AFFAIRS AT THE NAVY YARD

TROUBLE OVER THE NEW SANDS-ST. GATE, WHICH REMAINS CLOSED.

A BUSH OF WORK AT THE YARD-COMMANDER SPERRY ORDERED TO EXCHANGE BUTY WITH COMMANDER HUNKER-NAVAL RESERVE

AT WORK - POSSIBILITY OF A FLEET FOR THIS BRANCH

The rush of work at the Navy Y-nd still continues, and although the majority of the vesof the North Atlantic Squadron are engaged in duty connected with the Naval Militia exercises, there is enough business on hand connected with the New-York, the Newark and the other vessels at the yard to keep things moving slong at a lively rate. The various jobs in the flagship, including the new bridge aft, are nearcompleted, and she will be ready for duty about a week, while the stay of the Newark at the yard is likely to be longer. Machine shop men have had a week of tinkering with the torpedo-boat Ericsson, and now she is tucked away in the timber drydock, undergoing a cleaning and painting, preparatory to being placed in commission. The training-ship Bancroft, the ast representative of the Navy to arrive at the anchorage off Tompkinsville, is expected at the yard to-morrow, and will have an overhauling and some minor repairs. While the business connected with the ships is in a satisfactory condition, as much cannot be said of the contract work now in hand, for there is trouble over the new gate at Sands-st., and the Commodore and the contractors are at odds relative to the construction and ornamentation of the new approach. Just how the affair will be settled cannot be foretoid, but the bills of the contractors, although approved by the bureau under whose supervision the work was carried to a completion, have been held up, and, as payment is still waiting, it is likely that there will be someing done about it before long. In the mean Home the gate is shut, and the old entrance at York-st., with its foul and ill-smelling approach, is in use, as of yore.

The fact that no work has been done for tw or three weeks on the main sea wall, the conhad the job of building the Naval Hospital boundary wall, has been reported to the comrandant, and it is probable that there will be an investigation of the delay in building this necessary addition to the yard equipment. The contract has been let for nearly two years, and work was not started for a long time after the contract was signed. Since then the work has gone on by fits and starts, extensions have been granted on all sorts of excuses, and now

been granted on all sorts of excuses, and most the efficers think that patience has ceased to be a virtue.

OTHER WORK TO BE DONE.

In view of the fact that it seems almost impossible to get contract work finished on time, there is some little question as to how long it will take to complete the plans for work to be paid for with the money available under the appropriations which were released on July 1. These plans call for the construction of a seawall at the coal wharf, which is at present a ramshackle affair of wood, and has long outlived its usefulness, a section of the sawall in the Whitney Basin, covering about 250 feet of the inner edge, together with several other-jobs of a like nature, the most prominent of which is the completion of the causeway connecting the mainland and the Cob Doot.

This, it may be remembered, is the job about which so much trouble was caused a short time ago by the use of "dummy" or false bolts in the crib work. Another big job to be started is the laying of a track for the travelling crantes and around the big new drydock, officially known as Drydock No. 3, connecting with the present tracks around the timber dock by a switch. The new track will reach the water on both sides of the new dock, and will require seventy-seven tons of rails, weighing 100 pounds to the yard. The track will measure about 1,800 feet in length, and is eighteen feet wide between rail centres.

No word has been received as to the disposition of the report made by the Board which inspected the work on the boundary wall of the hospital prepared document, covering 380 pages. They is a certainty, however, in the midde of the complete of the work on the boundary wall of the hospital prepared document, covering 380 pages. They is a certainty, however, in the midde of the condition of the report made by the Board which inspected the work on the boundary wall of the hospital prepared document, covering 380 pages. They is a certainty, however, in the midde of the propriate of the proposed system she would be prac

