judicial body.

Should Gen. MacArthur come up here, some people will have to watch out or they will be deported to Guam. The military situation will be menaced many times. The brewers of New Orleans have struck and struck hard. The city is a-thirst and the weather is hot. Why don't the prohibition workers organize a cast iron union among the brewers and hire them to strike. It would be a sure cure and would not cost as much as it does to get to Dwight. Shaffer says that all the contracts which the Amalgamated has with the companies of the steel trust were drawn up in regard to the constitution of the Amalgamated, which gives them a right to break them because the Amalgamated constitution provides for it, it is amusing.

There is politics in McKeesport. The mayor recently issued a proclamation warning all men not to come there to work in the mills which the union men had abandoned. If they should come they were assured they would be arrested as vagrants and put on a rock pile for an indefinite time. This was somewhat drastic, but Mr. Brown is no doubt a mighty man. How come the report that the city council will spend \$50,000 on city improvements, such as paving and other necessary works that have been neglected, waiting until this time. This is to be done to give the strikers employment until snow flies. McKeesport is somewhat of a close corporation it seems.

The British navy is in a bad way. In the recent naval engagements with itself it lost a dozen cruisers and as many torpedo boats and destroyers, while the entire merchant marine was destroyed. This was an awful blow to Johnnie. It was fortunate for the owners of the Lealand that the entire fleet had been sold to the navy, for they would have been captured by the enemy. The fact that the enemy lost but few old cruisers shows how rotten is the boasted British navy. Experts are confident that as soon as Russia leaves of this disaster an advance on India will be made at once. The Russian fleet as now constituted will be more than a match for the wrecked and depleted British sea force.

The Building Trades Association of New York City has shown upon what kind of a fight the Amalgamated depends in case of necessity, by its resolution passed at a meeting Tuesday. After expressing their sympathy for the down-trodden steel workers, they say that if the American Federation of Labor does not agree to ask us to do so, we will refuse to handle the product of the steel trust as long as the strike lasts. We believe that the winning of this strike by the Amalgamated association is of vital importance to organized labor all over the United States. The same old tale. In carrying out such a proposition they would not be injuring the steel trust so much as hundreds of innocent parties, whose only crime is that they are compelled to live in a country where the justice is made possible by the political construction of the government.

AT THE THEATERS. The Criterion company at the Metropolitan this week is giving the best performances of "Uncle Tom's Cabin" ever seen in this city. The singing and dancing are superb. The scenery is a masterpiece. A big hit at every performance. "Uncle Tom's Cabin" will continue as the Criterion's bill for the remainder of the week, with matinee this afternoon and Saturday, at which some new musicals will be introduced. The character of Ned, played by Buckley, in the character of Ned, the wolf, in "The Black Flag," will be distributed.

THE GLOBE AND BRYAN.

To the Editor of the Globe. How easy it is for the St. Paul Globe to be Democratic and endorse the action of Democrats who are strong and able to rise above their personal feelings, and advise their Democratic friends in Ohio to support the ticket nominated by the party because the Democrats in Ohio thought their platform did not deem it prudent to make national questions the leading issue in the forthcoming canvass. When the Democratic party in Ohio is the great leader of the people, who says the Democratic party as represented in state and national conventions is bigger than any individual member of the party, and the Globe in bolting the ticket in 1900, when Bryan was the unanimous nominee of his party for president!

The question of the superposed turret is still a matter of controversy. The navy is equipped with two gun turrets, and several trials have proved them to be structurally sound. The navy board of construction, to which the navy has been one of unexampled activity with the ship builders of the Great Lakes, and they have in hand orders to build a new gun turret for nearly all the plants for another year. The vessels built during the year have an aggregate value of \$12,240,000, and the aggregate value of the freight carriers and other vessels built during the year is \$20,500,000. The aggregate value of the freight carriers and other vessels built during the year is \$20,500,000.

OF SOCIAL INTEREST

Miss Mary Bass, whose marriage to C. Dixwell Thompson will take place Thursday evening at 7 o'clock at the Episcopal church, was the guest of honor at a linen shower given yesterday afternoon by Miss Warner, at her home in the Albion.

