

THE UNION JACK.

It May Again Float From the Hartford.

AFFAIRS AT MARE ISLAND.

Awaiting the Arrival of the Alert. Importance of the Naval Observatory Time Service.

Correspondence of THE MORNING CALL.

VALLEJO, July 23.—If nothing prevents, Wednesday of the coming week will see the old flagship Hartford loosened from her moorings in Rotten Row and hauled down and floated in the stone drydock. This is one of the first steps to be taken toward making a thorough survey of her hull to ascertain the amount of work required to place the ship in a sea-going condition. The present outlook is that the Hartford will be repaired, and if repaired as proposed by the Navy Department modern guns will be substituted for those of obsolete kind formerly on her. What is known as modern guns, probably consist of thirteen 5-inch rapid-fire guns, four 6-pounders and two rapid-fire guns, four full complement of Hotchkiss, Gatling and other rapid-fire guns. New engines and boilers of modern design, giving increased power over the old machinery, would necessitate increased coal-carrying capacity. Her rig will be changed from ship to bark, which would, of course, reduce the sail power, and require some alterations in the spars and rigging formerly used.

Internal arrangements for officers and men would be remodeled and refitted in accordance with modern ideas. Not so much would be required as a squadron vessel, to maintain a fleet of a squadron. At present this is not the proposition, for the understanding seems to be that she would be used more for a senior officers' ship than for a fleet vessel. What is her support will require to be made stronger for the change in battery. The poop and forecastle decks are intended to be joined by building a deck connecting them, thus making a sea deck, similar to that of the Essex, which is considered by all naval men to be one of the most comfortable ships of the old style in the service.

The matter of funds appears to be all right as Congress in its last session allowed the Hartford and Kearsarge to be repaired without limit. The various departments at the island are gathering their estimates together as fast as possible. If work is ordered a large force of men will be taken on the rolls and continued until the ship is completed, which cannot be done for many months. The superintendent of the work on her will be from the Asiatic station, and is expected to reach here about the latter part of September. Her cruise of three years will be up the 9th of the following month. At that time the sides of the monitor are to be here or sent East for discharge. The Alert is a little iron ship, and will probably be continued in commission, though a few repairs will be necessary.

Commander Charles M. Thomas, U. S. N., so well known here, has been detached from the Bureau of Navigation and given command of the gunboat Bennington, the same class ship as the Hartford. Under command of C. S. Train, U. S. N., will command the gunboat Machias recently built at Bath, Maine. The Navy Department has been informed that 200 tons of iron armor for the sides of the monitor Monoceros are ready for shipment to Mare Island from the Carnegie Steel Works. The test of acceptance of the plate was made a week since. The sides of the monitor are made of any that has taken place since the Harvey process was tested at Indian Head proving grounds in October, 1891. Shipment of the armor will be commenced at once. The sides of the monitor are made of any that has taken place since the Harvey process was tested at Indian Head proving grounds in October, 1891. Shipment of the armor will be commenced at once. The sides of the monitor are made of any that has taken place since the Harvey process was tested at Indian Head proving grounds in October, 1891. Shipment of the armor will be commenced at once.

Proposals and specifications are out for dredging along the line of wharves, quay, and pier at the station. The dredging basin, to be opened at the Bureau of Yards and Docks, Washington, D. C., September 1, 1893. The dredged material must be deposited in the yard, within an area designated by the commanding officer, bulkheaded and filled to the level of the drydock coping. The contractor may deposit the material by the hydraulic process or any other method approved by the commanding officer. The dredging basin on the hill has just been altered by the addition of a new transit-iron, fitted with every convenience. It is hard almost to conceive the value placed on the dredging basin, but it is a decided improvement, as it will enable the officers at the station to enjoy the music outside of office hours.

Work has been recommended at the new filling basin, to be completed by the end of the month. It will be completed with delay. The hours for the band to play in the park have been changed from 2 to 4 o'clock each day. The band will play in the park, to be opened at the Bureau of Yards and Docks, Washington, D. C., September 1, 1893. The dredged material must be deposited in the yard, within an area designated by the commanding officer, bulkheaded and filled to the level of the drydock coping. The contractor may deposit the material by the hydraulic process or any other method approved by the commanding officer. The dredging basin on the hill has just been altered by the addition of a new transit-iron, fitted with every convenience. It is hard almost to conceive the value placed on the dredging basin, but it is a decided improvement, as it will enable the officers at the station to enjoy the music outside of office hours.

Small Feet. In Olden Days Holland Taxed Boots and Shoes. In the history of taxation there is nothing more curious than the impost to be found in the laws of the early days of Holland. The most curious tax of that kind ever imposed in the world was that on shoes. In order to evade the impost from being evaded, each of those articles so essential to human comfort had to be conspicuously marked on the upper leather with the stamp of the maker, and also with the initials of the tax collector. The sum to be paid was regulated by the size of the boot or shoe. So, apart from the question of heavy taxation, there was a real advantage to have a small foot. In 1666 a tax was imposed on all passengers traveling in the Netherlands. The tax was in the form of a small foot. In 1666 a tax was imposed on all passengers traveling in the Netherlands. The tax was in the form of a small foot.

Metallic Laths. The introduction of metallic laths has become so growing a feature of the modern era, as to lead to the mechanical perfection of the article and its production on the most extensive scale. The metallic lath is a simple, yet it is formed from a slightly corrugated steel sheet, making in this two parallel cuts at regular distances apart the length, which is formed by the pressure applied on the exact length of the sheet a series of loops; the cutting and expanding are done instantly by the use of a special machinery. The finished lath is very easily handled and rapidly placed; the mortar can be applied to either side of the lath, and the lath is laid upon the sheet serve as a thorough key to the plaster, affording it strongly in place, and with the mortar it is so thoroughly keyed by loops; that a given amount of plaster will cover the lath as much space as it would cover on the wood, because the surface of the steel lath to be covered is even and unyielding, and the opening in the lath is so arranged as to give a stronger key, will not let waste mortar fall off from the back of the lath.

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Ocean Steamers. Dates of Departure from San Francisco. City, Steamer, Destination, Sail, Wharf.

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Auction Sales. To Whom It May Concern: M. J. Simmons, Auctioneer. 1057 Market Street.

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