COMMANDER SPERRY TO EXCHANGE DUTY. Secretary Herbert was engaged a part of the time last week in reading the findings and records of the recent court of inquiry which looked nto the controversy between Commander Charles R. Sperry, of the Ordnance Department, and Chief Naval Constructor Bowles, over the installation of the guns of the Puritan. As a result the Secretary has ordered Commander Sperry to exchange duty with Commander J. J. Hunker, of the Bureau of Equipment. There may be further developments in the case, but it is announced on good authority that talk of a courtmartial in that connection is folly. One result of the settlement of the dispute is a resumption of work on the monitor, and there is a prospect that her twelve-inch rifles will be in place on board before many weeks, as workmen have been started at the task of cleaning the paint and grease from the guns and giving them a preliminary polish. Secretary has ordered Commander Sperry to ex-

NAVAL RESERVES HARD AT WORK. The Naval Reserve season is at its height, and the fleet is scattered. The Montgomery, with a battalion of reserves on board, started for Gardiner's Island, where she will be met by the Cinrinnati with a detachment from Connecticut and Rhode Island. The New-York boys will return to the city on Wednesday. The Indiana sailed from the Tompkinsville anchorage on Friday evening, for the Delaware Breakwater, where she will take on a battalion of the Delaware Reserves and go to sea, returning to her anchorage here on the 20th. The Raleigh is in the waters of the Gulf with delegations from Louisiana and South Carolina on board, but will be back here South Carolina on board, but will be back here soon. Lieutenant Albert P. Niblack, who has charge of the Naval Militia system for the Navy Department, will co-operate with Lieutenant Frank B. Anderson, who is signal instructor of the New-York battalion. Stations will be placed on Plum Island, Little Guli Island, Fisher's Island and on the Connecticut and Rhode Island shores, and the signailing by heliograph, torch and flags will be taught. To-morrow evening Assistant Secretary McAdoo will review the entire force, the Dolphin being due at the camp to-morrow.

tire force, the Dolphin being due at the camp tomorrow.

It was only a short time ago that the information was given out at the Navy Department that
no vessels of the North Atlantic Squadron would
be detached from the fieet to take part in local
telebrations, and there was much satisfaction
Expressed at the decision, for while the towns
like to have the ships take part in their affairs,
the checks in the routine of a cruise and the
breaking up of the programmes are not benefisal to discipline. The Secretary, however, has
fielded to a request, and the Columbia has been
ordered to Castine to take part in the celebration
attending the two hundred and fiftieth anniversary of the settlement of the town. It is the general opinion that this acceding to the request of
the Castine people will establish a bad precedent,
and the question is asked as to how far other seaport towns may go in the same direction, now
that the rule established has been broken.

NORTH ATLANTIC SQUADRON MANOEUVRES

dered North, and one of the smaller vessels of the fleet will be detailed for patrol duty at Key West in place of the big cruiser. It is expected that the Montgomery will be detailed for that duty. The Maine will stop at Norfolk and go into drydock on her way to the fleet. It is not expected that the monitor Terror will be available for manoeuvring purposes, and the fleet will probably consist of the New-York (flagship), the battle-ships Indiana, Massachusetts, Maine and Texas, the cruisers Newark, Cincinnati and Raleigh, the monitor Amphitrite, the ram Katahdin (now in drydock in the yard), the torpedobat Ericsson and the dispatch-boat Fern.

COMMENTS ON WILSON'S FUNERAL

COMMENTS ON WILSON'S FUNERAL.

A peculiar point came up at the funeral of Naval Constructor Theodore D. Wilson, who died recently and was burled in Cypress Hills Cemetery about a week ago. When the arrangements for the funeral were first made it was intended to have a battalion of marines attend as an escort, and they were detailed for that purpose. It was afterward found that the naval end of the funeral was to be under command of a warrant officer, and immediately there was a protest from the commissioned officers of the Marine Corps against being placed under the orders of a warrant officer from one of the ships. The question was settled by the somewhat abrupt announcement that the services of the battallon would be dispensed with, and the what abrupt announcement that the services of the battalion would be dispensed with, and the military force present at the services consisted of a file of marines under command of a sergeant. This has been commented on somewhat severely by those who are conversant with the high record made by Mr. Wilson, who was for a long time the head of the Bureau of Yards and Docks, at Washington, when Commodore Sicard, the present Commandant of the yard, was at the head of the Bureau of Ordnance, and who was the only American naval designer who was elected to membership in the British Institute of Naval Architects. Mr. Wilson was affectionately spoken of as the practical father of the new Navy, and his friends are not yet through wendering why so little attention was given to the last service his comrades could given to the last service his comrades could TWO OFFICERS LEAVE THE YARD.