Mr. and Mrs. Robert Drouet will leave St. Paul Friday evening for New York, where Mr. Drouet will appear in the play "The Last Days of Pompeii." The play will be produced at the Grand Opera House.

Mr. George Kusterer and Mrs. Marshall of Boston, who have been the guests of Mrs. Frank Schlick Jr. of Dayton avenue, have returned home.

Mr. George Markham, of Lincoln avenue, is entertaining Mr. McCrossan, of Madison, Wis.

Mrs. Grier M. Orr, of Merriam Park, is entertaining Mrs. Halloway and Miss Halloway, of Chicago.

Mrs. Lucy Comstock, of Western avenue, is at Bald Eagle lake.

Mrs. Noble, of Western avenue, is entertaining Mr. Warner, of Park Rapids, Minn.

Mrs. Frederick Wagner, of Summit avenue, is entertaining Mrs. Rudolph Weyerhaeuser, of Cloquet.

Mrs. Laurence Brennan and Miss Clara Brennan, of Burr street, have gone to Milwaukee and other Eastern points.

Mr. and Mrs. Frederick Leigh Slexas, of Chicago, will leave for the East shortly, to be gone for a month.

Mrs. C. E. Stone, of Crocus Hill, is East.

Miss Florence J. Sample, of Summit avenue, is in North Dakota, visiting friends.

Mrs. P. C. Storch, of Grand avenue, is visiting friends out of the city.

SHIP YARDS REBUSY

ALL OF THEM HAVE ENOUGH WORK TO LAST A YEAR.

There is a healthy growth in the seaboard coastwise trade. The present generation of ship builders is being re-busy, and the American ship yards, thanks to the demand for constructive material, were great hives of industry. When iron was found to be more serviceable than wood, the ship building industry in the United States lagged because iron was scarce. The advance of the United States in the past years, however, as a steel-making nation, has through force of circumstances, revived the ship building industry. The coast ship yards are crowded with passenger and freight steamers, building for the coastwise trade, considerable numbers of them also being done in steel sailing vessels. Hitherto wood has had a practical monopoly of this class of construction. The sailing ship is not the rarity that it is supposed to be. It is only within the past year or two that the tonnage has exceeded sailing tonnage in the United States. The proportion, however, is safely more of steel than of wood, and the sailing vessel has almost entirely disappeared from the great lakes. The new vessels in sailing tonnage are the first of two six-masted schooners, the first vessels of this kind to be built since the introduction of the steam vessel built during the year ended June 30, 1901, was 1,173, of 40,253 gross tons, compared with 1,268, of 30,000 gross tons for the previous fiscal year. The distribution was as follows: Atlantic and Gulf coast, 105, of 153,138 gross tons; Pacific coast, 151, of 46,165 gross tons; and western rivers, 182, of 13,844 gross tons.

SHIPS BUILDING DURING YEAR ENDED WITH JULY HAD AN AGGREGATE VALUE OF \$14,324,000.

CLEVELAND, Ohio, Aug. 6.—(Special.)

The Blue Book of American Shipping, the recognized authority in the United States as a marine and naval directory, presents in its introduction to the annual issue soon to be published the following statistics concerning ship building for the year ending July 31: Reviewing again a year's developments in the ship building industry of the United States, it may be said that without comparison the past year has shown that the building of steel vessels have worked ahead to their full capacity for at least twelve months, and some of them for a much greater length of time. This is true of all ship yards of the seaboard, but was especially true of the yards on the seaboard the great bulk of work is, of course, in the construction of ships for the coastwise trade. The demand for coasting service—the feature of most prominence in American ship building during the past two or three years—still continues, and the coming year will see the completion of a few vessels for overseas service, the largest of which is the finest in the world. These latter include two Pacific mail liners, nearing completion, the new coastwise works, six large freighters for the Atlantic Transport line, at Camden, N. J., and at Sparrow Point, Md., and steamers at New London, Conn., for service on the Pacific in connection with the Great Northern line, that will be about the same dimensions as the White Star liner Celtic, the largest ship afloat.

