

## VALUABLE LESSONS.

## LEVIATHAN OCEAN LINER.

War Puts to a Thorough Test the Modern Steam Vessels.

Engineer-in-Chief Melville, in His Annual Report, Sets Forth the Points Wherein Changes Are Needed.

The war which has just ended was the first in which modern steam vessels have had a thorough trial. So says Engineer-in-Chief Melville, in his annual report, and then he proceeds to note the important lessons, so far as they respect the machinery of the vessels, which have been taught by that experience, as follows:

1. The vital necessity of giving the machinery of vessels in reserve frequent trials under working conditions.

2. The great importance of having all our naval stations in positions of strategic value properly fitted out for repairs and with adequate supplies of non-parishable stores.

3. That fresh water for the boilers is almost as important as coal, and that a fitting ship is an important adjunct of a fleet.

4. That every fleet needs a repair ship.

5. The great tactical advantages of water-tube boilers.

6. That if more than two main engines are to be fitted there should be three engines and three screws, and not two main engines on each shaft.

7. That there should be frequent trials under forced draft to keep the blowers in good condition, and to make the men thoroughly familiar with working under maximum conditions.

8. That the location of the forced draft blowers is of matter of serious importance.

9. That the personnel of the service should be adequate to the material.

10. We must make provision for training the enlisted men of the engineer department.

11. That our fighting ships must have the highest possible speed.

With pardonable pride the report dwells upon the tremendous amount of work accomplished by the bureau in preparing the fleet for war, involving the placing of new boilers in the old monitors, the fitting out of ships in ordinary for and the equipment of the auxiliary navy, nearly 110 vessels added to the regular force. Stress is laid upon the importance of having the least accessible station in the navy, that at Key West, amply stocked with stores and tools for emergency work, and with this end the chief engineer submits estimates for complete equipment of the station.

The record made by the repair ship Vulcan, it is said, will convince the most skeptical that this floating ship was of unestimated value off Santiago, and there is not a more important feature to-day than the maintenance of such a ship well stocked with every large fleet. Therefore, an appropriation is asked for the procurement of another such ship, and also for the equipment of another distilling ship such as the Iris.

Great stress is laid upon the importance of water tube boilers, and it is said that it would now be hard to find any design for the machinery of new vessels which do not include water tube boilers, owing to the demand for small weight and high speed. It is said that the bureau had prepared plans for such boilers for the battleships last contracted for, but was prevented from installing them because of the department's decision that the ships should be identically of the Alabama class. The individual plans, however, which were finally accepted, will result in the use of the water-tube boilers for these ships.

## GUNS TO GUARD MONTREAL.

Imperial Commission Plans New Artillery Defense for the Dominion City.

The imperial commission appointed to inquire into and to report on a general scheme for the perfecting of the defenses of Canada, and which sat in Quebec at the time of the opening of the Quebec conference, has been quietly at work for some days looking into the defenses of Montreal. It is stated that the plan favored by the commissioners for the defense of Montreal embraces extremely long-range batteries on the mountain, and extensive works to protect the city from attack. They also suggest powerful works at St. Lambert and Caughnawaga, the south shore terminals of the railway bridges, which would form an interior defense to a long line of detached forts and works covering the strategical points of the frontier, the Richelieu river, Lake St. Francis and Lake Memphremagog.

## WAIVED OLD GLORY.

Annual Incident During the Regmental Sports of British Troops at Halifax, N. S.

The regimental sports of the Royal Canadian battalion of imperial troops at Halifax, N. S., were marked by an unusual incident. At the conclusion of the sports 100 men, the pick of the garrison, formed a pyramid by mounting upon one another's shoulders, and the man at the apex, a fine specimen of the British soldier, stood waving in one hand the union jack and in the other the stars and stripes. This finale was cheered by the large number of spectators present. It was the first time in the history of Halifax that men of a British regiment had displayed the flag of another nation.

Area of Alaska's Gold Fields.

Official reports show that the rich gold prospects found in Alaska cover an area of 100,000 square miles, being 160 miles wide by 600 miles long.

Cigars Are Cheap in Puerto Rico.

A traveler in Puerto Rico says that a cigar equal to the present average American ten-center can be purchased there for two cents.

World's Deepest Coal Mine.

The deepest coal mine in the world is the Lambert, in Belgium; you can descend 3,490 feet.

## LEVIATHAN OCEAN LINER.

Mammoth Proportions of the Deutschland Now Under Construction at Stettin Iron Works.

That the huge Kaiser Wilhelm der Grosse, of the North German Lloyd line, represented nearly the limit of size that could enter that port was generally conceded when that immense vessel arrived at New York on its maiden voyage. But larger ships than the Kaiser and possessed of more powerful engines are being built.

One of them is the White Star Leviathan Oceanic, now in course of construction at Belfast, but another vessel of which little is known thus far is the Deutschland, which is being built for the Hamburg-American line at the Stettin iron works. Emil Boas, general manager of the line in New York, said the new steamer was intended to be a record breaker.

The Deutschland will be 655 feet long, or 37 feet longer than the Kaiser. It will have a beam of 68 feet, two feet more than the North German-Lloyd's pride, and will have a depth of hold of 45 feet, or six feet deeper than the Kaiser.