The staff of the Commandant is to lose one of its most agreeable and popular members, Lieutenant-Commander Charles A. Adams, aide to the Commandant, having been detached from the yard and ordered to the receiving-ship Richmond, at League Island, relieving Lieutenant-Commander J. D. J Kelley, who will resume his place as executive officer of the Texas. Lieutenant-Commander Adams has won many friends during his stay in the yard by his uniformly courteous and friendly manner, and will be missed by those whose business called them to the executive offices. His successor has not yet been paged.

to the executive offices. His successor has not yet been named.

Passed Assistant Engineer Reynold T. Hall, who has made an enviable record in the steam engineering department of the yard, has left his desk, and will report on Tuesday on board the Texas for a tour of sea duty. Passed Assistant Engineer Harry G. Leopold, recently of the engineeroom force of the Monterery, will come to the yard to fill the place made vacant by the transfer of Mr. Hall.

A NAVAL RESERVE FLEET POSSIBLE. It is said at the Navy Department that Secre-It is said at the Navy Department that Secretary Herbert is soon to appoint a board of naval officers to formulate a plan he has had in mind for some time looking to the formation of a Naval Reserve fleet. As at present outlined, the project is to make a test of each new ship as she is commissioned, to select those most expensive to maintain and least efficient for cruisins purposes, and put on board a few officers and a small crew, and to lay them up in fresh water.

fairs in South Africa was a valuable object lession to the officials of the Navy Department. The ease and rapidity with which the ships were got together and made ready for distant service attracted favorable comment from Secretary Herbert, it is said, and impressed him with the practical importance of keeping the vessels of this country in a condition promptly to be called upon for an emergency.

THE RECORD OF A GOOD MAN.

WILLIAM G. CORDRAY'S DEATH IS REGRETTED BY ALL WHO KNEW HIM.

A well-known figure in Wall Street for more than a score of years was William G. Cordray, who died in his ninetieth year last Tuesday, and whose funeral took place on Thursday at the Norwegian Church, in Carroll-st., Brooklyn. The Rev. Mr. Simonson, the pastor, was assisted in the services by the Rev. W. C. Steele, of the Russell Place Methodist Episcopal Church.

Mr. Cordray entered Wall Street as a clerk with Samuel J. Beebe & Co., and remained with that firm until its failure in 1857, when he entered the



WILLIAM G. CORDRAY.

employ of James B. Colgate. About 1860 he was appointed Assistant Treasurer's messenger in the United States Sub-Treasury, New-York, which posi-tion he held twenty-three years, serving under Aselstant Treasurers John J. Cisco, H. H. Van Dyck, Daniel Butterfield, Charles J. Folger, Thomas Hillhouse and Thomas Acton. His duties were always performed with a fidelity and courtesy that won for him high esteem in Government and financial

Mr. Cordray leaves a widow, his second wife, who was Miss Ceellia Lawrence. Of his four children by his first wife, who was Miss Elizabeth Gardner, two daughters survive him. They are Mrs. Maria F. Ferris, widow of William H. Ferris, cashler of the United States Sub-Treasury, New-York, and NORTH ATLANTIC SQUADRON MANOEUVRES

Rear-Admiral Bunce has reported to the Secretary that the North Atlantic Squadron will begin its summer manoeuvres on or about August 1. He says that he will be unable to collect the flect together before that time, and that for several weeks New-York will be the base of supplies for the ships. There will be no let-up in the exercises until well along in the fall. After leaving New-York the squadron will go to the New-England Coast. The ships will be kept away from the summer resorts as far as possible, only putting in to obtain supplies, and in following out this determination it is doubtful if the flect touches at Newport, to co-operate with the officers undergoing instruction at the Naval War Gollege, although this point has not been definitely settled. Before the squadron begins its manoeuvres the battle-ship Maine will be or-Mrs. Frace, the wife of Audrew J. Frace, of the

THE LAMENT OF THE HACKMAN.

