

Opportunities in the Navy

By HON. WILLIAM H. MOODY,
Secretary of the Navy.

For the young man who enters the navy there are advantages and opportunities which the average layman never realizes. Gen. James H. Wilson, himself an officer of the army, in an address to young men not long ago advised them to enter the navy in preference to the army because the chances are larger in the sea service than in the land service, and Gen. Wilson, a man of wide experience, knew whereof he spoke.



There are, or at least there will be when the quota provided for under the last naval appropriation act is filled, 31,000 enlisted men in the navy of all classes and grades. Every effort is made to obtain the best men available for the service, and liberal inducements are held out to young men to enter it. Never before has the character of the personnel been so high as at present, and it is improving every year. There is no doubt that within a few years the United States will not only have the strongest sea fighting force in the world, but it will also have better men in its navy than any other nation.

Apprentices are enlisted between the ages of 15 and 17 years. Their education begins either at the training stations at Newport, R. I., or at San Francisco, where the course is from six to nine months and if then fitted they are assigned to the regular cruising ships. Aboard ship the apprentice is taught many duties which fit him for the sea.

There are various promotions for those who prove themselves efficient, and with each promotion there is, of course, an increase of pay. When advanced to ordinary seaman the pay is \$19 a month and that of seaman \$24 a month. From this grade the men are promoted to petty officers and to the grade of warrant officers, such as warrant machinists, in which the pay runs from \$1,200 to \$1,800 a year. The law further provides that a certain number of warrant officers may be promoted each year to receive commissions. The pay of petty officers ranges from \$30 a month in the seaman branch to \$60 and \$70 in the yeoman and messmen branches. Every attempt is made by the navy department to make the service attractive to the men, and that is so proven by the number of reenlistments each year.

Assured Prosperity

By REV. ROBERT J. BURDETTE,
Pastor of Temple Baptist Church, Los Angeles, Cal.

NATIONAL prosperity is in the air. Everybody from the messenger boy to the millionaire is trying to double his income. Even the United States senator takes more interest in watching the ticker than in serving the interests of his country. The wages of the hod carrier have gone beyond the income of the ordinary preacher, the reporter and the school teacher. There seems to be no limit to other prosperity.

I rejoice in this prosperity, but I have seen dollar wheat before. I remember the panic which followed in '93. I am not an alarmist. I love the meadowlark more than any other bird, because he sings when the clouds are thickest.

The great men in Biblical times were possessed of vast wealth, yet we do not think of them as men of money and finance or as stock manipulators as we are wont to think of Morgan and Schwab and other giants of the financial world of to-day. Moses was rich beyond all estimation, but we think of him only as a friend of God, not as a Morgan. Joseph was the richest man in Egypt, yet we wouldn't think of comparing him with Schwab. God forbid. We think of Joseph in his loyalty to purity and righteousness.

The magazines don't print pictures of Joseph, neither do they publish a detailed story of his life. They don't tell how he went into Egypt a slave and how by successful manipulation of the stock exchange by securing a great corner he became the richest man in the country and died worth a million dollars. Of course not, but they print volumes about certain American men who have accumulated vast fortunes and about the methods followed in attacking these stupendous incomes.

The Motor and the Highway

By W. B. WOODGATE.

THE ordinary non-motorist enjoys the use of the road as a birthright, and has not to thank statute for the same. Any restrictions upon the birthright are due to statute enacted pro bono publico.

On the other hand, it does not seem that the motorist has any similar birthright to the road; no exact case in point appears in law reports, but the theory of road dedication, and the history of roads and of their traffic, seem very conclusively to show that, without the consent of the owner of the soil, the motorist—in the absence of statutory license—would be a trespasser on any highway, and might be warned off or removed by force if contumacious.

The class of motors for which extension of speed is asked belongs practically exclusively to a section of society that has time and money to spend on motorism as a pastime, and as a pastime only.

It is for those who travel, touring far afield, that the concession is demanded. Their main plea is that there are many uninhabited stretches of rural road along which a motor may safely career at high velocity with little or no public danger, and that the existing statute is vexatious, where the letter of law as to 12 miles an hour is enforced by police espionage in such unfrequented stretches.

