

CONSTRUCTION OF WARSHIPS.

The Tendency in the American Navy as Understood by an English Engineering Journal.

An editorial from the Engineer, an English publication which is considered an authority on naval matters, was received at the navy department the other day, and is interesting, as it shows what the British think of the new American battleships. It is as follows:

"It has been given out that the new American battleship must possess exceptional coal endurance and speed. Before the war there were two points Americans more or less dogmatically laid down as of minor importance in a battleship. Both views can be defended by powerful argument and equally strongly attacked, but the spectacle of a nation turning right about face and basing its naval construction on the battle of Santiago is curious. The more we learn of that battle the more remarkable it appears. Do the Americans really believe that all future enemies they will meet at sea will be possessed of such a single-minded idea of flight as were the Spaniards at Santiago? We are not quarreling with their new ideas or comparing them with the old, but with the sentimentalism which is allowed to sway the matter."

It is admitted at the navy department that there is a tendency among naval constructors in the building of battleships to sacrifice strength and fighting qualities to speed, and make them more on the order of armored cruisers. In the three first-class battleships contracts for which have just been let, there will be a lighter armor, but of a better quality. This is done for the purpose of making these ships lighter and faster. A naval constructor at duty at the department who graduated with the highest honors received by any constructor, said that he favored having the armor of the same weight as now used, and of superior quality, so as to enable it to resist the improved projectiles. He asserts that the fundamental principle of a battleship is to fit it for giving and taking punishment. Ships should be built with this end in view, and these two principles should not be sacrificed to speed.

STILL GUARD THE MAINE.

More Treachery May Have Been Done During the Blockade of Havana.

By night and by day two Spanish guards in a little boat patrol around and guard the wreckage that was once the proud United States battleship Maine. The first thing the inward-bound American wants to be pointed out to him is the wreck of the Maine. From the buoy where the steamer Mascotte lies to the landing is over half a mile, and the route passes not far from the place where the Maine met its fate. The passengers can see what there is of the big vessel still above water. The military mast stands like a sentinel over the rusted iron and debris which tell the story of the fatal night of February 15. Far inland in the great cemetery of Cristobal Colon sleep silently the poor fellows whom treachery hurried into eternity.

Emperor William visited Stettin to open the new harbor. During the course of a speech which he delivered in reply to the address of welcome of the burgomaster his majesty said:

"Our future lies on the water, and I, as lord and king of the land, express gratitude to you for having brought Stettin to this degree of prosperity. I hope, expect and might also say I demand further development at the same rate of progress."

Work has been commenced on the new mammoth dock at the imperial shipyards of Kiel. It will be 550 feet long and 65 feet deep. It is intended to dock large ironclads of the Kaiser Friedrich type.

SUBMARINE WRECKER.

Queer Looking Craft That May Revolutionize Methods of Work at the Bottom of the Sea.

There is a strange, freakish boat lying off the Atlantic Highlands pier, N. Y. It has the long, low, rakish lines of a mud scow, and is the innocent submarine boat Argonaut, invented and owned and captained by Simon Lake, of Baltimore.

The Argonaut is designed for submarine wrecking work and it is fitted with complete appliances, including searchlights, a small derrick, and other paraphernalia. It has come from Baltimore under its own steam, taking the Chesapeake and Delaware canal, and thence the outside route to New York. It is not fast, but makes about five knots an hour on the surface. It is brought here to be exhibited with a view to demonstrating its utility.

Exactly how the Argonaut will come up the harbor is not known. It can either navigate the surface of the water in what oldtime mariners consider the legitimate way, or it may take a fancy to dive and rumble along the bottom of the sea until its navigators think it time to bob up serenely and show the world who and what they are and what they propose to do.

Wrecks to Be Kept Ready. By an order of Secretary Long all the warships of the United States will be kept in commission. The purpose of this move is to ready, should the emergency arise, to send a formidable squadron to the Spanish coast in case the peace commission fail to reach an agreement satisfactory to the United States.

Expensive Preservation. The preservation of the peace in Europe by means of navies and standing armies costs \$950,000,000 a year.

England's Great Naval Force. There are 82,274 men and officers in the royal navy at the present time.

TITLE DIES WITH HER.

So Says Gen. John B. Gordon in Reference to the "Daughter of the Confederacy."

Gen. John B. Gordon, commander in chief of the United Confederate Veterans, when asked if Miss Lucy Lee Hill, of Chicago, would now be known as the "daughter of the confederacy" since the death of Winnie Davis, said:

"Emphatically no. Miss Winnie was the only daughter of President Davis born in the confederate 'white house' during the life of the confederacy. As Jefferson Davis was the only president of the confederate government, no daughter of any other official could truly represent the confederacy. For that reason it would not be appropriate to call even the daughter of Gen. Robert E. Lee 'daughter of the confederacy.' To designate anyone else as 'daughter of the confederacy' would not only be inappropriate and meaningless, but would deprive the title of all its value. In the very nature of the case no one except Miss Winnie Davis is entitled to be called the 'daughter of the confederacy.' That title was unique and peculiarly her own, and is very properly to be placed upon her tomb. To designate anyone else by that title would be almost a sacrilege. As with Jefferson Davis passed the title of president of the confederacy, so with Miss Winnie has passed that of 'daughter of the confederacy.'