THE LAST OF THE FORT LEE DRIVERS PAYS HIS RESPECTS TO BICYCLES AND TROLLEYS.

"The trolleys and bicycles have simply knocked the bottom clear out of the hacking 'n' livery business," says Richard P. Brown, formerly of Fort Lee, but now of Pleasant Valley. "They've knocked bottom out of about everything else over here in Jersey, too. The only thing that pays now is running a saloon, and that ain't much good unless ou've got plenty of money, and can run a roadhouse with a first-class restaurant.

"Why, people don't drink no more nowadays like they used to over here. Fact! Sure's I live! They Two men have been kined here already, and it

Richard P. Brown is a man of comparative leisure all there are left of the once flourishing band of vehicles stationed at the old Fort Lee ferry-house,



About the only way to reach the top of the Palisades in those days was by the Fort Lee Road, and the hackmen had things pretty much as they wanted them. The trolley company wanted to get a right of way to climb the hill through Fort Lee winding, and the Fort Lee people, many of whom

Island.
"I've been in the hackin' business ever sence I was high enough to fasten a check rein," said Brown, "and my father was one of the first men to drive a horse up this hill, and you see what there is left of the business now. It ain't here



RICHARD BROWN.

RICHARD BROWN.

alone. It's just the same everywhere, and it's all because of these same trolleys and bicycles."

Brown looked mournful and reminiscent as he continued:

"I've made \$15 a day here, and thought nothin' of it. Yes, sir, I've averaged over \$10 a day the week through, and didn't do much driving at that. And what have I made to-day? Fifty cents.

"Why, it didn't use to be no uncommon thing to drive a party over to Engiewood and get \$5 for it. It's only an hour's drive over there, you know, and the regular price was \$3, but they was willing to pay \$5 for any kind of a respectable-looking rig.

"Now if a young fellow goes out with his girl for a day they go out on their bleycles. If they've got any money to spend they save it to buy wheels with. If a man comes over here and wants to go to Englewood he goes by trolley, and it costs him 10 cents. That's why they's only three of us here now, and pretty soon I'll be the only one left.

"What are they all doing for a living? Well, that's the question. There's Jim over there workin' on the road for the caproration. He used to be into the business. Some of the fellows have gone over to New-York to get jobs. One of 'em has gone into the ica business, and my brothers have gone into the saloon business, but, as I said, there ain't much money in that now. They've got Sunday closing here in Bergen County, and there ain't any thing in it unless you can sell Sundays on the open.

"The old man there—that's my father—he's goin' into the real estate business. He's buying real estate and selling it. On, he ain't hard up. He don't need to work, only he's got used to driving a hak 'n' he can't get out of the habit."

The old man lounged up. waiting for the boat that was just putting into the slip to discharge its passengers.

"Yes, str." he admitted, "the suckers are all dead now, except Dick 'n' me. Bleycles and trolleys

was just putting into the suckers are all dead sengers. "Yes, sir," he admitted, "the suckers are all dead now, except Dick in me. Bicycles and trolleys have busted the business. Have a carriage, Iadles? Have a carriage? Carriage? This's the only way to get up on the Palisades. Yes m, he can draw you up all right. He's drawn heavier loads 'n' you." The last of the Fort Lee hack-drivers and his faithful horse had caught another customer.

A TREE THAT GROWS FROM TREE TOPS.

From Tit-Bits.

The cupey, or, as it is sarcastically called in the English possessions, "the attorney," is one of the most curious as it is certainly the most bleuresoue dehizen of the virgin forests of the West Indian dehizen of the virgin forests of the West Indian dehizen of the virgin forests of the West Indian islands. It belongs to the parasitical family of trees or plants, but, terrible to relate, it invariably with the basest ingratitude destroys all life in the unfortunate tree that cherishes it in its early growth. The seeds are borne on the wings of the wind, and deposited on the branches of other trees, when they burst into roots, which are dropped toward the ground all round the "murse" tree. In time these roots reach the ground and sirke into the soil.