Now, when children of the poor, whose facilities and locality of pastime are far more limited than those of the wealthy classes, desire to multiply hoops in thoroughfares, or to seek enjoyment at impromptu football or other games on the macadam, they are promptly taboed by the police; and divers local councils very properly enact by-laws against the dangers of children's hoops in the roadways.

The advocates of privilege for increased speed frequently adopt in the press the parrot phrase 'the motor has come to stay,' and upon this basis arguments have been raised by correspondents and editors that a new social duty devolves ex officio on all owners of horseflesh to break in their animals to face motor traffic quietly. It is doubtless true that horses can be educated to abandon fear of railway traffic, or of noise of gunpowder, and like alarms; those who so educate their animal do so for their own convenience, but in view of our hypothesis that the horse and his owner have a birthright to the road, and the motorist only a statutory license, the demand that a horse owner should alternatively get rid of his animal or spend time or money in educating it to motor alarms appears to savor of selfishness, not to mention arrogance.

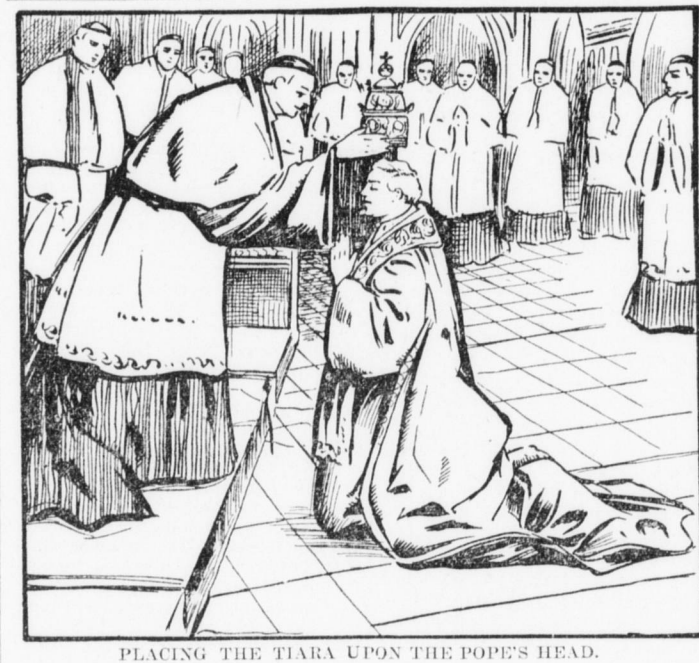
POPE IS CROWNED.

Rite Performed with Great Pomp and Ceremony.

Seventy Thousand People Witnessed the Magnificent Spectacle which Lasted Five Hours—Procession Numbered 500—Enthusiasm Unbounded.

Rome, Aug. 10.—The ceremony of the coronation of Pope Pius X took place Sunday in the basilica of St. Peter's in the presence of the princes and high dignitaries of the church, diplomats and Roman nobles and with all the solemnity and splendor associated with this, the most magnificent rite in the Roman Catholic church.

As Cardinal Macchi, the dean of the cardinal deacons, placed the triple crown on the head of the venerable pontiff the throng of 70,000 persons



PLACING THE TIARA UPON THE POPE'S HEAD.

gathered within the cathedral burst into restrained acclamations, the choir intoned a hymn of triumph and the bells of Rome rang out a joyful peal.

It is 57 years since the Romans and Europe assisted at such a function as was held in St. Peter's yesterday. The great basilica, popularly supposed never to have been quite full, was overflowing with humanity. The papal throne, a bewildering mixture of gold, red and silver, was erected in front of the high altar.

After their entrance the people had long hours of waiting and it is computed that the majority were on their feet altogether ten hours, five before the ceremony and another five hours while it lasted.

Inside the Vatican palace there was no less movement and bustle as the papal procession, composed of about 500 persons, all of whom had gathered early in the apostolic palace, was formed.

The central figure in the long cortege was Pius X, borne in the sedia gestatoria.

On the appearance of the pontiff it seemed as though the people would seek to carry him in their arms, so great was their enthusiasm. Cries of "Pius, our pope, our father," and "Long live Pius X" were raised, notwithstanding the large placards posted all over the basilica saying: "Acclamations are forbidden."

