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Another Look at the Warships.



The eighteen British and American warships in the North River are models in modern construction and marvels in concentrated power.

It is true, as The World and the Admiral Prince Louis have agreed, that from their present anchorage these ships could wipe out New York in a very brief space of time. But of course no enemy's fleet could, in time of war, approach anything like the post of vantage held by these home and visiting vessels.

For five days New York has regarded the fleet merely as a spectade. It is impressive that way. In other lights it is also an instructive

In round numbers, as stated by Admiral "Fighting Bob" Evans, the officers and men of the eighteen ships number 15,000.

Disregarding the lines of sex, this is as though the entire population of the city of New Rochelle, or a few hundred more people than are in the city of Ithaca, were transferred to the decks of the Maine, the Drake, the Missouri and the other boats of the fleet.

The American ships in line cost more than \$35,000,000 for bare construction; the British cruisers cost about \$15,000,000. With armor, armament and equipment complete, \$72,000,000 to \$75,000,000 becomes a modest estimate on the valuation of the fleet.

This total is more than the assessed valuation of property in Aubany, In Lowell, Mass.; in Bridgeport, Conn., or in Grand Rapids, Mich.-four cities ranging in population from 70,000 to 100,000. Sold for what they are worth, the ships of Prince Louis and Admiral Evans would pay the public debt of any American city save New York.

Primarily the ships of the fleet have been built and manned for the purposes of war. Employed on board, however, one may find, besides soldiers and sailors, gunners and navigators,-

Electricians, machinists, engineers, coppersmiths, ship-fitters, plumbers and fitters, blacksmiths, carpenters, sailmakers, painters, boiler-makers, firemen, cooks, musicians, stewarda, water-tenders, coal-passers, tailors, and helpers and appren-

Industry is scarcely more diversified in any small city than among these men of the fleet. Nor are finer experts to be found anywhere on land than the skilled workmen who are also man-o'-warsmen.

A great warship, manned and equipped, is a hive of industry. It exhibits many of earth's finest accomplishments in invention, in mechanism, in metal-framing and shipbuilding and in the drilling of human

It has been used to illustrate the contention that man has gone farther in perfecting his death-dealing instruments than in developing the apparatus of peaceful pursuits.

Just as Prince Louis insists in an interview that war is and must re
To the Editor of The French Spiers, when he holds in his right hand, says the London Spiers,

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the Mayor's Data Spiers, they could walk our victory. The Mayor's Data Spiers, they could walk our victory. The property walk in the holds in his right hand, says the London Spiers, they could walk our victory. so other men hold that in the devising and preparation of great new machines for war, offensive and defensive, is the prime spur to inventive genius.

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In a battle or two, as Russia has just had cause to realize, the glory of a fleet may depart, the ships sink and hordes of men go he plessly to death. And that is the end of the ingenuity and strength and skill that have gone into the making and managing of a particular leash of ocean American and British tars. Will the Tartes Editor of the Poster World

it is hard to believe that it shall not some day be considered an enit is hard to believe that it shall not some day be considered an enit is hard to believe that it shall not some day be considered an enit is hard to believe that it shall not some day be considered an enit is hard to believe that it shall not some day be considered an enit is hard to believe that it shall not some day be considered an enit is hard to believe that it shall not some day be considered an enit is hard to believe that it shall not some day be considered an enit is hard to believe that it shall not some day be considered an enit is hard to believe that it shall not some day be considered an enit is hard to believe that it shall not some day be considered an enit is hard to believe that it shall not some day be considered an enit is hard to believe that it shall not some day be considered an enit is hard to believe that it shall not some day be considered an enit is hard to believe that it shall not some day be considered an enit is hard to believe that it shall not some day be considered an enit is hard to believe that it shall not some day be considered an enit is hard to believe that it shall not some day be considered an enit is hard to believe that it shall not some day be considered an enit is hard to believe that it shall not some that it is and form an honest constitutional to
the graceful curve of the "Perfecto;" a "Conchas" is very short and fat, and
the graceful curve of the "Perfecto;" a "Conchas" is shaped like a "Perfecto;" a "Conchas" is shaped when a "Londres" is a thin, straight-up-and-down cigar without
the graceful curve of the grac

Jackie Thinks It a Joke.

By Ferdinand G. Long.



Answers to Questions

Two Sides of a Question.

the Elitor of The Rivering World: .
A prize fight is arranged between

streats uncheered. When will men learn that there is an aristocracy of intellect that surpasses every aristocracy of birth or of wealth or of power? Let others discuss this.