Reviewing the year is distinguished by the fact that the most magnificent order for new vessels of war ever awarded by the government was given to the ship builders of the Great Lakes for fourteen warships—five battleships, six armored cruisers and three protected cruisers—aggregating 187,847 tons in displacement, 27,120 in horse power, and carrying exclusive of armor and armament, 14,000 men. The largest of these vessels which equals this splendid total, Altogether, sixty-one warships are now being built by the navy, representing a total displacement of 281,315 tons, 567,220 horse power, and costing, for hulls and machinery only, \$80,541,000. In addition, the last year authorized the construction of two battleships and two armored cruisers, the plans for which will be submitted to congress at its next session by the naval board of construction.

If there is any tendency to be noted in naval construction it is to further eliminate the demarcation between the battleship and armored cruiser. A battleship was originally a vessel of tremendous power, offense and defense, and limited range, and was intended to increase the cruising area of the battleship, with sacrifice in the weight of armor and offensive armament. On the other hand to give the cruiser more speed and heavy belt of armor, with reduction in the weight of armor and offensive armament. This form of warship, treating the two types as gradually merging in the United States and Great Britain. The protected cruiser, or commerce destroyer, was the result of the fusion of the French and British types. The Russian navy, are the latest types of protected cruiser in the United States or Great Britain. The American navy's contribution to this type consists of the steamers Oregon, Alaska, and Minnesota, and no more are building.

The question of the superposed turret is still a matter of controversy. The navy is equipped with two gun turrets, and several trials have proved them to be structurally sound. The navy board of construction, to which the navy has been one of unexampled activity with the ship builders of the Great Lakes, and they have in hand orders to build a new gun turret for nearly all the plants for another year. The vessels built during the year have an aggregate value of \$12,240,000, and the aggregate value of the freight carriers and other vessels built during the year is \$20,500,000. The aggregate value of the freight carriers and other vessels built during the year is \$20,500,000.

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AFTERNOON NEWS CONDENSED.

Sydney, N. S. W.—One death from bubonic plague was reported here. Westchester, Pa.—David Hood, a banker and securities, dropped dead in a room of his residence here. He was sixty-five years of age. The steamer Gera, with Field Marshall Courtenay on board, has arrived off Heligoland. The Arcadia has arrived in the West. Albuquerque, N. M.—Six passenger trains are stalled here owing to washouts on the Santa Fe road. Nearly two inches of rain fell in Santa Fe in two hours.

Milwaukee, Wis.—The National Association of Dentists convened in its annual session at the Masonic building in this city. About 100 delegates attended the first meeting. Odesa—The cashier and three directors of the Lomondro Bank of Ekaterinoslav, whose failure was announced July 5, have been arrested on a warrant taken out in an attempt to re-arrest.

New York—Samuel Shinn, who was recently convicted of murder in the second degree, killing Thomas F. Applegate, was sentenced at Poughkeepsie, N. J., to eighteen years at hard labor. New York—The directors of the Standard Oil Company of New Jersey, have declared a quarterly dividend of one cent. This compares with a declaration of one cent in June and 20 per cent in March.

EASTON, Pa.—The Central Labor union has adopted a resolution denouncing Andrew Carnegie as a foe to labor and protesting against the city board of Easton accepting \$50,000 from Mr. Carnegie for a water tower. Berlin—The Koennigberg Algemeine Zeitung says: M. De Witte, the Russian finance minister, has instructed the Russian representatives in Germany to discontinue their preliminary work on the commercial treaties.

New York—Louis T. Hoyt, one of the leading members of the stock exchange, is dead in Germany. He was 60 years old. His estate was valued at \$1,000,000. Amesbury, Mass.—Bustel Smith, eight years old, of Philadelphia, a grandson of John Adams, died here last night. He was drowned here in the Merrimack river. Charles Fisher, of Lynn, also lost his life in an attempt to save the child.

Indianapolis—A woman who attempted suicide in a hardware store in this city Monday by shooting herself in the forehead was identified as A. H. Allport, a member of the city board of health. A love affair is supposed to have caused the shooting. Ballston, N. Y.—Prof. Henry Sherwood, of Johns Hopkins University, died here. He was spending his vacation on a farm, and while trimming a tree, on July 23, accidentally cut his right hand. Blood poisoning set in, and resulted in his death.