From this moment the roots grow stronger and stronger, until they resemble a lot of rope ladders thrown over the tree. Next, the parasite sends down a great cord, which twines round the trunk of the supporting tree, at first as though in loving embrace, but it grows tighter and tighter, eventually strangling its benefactor out of existence. The "nurse" tree, thus killed, rots to decay, and from the immense fibrous roots of the destroyer now springs a great trunk, which rises high into the air. When the cupey is full grown it presents a magnificent spectacle, for the cord-like roots rise often to fifty or skyty feet, and support in midair the vast tree itself. From Tit-Bits.



AMERICAN SHIPS BEST.

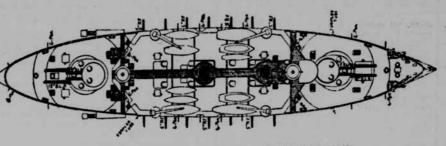
POINTS WHERE NEW DESIGNS ARE SUPERIOR TO FOREIGN PLANS.

ADVANCE IN NAVAL CONSTRUCTION-DEVELOP-MENT OF BATTERY POWER AS COMPARED WITH THE LATEST GERMAN TYPE.

It is difficult to imagine any one thing in the line of naval or marine architecture which will bring by American designers and builders than a comrison between the designs for the latest American ships of war, the Kearsarge and the Ken-Preussen, now being built at the Imperial dockyard at Wilhelmshaven. The ships are both designated as first-class battle-ships, but the American designs mark an abrupt and radical change from all accepted rules of construction and gun emplacement, in that the forward and after turrets will each have an offensive and defensive power never before equalled in a structure of the sort. The arrangement of the turrets of the Kearsarge was

the engine and boiler rooms and the sides of the ships, in addition to the armor, will be a cellulose, water-excluding belt, with a backing of several feet of coal. The principal dimensions of the ships will be: Length, 368 feet; beam, 72 feet 2½ inches draught, 23½ feet; displacement, 11,560 tons; normal coal supply, 410 tons; horse power, 10,000; speed, 16 knots an hour, with a cruising radius of 10 knots, with 1,210 tons of coal, and a draught of 25 feet, of 5,000 knots.

WHERE THE GERMAN SHIP IS WEAK. The Ersatz Preussen, the nearest approach in the an navy to the new American battle-ships, is one of the ships being built to replace the vessels of the Brandenburg class, and may be taken as a sam-ple of the latest designs in heavy war vessel conon the development of construction and design in the German navy, Herr A. Dietrich, the constructor-in-



DECK AND GUN PLAN OF THE KEARSA RGE.

fire of her eight-inch gun directly fore and aft, or as near those points as possible, and to give the Delaware Naval Militia a week at sea. It is in this one point, the concentration of fire in a line this one point, the concentration of fire in a line guns, in two turrets, the bore being a little less parallel to the keel of the ship, or directly fore and than ten inches. Against the four 8-inch and the

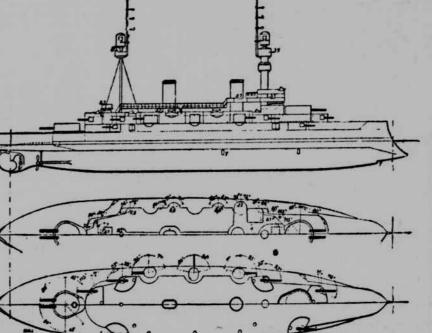
DECK AND GUN PLAN OF THE KEARSA RGE.

only adopted after a long, scientific and sometimes acrimonious discussion of the problems involved, but since the plans originated by Lieutenant Strauss have been adopted, those who have heretofore opposed them are gradually beginning to see the advantages of the system. Indeed, the advance upon the designs of foreign constructors is no more marked than the advance on the plans under which that powerful trio of ships, the Oregon, Indiana and Massachusetts, were built, for the three named will be left far behind in fighting force by the two ships with the superimposed turrets.