A quaint ceremony was then carried out. The master of ceremonies knelt three times before the pontiff, each time lighting a handful of hemp which surmounted a silver torch and as the flame flashed and then died out he chanted "Pater Sancte, Sic Transit Gloria Mundi" (Holy Father, thus passeth away the glory of the world).

The procession then proceeded. At the chapel of the sacrament there was another halt and his holiness left the sedia gestatoria and prayed at the altar. On re-entering the chair he was carried to the chapel of St. Gregory, where he officiated at a mass. Then all the cardinals donned their silver copes and white mitres and the pope was borne to the throne amid renewed acclamations.

The scene presented on his mounting the throne formed a magnificent picture to which no pen could do justice. The central figure was the venerable pontiff seated on the throne. Two lines of cardinals clad in silver and scarlet reached to the high altar with their burden of burning candles and sacred vessels, while around stood the papal guards, the pontifical court, monks and officials. The cathedral was illuminated with twinkling lights, while the marble columns and walls rendered the color scheme more vivid. Overhead was the most magnificent dome in the world, up to which floated the harmony of music.

From the throne Pius X, surrounded by his suite, walked to the high altar, standing over the crypt of St. Peter, into which meanwhile Cardinal Macchi descended to pray. The pope then blessed the altar and after saying the "Indulgentiam," the nuptial, a symbol of the cord with which Christ was bound on his capture, was placed, with great ceremony, upon the pope's arm, while at the same time prayers for the coronation were recited by Cardinals Vannutelli, Mo-

gnani, Agliardi and Satoli. Returning from the crypt, Cardinal Macchi placed upon the shoulders of the pope the pontifical pallium and attached it with three golden jeweled pins.

Mass was then celebrated with great pomp and ceremony, the voice of the pope becoming gradually more firm and sonorous until it was even audible in the most distant corner of the immense church. Following this, Cardinal Macchi performed the rite of incensing the pope, whom he subsequently kissed three times on the cheeks and chest, as did Cardinals Segna and Vannutelli. Upon the pope's return to the throne the cardinals offered their last obedience to the pontiff, kissing his hand and feet, and being embraced by him twice in turn. The bishops and archbishops kissed his foot and right knee, while the abbots kissed only his foot. The holy father then walked to the shrine of St. Peter for the culminat-

ing rites of the ceremony. The whole sacred college gathered about the pope singing Palestrina's "Corona Aurea Super Caput Ejus," while the choir burst forth into song.

Cardinal Deacon Segna then raised the pontiff's mitre and Senior Cardinal Deacon Macchi placed on the venerable white head the triple crown. At this moment the church was filled with the ringing of bells, the blowing of silver trumpets and the acclamations of the people.

CHAMPIONSHIP REGATTA.

It Takes Place on Lake Quinsigamond—Winnipeg Crew Wins Two Races—Some Strenuous Rowing.

Worcester, Mass., Aug. 15.—With ideal weather conditions the nine events which constituted the first day of the thirty-first championship regatta of the national oarsmen were successfully run off yesterday on Lake Quinsigamond.

The feature of the day was the eight-oared contest for the Richard Knox cup and the victory of the Jeffreys Point crew, East Boston, Mass., was not only decisive but rather disappointing to the local favorites, the eight of the Wachusett Boat club. The latter made a fine fight all the way down the course, but the Boston crew led from the start and was never headed. The rowing of the New York Athletic club's eight was also strong, but the crews of the Columbia Boat club, of Allegheny, and the St. Alphonsus Athletic association, of Boston, made rather poor finishes.

Another surprise was the victory of the Winnipeg crew in the senior international fours and the senior four-oared shells. The crew of the East Boston A. A. R. C. had long been picked as almost sure winners in both events, and while they made two hot fights the Canadians won each by good margins.

The ease with which Lon F. Scholes, of Toronto, won his heat in the association senior sculls was not unexpected, neither was any one surprised when F. R. Peterson, of the East Boston club, came in second. The rest of the competitors were far behind.