Mary Anderson's Sister.

Mrs. Mary Anderson-Navarro's younger half-sister, the daughter of Dr. Hamilton Griffin, is with the Navarros in Germany, this summer, training her voice for the concert stage. She is just at the age when her sister made her first successes on the stage, and is said to bear a striking resemblance to the former actress.

L'ABEILLE DE LA NILE-ORLEANS

Est très répandue en Louisiane et dans tous les Etats du Sud. Sa publicité offre donc un commerce exceptionnel. Prix de l'abonnement pour l'année, \$12 00; Edition hebdomadaire \$3 00.

A NEW CONSTITUTION

INCREASE OF ARMY AND NAVY

Aguinaldo Proclaims the Form of Government of Philippines.

Assumes Title of President—Four Secretaries and a Congress of Representatives of All Provinces Provided For.

Senor Agoncillo, the Philippine representative who has come to Washington to ask that the insurgents be heard by the peace commissioners at Paris, has made public a translation of the Philippine constitution which Aguinaldo has proclaimed at Malolos.

By this constitution Aguinaldo formally renounces the title of dictator and assumes that of president of the revolutionary government of the Philippines. He provides for four secretaries—the secretary of state, marine and commerce; the secretary of war and public works; the secretary of police, interior, of justice, police, instruction and health, and the secretary of finance, agriculture and industry. A congress is provided for, to be composed of representatives of all the provinces of the archipelago.

An important feature of the constitution, in view of the probability that Aguinaldo will try to obtain recognition from European governments, is that part describing the duties of the secretary of state. It provides: "The office of secretary of state shall be divided into three departments—for diplomacy, for marine and for commerce. The department of diplomacy will study and transact all business concerning the direction of diplomatic negotiations with foreign powers. The department of marine shall study and transact all business in reference to the formation and organization of a navy and the organization and equipment of such expeditions as may be desired by the revolutionary government in carrying out its purposes and designs. The department of commerce will transact all business pertaining to trade, both internal and external, and preliminary work for making of commercial treaties with foreign nations."

NEW NAVAL LIGHT.

It Is Extremely Bright and Cannot Be Quenched by Either Water or Earth.

A new and highly important invention was tested at the German naval maneuvers at Berlin. It was in the shape of a Greek Phoenician fire, invented by a Berlin engineer.

It ignites on contact with the air or water, and cannot be quenched by either water or earth. It burns with a brilliant flame, exceeding big search lights, and it can be sunk under water or underground, and when brought to the surface instantly bursts into flame at any desired point. It was tested during the night evolutions off the island of Helgoland and off Kiel and proved most efficient in detecting the presence of the enemy.

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The true story of what has transpired in Havana harbors since the blockade began will soon come out and the American public will have another opportunity to see how things were done in Spain's neighboring territory.

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A WEAK POINT.

Spanish Navy Badly Crippled Because of Lack of Special Engineer Corps.

The Russian naval captain, Prince Lievin, who was sent by his government with the North Atlantic fleet to witness the operations before Santiago, has expressed the opinion that, aside from gunnery, one of the greatest weaknesses of the Spanish warships was in the engine rooms. The Spanish navy has no special engineer corps, and, like the French navy, relies upon machinists to run the engines. The weakness of this system was revealed in active service, and nowhere so markedly as in the case of the torpedo boat destroyers.

The remarkably few instances of breakdowns in the machinery of United States warships were attributed by Capt. Leivin entirely to the intelligent supervision over the complex mechanism exercised by the naval engineer corps.

The navy department has learned that the French minister of marine, M. Lockroy, has ordered that a torpedo boat be assigned permanently to the marine school at Brest for the practical instruction of naval cadets in the management of steam machinery. Heretofore, as in the case of the naval academy at Annapolis, the cadets have their whole training on sailing vessels and have had to learn the management of steam machinery after they went into service.

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ACTIONS ET BONS.

Dernières cotations du N. Y. Stock Exchange.

Value: Offre Dernière.

au pair de

Managers.....100

Officers National.....100

Germania Savings.....100

Hibernia National.....100

Lorraine National.....100

N. O. National.....100

People's.....50

Providence National.....100

State Mutual.....100

United National.....100

Wainwright National.....100

Wainwright Stock.....100

French Opera Association.....100

Imp. Roured Warehouses.....100

Interest Trans Co.....100

Lowell Mills.....100

McGraw-Hill.....100

Metropolitan Life.....100

Metropolitan Gas.....100

Metropolitan Gas Co.....100

Metropolitan Gas Co. of Chi.....100

Metropolitan Gas Co. of Chi.....100