The Indiana left port on Friday night for the purpose of making further gun tests, the principal point involved being the possibility of utilizing the fire of her eight-inch gun directly fore and aft, or DIFFERENCE IN BATTERY POWER.

The Ersatz Preussen, as against the four 13-inch guns of the Kearsarge, will have four 24-centimetre

DIFFERENCE IN BATTERY POWER.



ERSATZ PREUSSEN-PROFILE AND GUN PLAN.

aft, that the Indiana and the others of her class fall behind the latest development of the science of mounting guns. In the gunnery trials already had it has been found that if the eight-inch guns were laid any nearer to the thirteen-inch turrets than 89 degrees forward or aft of the beam the effect of the blast was so powerful that the sighting hoods of the latter were made untenable, and it was suggested that stops be placed on the turrets to prevent their training any nearer than 10 degrees to the axis of the ship. At the same time, when fired on the maximum train abaft the beam, the blast of the eight-inch guns necessitated the sacrifice of the axia fire of the six-inch guns, and some of their ports have been closed in. These changes and sacrifices are not so serious as to hamper the ships of the class in the matter of broadside firing, and for that work the whole of the Indiana's battery is still available. But all the same it was a difficulty, and in the plans for the Kearsarge the question of interference of, fire received due attention, the way the difficulty was met and conquered being the cause of much satisfaction to the Department officials.

Two of the eight-inch turrets have been entirely dispensed with, and the remaining two mounted on top of the thirteen-linch turrets, so that, with four less guns of that calibre, the Kearsarge will have more effective force than the eight guns give the more effective force than the eight guns give the more effective force than the eight guns give the more effective force than the eight guns give the more effective force than the eight guns give the more effective force than the eight who for the control of these new ships of which will be applied casemates and six in armored reviewers single casemates and six in armored reviewers single casemates and six in armored reviewers sangle casemates and six in armored reviewers sangle casemates and six in armored review sale sangle casemates and six in armored reviewers sangle casemates and six in armored reviewers sa

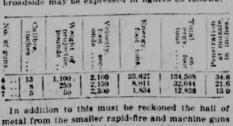
less guns of that calibre, the Kearsarge will have more effective force than the eight guns give the Indiana. Not only is nothing lost by the removal of these guns and turrets, but the equivalent weight has been put into a broadside battery of fourteen five-inch rapid-fire guns, sleltered behind a wali of Harveyized steel six inches thick and further protected by splinter bulkheads of twofurther protected by splinter bulkheads of two-inch steel separating each gun from its fellows. The five midship guns of each broadside of seven five-inch guns have for alternating companions six-pounder rapid-fire guns, four on a side. It is in enormous concentration of battery power that the new ships will excel any vessels of their class affoat or designed, as the sacrifice of power in re-moving four of the eight-inch guns row carried on the older ships is more apparent than real, and the disposition of eight guns in two turrets on the Kearsarge, as against twelve guns in six turrets on the Indiana, gives the newer ship a slight gain in attacking power and greatly increased endur-ance in the line of defence over that possessed by

ance in the line of defence over that possessed by the earlier ships.

Another point for consideration is the fact that, although the original plans called for the eightinch turrets to be rigidly superimposed on the thirteen-inch turrets, and moving with them, the Union Iron Works, of San Francisco, have already put in a bid for the construction of one of the vessels, on which the smaller turrets on top are to be movable independently of the larger supporting structures, and there appear to be no structural reasons why such a method of construction should not be followed, thus giving an increased advantage in the way of defence in case of an attack on both broadsides at once, as the weight of metal could be more equally divided. could be more equally divided.

ENORMOUS ENERGY DEVELOPED.

