

Sunday School Convention to Be Held at Jerusalem

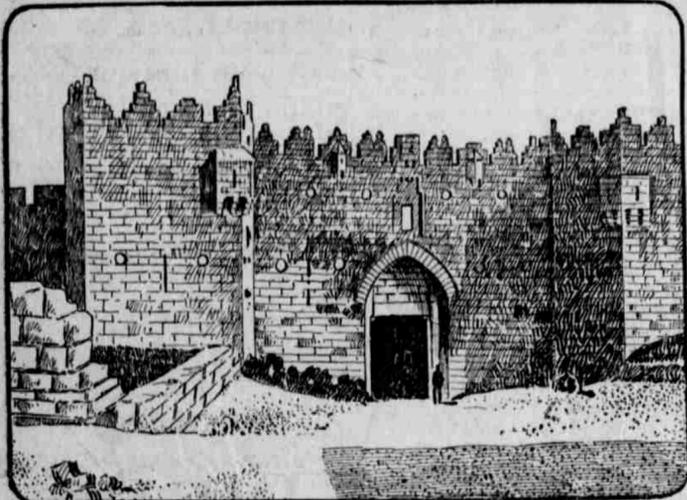
April of Next Year Will See a Dream of Sunday School Leaders Realized.

THE World's Fourth Sunday School convention is to be held at Jerusalem in April of next year, and it is expected that over 800 delegates from the United States, England, the other countries of Europe and from other parts of the world will be present. Thus is to be realized a hope which has burned in the breasts of certain Sunday school leaders for years. It was at the tenth International Sunday School convention at Denver, Col., in June, 1902, that the plans began to take definite shape. The possibilities and difficulties in the way of holding the next world's convention at Jerusalem were fully presented and after thoughtful consideration the convention endorsed the plans. When the English Sunday school workers saw the spirit of the Americans, they decided that if the Americans could compass the 6,000 miles of ocean to get to the Holy City, England could and would gladly fall in line, and so the World's Sunday School executive committee took up the matter energetically and one of the most interesting and successful, as well as unique, conventions which the world has ever seen promises to be the result.

The convention will be held in two large tents to be pitched outside the

hillside, and another meeting on Olivet in the garden of Gethsemane. On the return trip Alexandria and Cairo, Egypt, will be visited, besides Naples and Villefranche. The steamer is expected to reach New York May 18. Numerous side trips are arranged for those wishing to prolong their trip and see more of Europe and Egypt. It is arranged that a religious service shall be held on Mars hill at Athens, on Sunday morning, March 27, where Paul so many centuries ago preached the risen Christ to the Greek philosophers.

The days spent on shipboard are to be made attractive and profitable by music and lectures. The preparation and direction of the former feature has been entrusted to Prof. W. B. Chamberlain, who occupies the chair of sacred music in the Chicago Theological seminary, and who for years was a professor in Oberlin college, and directed the great First Church choir of that institution. It is purposed to form on shipboard a choir which shall render selections at the Jerusalem convention and lead in the general singing. The presence on the ship of a band and orchestra will render the music more effective. The lectures and conferences to be held on shipboard are in preparation and will embrace topics of related interest to the scenes visited and the his-



THE GATE OF DAMASCUS.
Near Which the Sunday School Convention Tents Will Be Pitched.

walls of Jerusalem, near the Damascus gate, under the shadow of Calvary. For three days, from April 18 to 20, the world's greatest leaders in Sunday school work will be heard. It is too early to give an intimation of what the programme will be, but this work is in the hands of the executive committee, of which Mr. E. K. Warren, of Three Oaks, Mich., is chairman. The other members of the committee are for England: Edward Towers, F. F. Belsey, Charles Waters, Rev. Robert Culley, Rev. Danzy Sheen; for United States: John Wanamaker, A. B. McCrillis; Canada, S. P. Leet; Sweden, August Palm; Australia, Archibald Jackson; Japan, T. C. Ikehara; Italy, Rev. Dr. Burt; Germany, Prof. Fetzer; France, Rev. Mr. Greig. There is also an advisory committee composed of Vice President C. F. Gates, D. D., LL. D., of Robert College, Constantinople; Mr. W. W. Peet, treasurer of the Turkish missions; H. S. Barnum, D. D., Rev. Howard Bliss, president of the Syrian Protestant college, Beirut; H. H. Jessup, D. D., Beirut; Mr. E. G. Freyer, treasurer Syrian Protestant college, Beirut; Dr. Chauncey Murch, American mission, Luxor, Egypt.

The convention will be enriched by the presence of the members of this last named committee. They will have much to do with the arrangement of the programme, and will be heard at the sessions of the convention.