R. E. X.

Victory, then a Republic becomes an abettor to crime, and even a monarchy is superior to it. I cannot doubt the stories I have read in your paper concerning the glaring election frauds; yet I could almost wish they were ites. Had I read them in a less upright paper I could not have believed them.

THE MAN HIGHER UP.

By Martin Green.



SEE," said the Cigar Store Man, "that a Chicago doctor proclaims that an automobile will cure indigestion."

"Surest thing you know," agreed the Man Higher Up. "A man I knew suffered for years from indigestion. It was a source of some satisfaction to him to know that there was one thing John D. Rockefeller didn't monopolize. He took the automobile treatment crossing Madison avenue one day and he never had indigestion again. But he had an impressive funeral.

"Properly and forcibly applied an automobile will remove any ailment, or an arm or a leg. A locomotive is more certain, but you generally have to go such a long way to find a railroad track. On the other hand, you have to go a long way not to find an automobile. Some ambitious manufacturers of skiddoo wagons are arranging to sell them on the instalment plan. Automobiles will soon be as common as planos in flat-houses, and there will be no necessity for a man suffering with anything if he has the nerve to cross Broadway a few times.

"When the time comes that a man can buy an automobile for \$5 down and \$5 a month the only safe place of residence will be aboard a canal-boat. What the rich are going to do for amusement and mutilation then it would take a prophet to case out. They will drop the automobile as soon as it gets common. Probably they will take to cruising around in airships. Fine business when a man won't be able to go out on the street without figuring on whether a grocery clerk is going to swat him in the small of the back with an automobile or a millionaire is going to fall on his head out of a

"Have you heard the new automobile horns? A chauffeur blew one of them over in Greenwich Village at 1 o'clock this morning and everybody got up to go to work. They thought it was the 6 o'clock whistle on the chair factory. An automobile equipped with one of the new whistles and a choice assortment of headlights is enough to give a nervous man the willies as it approaches him. His ears tell him it is a steamboat, but his eyes pronounce it a drug store."

"It don't seem that they could make automobiles much more deadly," mused the Cigar Store Man.

"Not unless they put fenders on them," asserted the Man Higher Up.

Author Honored After Death.

Medici" has a world-wide reputation, and whose "Urn Burial" and "Vulgar Errors" have long since become classics. lived in an age that accorded to litpatronage, and that was not yet ripe for the theories and views of so advanced a writer. Honors, though tardy, have come at last to the great thinker whose books have heretofore been his sole monuments among athinking people. A bronze statue of Sir Thomas Browne, cast in heroic size, has just been unveiled at Norwich, England. The unveiling was in commemoration of the tricentenary of Browne's birth and the anniversary o fhis death. Lord Avebury presided and a throng of Browne's devotees were present.

The statue, which was designed by menr the site of the house inwhichSir in antique chair contemplating a piece

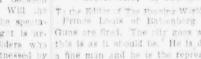
of ancient pottery which he holds in his right hand, says the London Spiere,

How to "Read" a Cigar.

EW cigar smokers are aware that all cigars are named according to their color and shape. A dead black cigar, for instance, is an "Oscuro," a very dark brown one is a "Colorado Meduro." dark brown one is a "Colorado Maduro," a dark brown is a "Colorado," a medium brown is a "Colorado Claro," and a yellowish light brown is a "Claro," Most smokers know the names of the shades from "Claro" to "Colorado," and

As to the shapes, a "Napoleon," is the biggest of all cigars, is seven inches ong; a "Perfecto" swells in the middle and

The Canyon of Gold



Mayor, the state of a therough sifting of stolen builds business?

HARRY S. GILDERSLEEVE.

Two Sides of a Question.

Two Sides of a Question.

Prefers a Monarchy.

To the Editor of The Evening World:

If what I read in the papers contains frauds, brutality

A. H.

EIGHTEENTH DISTRICT.

To the Editor of The Evening World:

A London dentist named Whitehouse that is as far as most of them need to know.

A London dentist named Whitehouse that is as far as most of them need to know.

ized the recent election be true, then I coming the motion of a vessel on the

Thriling ADVENTURES in the Unknown Land of the Yaquis, with FIERCE FIGHTING Against INDIANS, and LOVE as the HERO'S Splendid Inspiration.—By Arthur Rochefort.