The crushing effect of the broadside fire of the new ships is difficult to express in figures, but when it is remembered that, with the secondary battery alone, leaving out the fire from the eight and thirteen inch gans, fifty-six shots of fifty pounds each a minute, or nearly 3,000 pounds of steel, could be fired from the five-inch guns alone at a muzzle velocity of 2,300 feet a second, and with a penetration of thirteen inches of iron and an energy of 1,824 foot-tons each, it will be seen that energy of 1,824 foot-tons each, it will be seen that it is something tremendous. The shots from the five-inch guns of the ship would develop a crushing or battering effect of 192,794 foot tons a minute, or enough to lift a ship of the weight of the Kear-sarge entirely clear of the water, and the single broadside may be expressed in figures as follows:



placed on the upper deck, in pairs, with the five-inch

excluded from the ond son of the old Duke-

will not carry her more than 5,000 knots at cruising speed.

One of the most remarkable things in connection with the construction of these new ships, of which the Ersatz Preussen is a type, for the German Navy, is the admission by the constructor-in-chief, in a paper recently read before the British Institute of Naval Architects, contained in these words: "I trust . . . the Institute will perceive how hard we had to work here in Germany to call into existence a navy in the short space of a quarter of a century; how we had to study and to test in order to achieve the result that the vessels, planned by German designers and constructed out of German material in German shipyards, shall be fully equal to the vessels of the old English and French navies."

FOREIGN NAVAL NOTES.

built by private contract, and bids have been in-vited for the construction of two of them. These ships, which are 'o be known as "improved Renowns," are to be of much lighter draught of water than ships of the Majestic type. They are to be 14,000-ton ships, with armor of a maximum thick-ness of six inches, and Belleville boilers and na-tural draught are to be used to develop 12,5000 horse-

Is said, came from far and near to inspect the exess, and carried dranger from from from far and near to be seed to develop 12,5000 horse-power.

An interesting and evidently successful experiment was tried at Barrow a week or two ago. The Naval Construction and Armaments Company, having obtained permission of the Admiralty, threw open the Portsmouth for visitors on the payment of a small charge. Many thousands of visitors, it is said, came from far and near to inspect the vessel, and the sum collected from the admission fees amounted to about 1250. It was determined to divide this sum among the charitable institutions of

and the sum collected from the admission fees amounted to about £250. It was determined to divide this sum among the charitable institutions of Barrow. Care was taken that no sketching or photographing should go on It in interesting to contrast with this incident the great freedom which citizens of the United States have to visit, inspect and even photograph their naval vessels.

The French boat Goubet seems to come the nearest of any yet planned to being a practical submarine craft, and it is said that several of these little vessels have been ordered by foreign Governments. The inventor, M. Goubet, has been at work upon his scheme for a number of years. Between 1889 and 1891 one of his boats had a long series of trials at Cherbourg, but as the French authorities reported unfavorably upon it the inventor kept on working until he produced the new boat, the Goubet II. This boat is spindle-shaped, the hull being made of broad rings of bronze boited together; its length is 26 feet 3 inches, and its diameter at the largest part 5 feet 8 inches. The keel is somewhat like a fin in shape, and there are also fin-like strips on the sides. The single screw projects from the stern, and is so made as also to answer the purpose of a state of about 200 feet to the minute. sides. The single screw projects from the stern, and is so made as also to answer the purpose of a rudder. The motive power is electricity. Oars project from the hull and are intended to serve as subsidiary means of locomotion in time of need. The vessel is submerged by admitting water into the hull, and the whole submersion device is controlled automatically. A manometer is provided, and this being set for a particular depth keeps the vessel at that depth even when her buoyancy is suddenly altered (accidentally or otherwise). Due provision is made for mulntaining the stability of the boat. When she rises to the surface a device is ready to enable the captain to look about and see the condition of affairs. In addition to the captain the craft is intended to carry two men. Fresh air is chemically supplied. Automobile torpedoes are to be carried, and they can be started from within.

Plausible, however, as all this may sound, there are some serious difficulties in the way of a successful use of this vessel. At the best, when only

it, and this, of course, makes her liable to

LITTLE GERMAN STATES ANXIOUS.