There will also be a grillroom, where saloon passengers may have a meal at short notice at any hour of the day or night. The grillroom is in the nature of an innovation. The establishment of one aboard a passenger liner has never been tried before. Another contemplated feature of the new vessel is a children's playroom. The Deutschland is expected to accommodate 420 saloon, 300 second cabin and 800 steerage passengers. It will be launched early in 1900 and will start on its maiden trip in April of that year.

## OIL TRADE THREATENED.

Russian and Sumatran Oils Crowding the American Article Out of China - Cotton Trade Grows.

American imports into China continue to increase, while those of other countries decrease. This is shown by a statement of the Chinese trade reports for 1897, just received by the treasury bureau of statistics. The patent was delivered to Gen. La Fayette in person by the then commissioner of the general land office, Mr. George Graham. The city of Tallahassee is located on a part of this township."

Commissioner Hermann also called attention to the fact, not generally known, that there is on file in the general land office an original deed executed jointly by Gen. La Fayette and another, and acknowledged before United States Consul Isaac Cox Barnet, at Paris, October 2, 1823, transferring a portion of the land embraced in the first grant. The signature of the general to this patent is simply "La Fayette," written as one word and with a small "F," which would seem to settle the discussion on the question as to whether the name should be written as two words and with capital "F" or not.

## LA FAYETTE'S GIFTS.

How This Government Repaid the French General for His Services.

Interesting Information at This Time When Money Is Being Gathered for a Monument to His Memory at Paris.

A propos of the La Fayette monument movement and discussion, the interior department is receiving numerous communications asking information about lands, money, etc., given La Fayette in testimonial of his service in the revolution. Commissioner Hermann, of the general land office, discussing the queries coming in from newspaper men, historians and others as to the location of the lands voted La Fayette, has made the following statement reviewing all the government's land transactions with La Fayette:

"Congress on March 3, 1803, authorized the secretary of war to issue land warrants to Maj. Gen. La Fayette for 11,520 acres (one-half of a township of land) and on March 27, 1804, Gen. La Fayette was authorized and empowered to locate the warrants in the territory of Orleans, now the state of Louisiana.

The locations were subsequently made on the west bank of the Mississippi river, in the parish of Pointe Coupee. Patents thereon were issued January and April, 1810, and March, 1813.

"In 1824 congress by a unanimous vote requested President Monroe to invite La Fayette to visit this country. The invitation was accepted, and while here congress granted him \$200,000 in cash and a township of land, to be located, under the authority of the president, on any of the unappropriated lands of the United States. This township of land as located is in Leon county in what was then known as West Florida, being township one north of range one east, containing 23,023.50 acres and patented July 4, 1826, the forty-ninth anniversary of the declaration of independence. This patent was delivered to Gen. La Fayette in person by the then commissioner of the general land office, Mr. George Graham. The city of Tallahassee is located on a part of this township."

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Mr. Taylor, who calls attention to the fact, not generally known, that there is on file in the general land office an original deed executed jointly by Gen. La Fayette and another, and acknowledged before United States Consul Isaac Cox Barnet, at Paris, October 2, 1823, transferring a portion of the land embraced in the first grant. The signature of the general to this patent is simply "La Fayette," written as one word and with a small "F," which would seem to settle the discussion on the question as to whether the name should be written as two words and with capital "F" or not.

Conditions - Comptant sur les lieux.

FRANK MARQUEZ, Sheriff Civil de la paroisse d'Orléans.

Buck Walsh et Buck, avocats pour le plaignant.

18 nov - 19 23 - dec 1 19 16 22

## ANNONCES JUDICIAIRES.

## VENTES PAR LE SHERIF

## ANNONCE JUDICIAIRE.

Vente par le Sherif de deux résidences de valeur à un étage et d'une

résidence doublée avec attique et couverte en ardoises.

Avec bâti sous couvertes en ardoises dans le fond.

Connues respectivement comme les nouvelles Nos 1230 et 1232

rue Harmony et 1238

et 1240 rue

Harmony, à l'encouga de la rue

Cheethout,

Entre les rues Camp et Cheethout, (la

rue à l'arrière étant la rue

Pleasant).

Mme M. F. Tobi vs Mme M.

P. Chalin.

Connue comme le No 1230 rue Washington, entre les rues Sixième et Septième.

Security Building and Loan Association vs Mme Kate Reagan et Als.

COURE CIVILE DE DISTRICT POUR LA paroisse d'Orléans - No 57.651 - En vertu d'un writ de saisie et vente à moi adressé par l'Honorable Cour Civile de District pour la paroisse d'Orléans dans l'affaire ci-dessus intitulée, je procéderai à la vente à l'enchère publique, à la Bourse des Encanteurs, No 840 rue Commerce, entre les rues Carondelet et Baronne, dans le Premier District de cette ville, le JEUDI 5 janvier 1899 à midi de la propriété ci-après décrite à savoir:

Un certain lot de terre ensemble avec toutes les batisses et améliorations qui s'y trouvent et toutes les droits, voies, priviléges, servitudes et dépendances ci-dessous appartenant à moi ou à ma femme, à savoir:

Un certain lot de terrain dans l'affaire

ci-dessus intitulée, je procéderai à la vente à l'enchère publique, à la Bourse des Encanteurs, No 840 rue Commerce, entre les rues Carondelet et Baronne, dans le Premier District de cette ville, le JEUDI 5 janvier 1899 à midi de la propriété ci-après décrite à savoir:

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