In the second heat of this event F. Vesely, of the First Bohemian Boat club, also had an easy time, but the struggle for place between F. Demorello, of New Orleans, and W. M. Varley, of the Atlanta Boat club, of New York, was the fiercest of the day. The former won by a bare foot and the latter was so exhausted that he tumbled from his shell on crossing the finish line. The water revived him and he was hauled aboard the starter's boat in fairly good condition.

BOOKS FALSIFIED.

A National Bank at Red Bank, N. J., Is Closed by Order of the Comptroller of the Currency.

Washington, Aug. 15.—The Navesink national bank, of Red Bank, N. J., was closed last night by direction of the acting comptroller of the currency, after a conference by telephone with National Bank Examiner W. A. Mason, who has been engaged in making a special examination of the bank. The bank was examined in regular order on July 27 and the examination disclosed a discrepancy between the individual and general ledgers of \$10,000, a falsification of the last report of condition to the comptroller of the currency, and numerous false entries and erasures on the books.

A re-examination was ordered and Examiner Mason discovered increased shortages and irregularities to such an extent as to render the bank insolvent. A new president, cashier and board of directors were elected and an effort made by the latter to put sufficient cash into the bank to restore its capital and solvency. It was thought until last night that this effort would be successful.

Bank Examiner Mason has been appointed receiver. The last report of condition of the bank under date of June 9, 1903, which report, it is stated, was falsified, shows deposits of \$316,000.

REVIEW OF TRADE.

No Decrease in the Volume of Business Is Shown.

New York, Aug. 15.—R. G. Dun & Co.'s Weekly Review of Trade says: Earnings of railways for August thus far show an average gain of 7.7 per cent. over last year's figures and 16.3 per cent. compared with 1901. Distribution of merchandise is very heavy, more interruption to traffic being recorded, and in staple lines prices are steady. Preparations for fall trade are vigorous, many manufacturers working overtime to fill important orders. Collections are fully as prompt as usual for the season, although in some lines there is less inclination to discount bills. Crop news is reassuring.

Hesitation in certain branches of the iron and steel industry, incident to the season and aggravated by labor difficulties is indicated with some degree of definiteness by the monthly statistics just published by the Iron Age. A vast amount of business is being done, but there is no indication to anticipate requirements of the future beyond contracts already placed. Failures this week number 174 in the United States against 196 last year, and in Canada 22, compared with 21 a year ago.

Jett and White Get Life Sentences.

Cynthiana, Ky., Aug. 15.—The jury yesterday in the case of Curtis Jett and Thomas White, charged with the assassination of James B. Murcum, at Jackson, Ky., returned a verdict of guilty, fixing the punishment of each at life imprisonment. Jett received the verdict with comparative indifference and calmness. White, who has been apparently under a severe strain during the trial, flushed up and his eyes filled with tears. Attorney Golden, for the defense, made a motion for a new trial and the court took it under advisement.

Parks Orders Strikes.

New York, Aug. 15.—Samuel J. Parks, walking delegate of the House-smiths and Bridgemen's union, last night announced that he would today call strikes on eight big jobs in this city and that members of the organization in Newark, N. J., would be called out. Parks also said that on Monday and Tuesday the strike would extend generally through many states in the Union, mentioning among other places, Portsmouth, N. H.; Pittsburgh, St. Louis, Boston, Hannibal, Mo., and Northampton, Pa. He said that these strikers are mainly made against the Iron league.

Gompers Challenges Parry.

Indianapolis, Aug. 12.—Samuel Gompers, president of the American Federation of Labor, has placed a challenge in the hands of a committee, addressed to D. M. Parry, offering to meet the latter on the stump at the Labor day celebration at the fair grounds in this city and argue with him the question of unionism. When told of the challenge, Mr. Parry, who is president of the National Manufacturers' association, said he would await the delivery of the challenge with interest, but he had no desire to "parade Mr. Gompers as a usual attraction at a baby show."

CAPTURED THE CUP

Yankee Yacht Irondequoit Successful in Canada.

The Course was Triangular—Trophy Will Now Rest with the Rochester Yacht Club—Defeat Made Canadians Feel Sore—Story of the Race.

Toronto, Ont., Aug. 14.—The Irondequoit, the American challenger for the Canadian cup, won the deciding race of the series yesterday, thus wresting the trophy from across the water. It will now rest in the Rochester Yacht club until some Canadian boat shall bring it back.