SOME HAVE NO HEIRS TO THEIR THRONES AND FEAR BEING SWALLOWED UP.

The voice of particularism is loud in Ger hese days. It is heard not only in the protest of the Bavarian Prince against being called a vassal of the German Emperor at the Moscow festivities, and in the absence of any reference to Prussia in the celebration of the anniversary of the Frankfor reaty of peace in Munich. It is heard also in the mailer States
The particularistic tendencies of the inferio

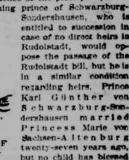
States are seen in the frantic efforts now being made to maintain their individuality in several of them whose reighing families are in danger of extinction. There are at present twenty-two States in the Empire, but unless the laws regulating the suc ession are changed this number will be red

considerably before many years.

A few weeks ago a bill was introduced. Landtag, or Legislature, of the principality of Schwarzburg-Rudolstadt, with the purpose of preserving the independence of the little State after the death of the present

reigning prince. The Prince is a stalwart mar, fortyfour years old. In 1891 he married Princess Anna of Waldenburg. Only one daughter, who died at her birth, four years ago. It is the intention of the bill referred to to have crown revert to a distant ousin, Prince Sizzo von Lentenberg, who owns large estates in Saxony. This Prince, however, acording to accepted laws PRINCESS FEODORA in Germany, is not in the

Schwarzburg, but his mother was only a Counter Reina, and he, therefore, is the child of a "messal llance." But there is no other helr available, m the name and independence of the principality.



their union. The only heir, apparent or presump-tive, is Prince Leopold, who is a bachelor and already sixty-four years old. It may also be said in passing that Prince Sizzo, who is to be made held in Rudolstadt, is now thirty-six years old, and up to the present time has found no woman to suit

husband. Thus the whole Schwarzburg family is in danger of extinction. Recently steps had to be taken in the Duchy of Meiningen to assure the line of succession there The Prince-Hereditary of Meiningen, who is now we'll on to fifty years old, is the husband of the Prussia, sister of present Emperor. But they have only one daughter,



untitled woman-married a daughter of the ma Miss Käthe Jensen, a child of the poet, and third son, Paince Friedrich, who lives in Han German laws, in taking for Blesterfeld. But the Len



PRINCE HENRY OF REUSS.

The English Duke of Edinburgh was accepted three years ago as the reigning Duke of Saxe-Coburg-Gotha. He, 100, has only one son, Prince Alfred.

The Grand-duchy of Oldenburg is also likely to fall into the hands of a foreigner. The Grand-duke is a widower without children. The successor to the throne in case he has no heir is a Russian, Prince Peter, a grandson of a cousin of the reigning Grand-duke. There are nearer relations, but the mésalliance boxie prevents their succession. A brother of the Grand-duke, the late Duke Elimar, who died six months ago, left several sons, but his wife was only a Baroness Vogel von Friesenhof.

In the lands of Baden, Coburg, and in the principality of Reuss, senior line, there is only one direct heir in each case. An heir in the last-named State is Frince Henry. In truth, the only States in the Empire in which the succession is not already a matter of some speculation are the leading ones, Prussia and Bavaria.

There is little doubt that before many decades some of the princely lines in other States will have died out. Provision, however, will probably be made for the succession in accordance with this particularistic idea which pervades people and rulers.

A BOAT TRAIN.

From The London Mail.

LAW AND JUSTICE. - INC.

From The Green Bag.

The late Lord Chief Justice of England used tell his friends this anecdote at his own expense;

Driving in his coupé toward his court one mornaling, an accident happened to it at Grosvenor Square. Fearing he would be belated, he called a nearby cab from the street rank, and bade the Jehu drive him as rapidly as possible to the Courts of Justice.

"And where be they:"

"What, a London cabby, and don't know where the law courts are at old Temple Bar?"

"Oh, the law courts, is it? But you said courts of justice."

On his way to his judicial seat the Chief Justice."

On his way to his judicial seat the Chief Justice was drawn in the con mind between law and justice. As if, for instruction one was dispensed, the other was dispensed, with.