Dubuque, Iowa—Mrs. Mary Newberry, formerly of this city, died here. She was chief justice of the county court, is dead, aged eighty-three years. She was a native of New York, and was the state and national vice president of the National Woman's Suffrage Association. Alameda, Cal.—Dr. Charles Hamden Field conducted a course of instruction in illuminating gas. He was formerly a physician in the United States army at Fort Snelling, Minn., and was surgeon of the pension bureau and at one time surgeon of the United Pacific railway.

St. Louis, Mo.—Suits to restrain the building of a new canal, owned by the Forest Park company, a company whose world's fair of 1903 came up in the circuit court here, were dismissed on the case upon advice, and announced that the suit will hold down a decision next Monday. Victoria, B. C.—On account of the prevalence of cholera in Hongkong, the health quarantine station, has received instructions to put in force every precaution in passing and landing to prevent the introduction of the disease.

New York—An advance in the tax rate of New York City from \$2.24 to \$2.27 on the \$100 has been decided upon, says the World. The total increase on the value of personal property in this city for the year ended last is about \$123,000,000, the total increase being \$169,000,000, and that of real estate \$20,000,000.

Berlin—Herr von Koelliker, governor of Schleswig-Holstein, has been appointed secretary of the board of directors of the succession to Herr von Alvensleben, who resigned some time ago. Herr von Koelliker is a member of the imperial chancery, succeeded by Herr Koelliker as governor of Schleswig-Holstein.

New York—Mr. Pierre Lorillard denies emphatically the report that he has possession of the celebrated stock market. He is said to have been in possession of the stock market for many years. He is said to have been in possession of the stock market for many years. He is said to have been in possession of the stock market for many years.

Vienna—A dispatch received here from Belgrade says there is no truth in the report circulated by a news agency in the United States, that sixteen persons were killed and that other persons were wounded during an election disturbance at Prohivac, Bosnia. The dispatch adds that the elections passed off without disorder.

New York—An order issued by the head of the Chinese consular office in this city, upon all Chinamen in this city, to remove their queues. It is said that upon the receipt of this order, the Chinese will be more binding than an imperial edict from the hand of the emperor of China. It will cost several hundred Chinamen in this city.

Chicago—Judge William Geel Price, secretary of the treasury under President Buchanan, died at the home of his son-in-law, William Geel Price, who is eighty-six years old. When Lincoln was elected Price became prominent in the affairs of the city. His estate will be taken to Madison, Wis., for the benefit of his family.

Chicago—In a scuffle with his wife, in the apartment of a hotel here, the late L. B. Goodrich, a constable, was shot dead here. Mrs. Goodrich was arrested. She is said to have been in possession of a revolver at the time when she discovered him by his arm and in the struggle the pistol was discharged.

Berkeley, Cal.—Dr. Archibald R. Ford has been appointed to the position of Y. under appointment of the University of California. He is a native of California, and has been in the service of the university for many years. His work will be closely associated with that of Leroy Anderson, head of the dairy school at Berkeley, for which are now in course of construction.

New York—As a result of the recent break in the market, strengthening and practically doubling the price of cotton, the Brooklyn bridge have been prepared to pay \$1,000,000 to the city of New York. The city will be able to erect another structure about the one now in use and similar to it. The work on the bridge will be carried on without interruption to traffic and would cost about \$3,500,000.

Instinct vs. Reason. Teacher—Now, do you see the difference between animal instinct and human reason? Bright Boy—Yes'm. If I had instinct I'd know everything we needed to without learning it; but we've got reason, and have to study ourselves 'most blind or be a fool.

Washington Star. "I shall sue him for libel," said the man who is making large sums of money out of the credibility of the masses. "For what?" "He called me a common swindler. It's not my fault that I'm a common swindler, but he called me a common swindler, and that is original to be referred to as 'common'."

A Sharp-Tongued Woman. Somerville Journal. Mrs. Wickes—When my husband says anything I have to take it with a grain of salt. Mr. Hicks—When my wife says anything I have to take it with a good many grains of pepper.

Had Met Him Before. Milwaukee Sentinel. Weary—Hello, Shyboy! I saw you going to the store. Shyboy—Did you? Why didn't you call me? Weary—Did you have lunch together? Shyboy—I would, old man, but I was broke.

The Secret Divulged. Life. He—But you've known her all your life, how old is she? She—18 at the age, but it's a secret, mind. She just at the age, but it's a secret, mind.