The race was a triangular one, seven miles to a leg, the first leg to windward and the other two reaches, the last one rather close hauled, owing to the shifting of the wind. The breeze at the start was light, but grew heavier as it shifted. Though the weather was not to the Irondequoit's liking, the betting was 3 to 4 on her.

Hannan, on the Irondequoit, had the better of Jarvis on the Strathcona in jockeying for the start and the American yacht went flying across the line with a small lead. Both were on the starboard tack and stayed close together for some time. When they finally went about they could lay a course for the buoy and both made the turn on the port tack.

When they went about the Strathcona was fully 200 yards astern, but she had as good a windward berth as her rival.

Turning the first mark the Irondequoit broke out her biggest jib topsail and the great spread of canvas dragged her along in fine style. The Canadians delayed for three minutes after striking their jib topsail to set a balloon jib before they had the headsail up. The Irondequoit was on her favorite angle. After some minutes Skipper Hannan, who had been watching the lifting power of his rival's balloon, broke out an immense balloon jib on the Irondequoit. The change in canvas was made in a trice. The Irondequoit then hauled steadily away from the Strathcona.

The Strathcona gained 30 seconds on her rival on the second leg, but within four miles of the finish her case was hopeless.

When the American boat dashed across the line the excursion fleet did not take the loss of the cup very graciously. Not a whistle was heard for some minutes. Finally, however, the excursion steamers saluted the victorious American boat and crew.

WESTERN MINERS STRIKE.

Workers on a Drainage Tunnel in the Cripple Creek District are Out.

Cripple Creek, Col., Aug. 14.—Union miners working in the drainage tunnel were called out yesterday by their executive officers. The tunnel, which will drain most of the big mines of the district, would have been completed in another week at the rate of progress heretofore maintained. The strike was ordered in consequence of the refusal of Superintendent Brainbridge to employ only union men.

"We will complete that tunnel if it takes the United States army to protect the work, and if it is necessary for us to put on our working clothes and do the labor ourselves," said President Samuel Bernard, of the El Paso Mining Co., which has the contract for building the tunnel.

It is not unlikely that rich mine owners and high salaried miners will go into the big bore to take the places of the men ended out. There are now about 4,000 miners idle in the district. The operators have announced their determination to resume operations as soon as men can be secured, preference being given to former employes. The owners characterize the action of the officers of the Western Federation of Miners in calling the strike in the absence of any grievance as "arbitrary and unjustifiable," and announce that "all men applying for work will be protected to the last degree."

Winners Got Medals.

Buffalo, N. Y., Aug. 14.—The range tournament at Fort Niagara closed yesterday with the finals of the pistol contests. In this shooting the officers and men of the cavalry and field artillery and the officers of the infantry of the Department of the East competed. Medals were awarded the ten best shots. For the high score Quartermaster Sergeant F. C. Olsen, of the Second cavalry, was given a gold medal. The next three best scores got silver medals and the other six bronze medals. The first four men will represent the department in the pistol contest in the tournament at Fort Sheridan that begins August 25.

An Anti-Trust Mass Meeting.

Washington, Aug. 14.—An anti-trust mass meeting, which packed the new National theatre to the doors, was held here last night. The speakers included Henry George, Representative Shober, of New York; Representative Van Duzer, of Nevada; Robert S. Tharin, counsel of the Anti-Trust league, and Owen J. Kindell, Attorney General Knox and President Roosevelt were arraigned for alleged failure vigorously to enforce the Sherman anti-trust law. Representative Shober spoke of William R. Hearst as the man best equipped to lead the people in the battle against the trusts.

A Conscience Contribution.

Washington, Aug. 14.—The secretary of the treasury yesterday received a check for \$100 from a firm of attorneys in Philadelphia with the following explanation: "Enclosed please find \$100, being the amount of money which was paid on December 10, 1865, by the United States government as additional bounty to a soldier. He considers that he was not entitled to this money by reason of an act of July 23, 1865, which debarred all men from participation in this bounty who had re-enlisted, which he had done. He wishes to make restitution of this amount."