In connection with the convention, or rather as a necessary preliminary to it, there is being arranged a tourists' cruise to and from Jerusalem. This will bring together the delegates to the convention and provide delightful and congenial companionship during the entire trip. A vessel has been specially chartered which is scheduled to sail from New York on Tuesday, March 8, 1904. On the journey to and from Joppa, the nearest port in the Holy Land to the city of Jerusalem, stops will be made at Funchal, Madeira, Gibraltar, Algiers, Valetta, Malta, the island on which Paul was shipwrecked; Piraeus, including rail trip to Athens; Constantinople, Smyrna, Beyrout, Califa, with side trips into Galilee and Samaria; Joppa, with the trip to Jerusalem, where the Pool of Solomon, Rachel's tomb, Bethlehem, and Bethlehem hills, Mount of Olives, Bethany, Gethsemane, King's Wine Press, Tomb of Kings, etc. Special religious meetings in addition to the sessions of the convention will be held at Bethany, and on the Mount of Olives, at Bethlehem on the

toric events for which they are famous. The first world's convention was held in London in the summer of 1889. About 350 delegates went from the United States. Other countries represented in the convention were, England, Ireland, Nova Scotia, India, Australia, West Indies, China, Germany, France, Switzerland, Holland, Denmark, Italy and Sweden. Such Sunday school workers and teachers as B. F. Jacobs, Doctors Peloubet, Warren Randolph, Dixon and Wharton were on the programme, and a model Sunday school was conducted by Mr. Marion Lawrence, with Miss Annie Barlow as primary teacher. At this convention it was resolved, "That a committee be appointed on Sunday school work throughout the world," and that "an organizing secretary be appointed for Sunday school extension work in India." Mr. F. F. Belsey, of London, was president of the convention.

St. Louis, the Missouri metropolis which is desperately busy at the present time in preparation for the great Louisiana Purchase exposition, was the place of the next World Sunday School convention. It was held in September of 1893, beginning immediately at the close of the seventh International (American) convention. Addresses were made by representatives from England, Scotland, Germany, Sweden and India, with additional reports from Holland, Italy, France, Norway, Switzerland, Denmark and Japan. Among the speakers from other lands were the famous Sunday school men, Mr. F. F. Belsey and Mr. Edward Towers, both World convention presidents; Mr. Charles Waters and Count Bernstorff. The late B. F. Jacobs was elected president. The special feature of this meeting was the starting of a fund for the pushing of Sunday school work in Japan.

The third world's convention went back to London. Over 200 delegates went from the United States. In addition to the countries represented at the first convention, delegates from Newfoundland, Austria, Belgium, Japan, Hawaii and South Africa, were present. Among the speakers were Bishops Warren, Fowler and Thoburn, besides Dr. Joseph Parker and Rev. F. B. Meyer. The special feature of this convention was the dedication of Mr. T. C. Ikehara to Sunday school work in his own land of Japan, for which field he sailed immediately with the special prayers of the convention resting upon him.

FANCY DRESS DETAILS.

Pretty Bits of Finery That Lead Tone and Effect to the Season's Costumes.

White, black and pink are leading colors for evening gowns.

The old time bretelle effect is observable in the trimming of some of the new bodices.

Among the new materials for gowns or trimmings is a plush which is an almost perfect imitation of chinchilla fur. Bretelles of cloth, richly embroidered in white silk, adorn the bodice of a white cloth gown, combined with chiffon cloth.

Silk renaissance and cluny laces are preferred, for the modish three-quarter length lace coats lined with accordion plaited chiffon, says the Brooklyn Eagle.

Petticoats of silk or wool Jersey are in high favor to-day, as they give the desirable slimness to the figure. The lower part is made of taffeta and finished with several full taffeta ruffles.

Even for the deepest mourning millinery a note of white is now introduced to relieve the somberness of the ebon hue, and English crape is much in evidence, being employed for hats for young girls, as well as for widows' bonnets.

To be worn with a white cloth carriage gown is a standing collar of bright green silk, with long stole ends, finished with heavy tassels. Gold braid and narrow black velvet trim the collar. A buckle set with large green stones fastens the cloth belt.

Accordion plaited cloth in white, cream or pale gray composes some very handsome imported opera cloaks. The full accordion plaited sleeves are gathered into cuffs with lace frills and a deep cape collar is covered with embroidery and lace or fringe.

A black point d'esprit gown jettied heavily in panels has the low bodice entirely formed of fine quillings. A deep girde of shaded pink lousine is fastened with a rhinestone buckle and a long spray of exquisite pink fuchsias crosses the left shoulder.

Many of the more elaborate cloth gowns sent over from Paris have the neck open in V shape to display a lace and chiffon underpiece, the collar being of the same. This small neck trimming is made an excuse for the introduction of a bit of contrasting color.

Girlish in its airy simplicity is a dancing gown of pastel pink chiffon, the full skirt just sweeping the floor trimmed with frills of repousse lace and garlands of apple blossoms. The low bodice is nearly covered with a bertha of lace and chiffon, bordered with blossoms.

A deep rose colored cloth gown was finished with collar and V shaped piece below of pale gray chiffon embroidered in silver. A gray cloth gown was similarly finished in white lace and chiffon strapped with light blue velvet caught with rhinestone crescents.

Staten Island Oyster Pie.

Scald a quart of oysters in their own liquor; when it comes to the boiling point skim out the oysters and set where they will keep hot. Add to the liquor two cups of hot water, season to taste with salt and pepper. Rub two ounces of butter to a paste with two ounces of flour, dilute with a cup of hot milk and add to the broth. Stir and cook until smooth and creamy. Have ready a crust of nice light biscuit dough rolled half an inch thick; cut into squares and drop into the boiling stew. Cover closely and cook 30 minutes. When done take them up carefully and place in a hot dish. Stir the oysters into the broth, and when thoroughly hot turn into the dish with the dumplings.—Washington Star.

Raisin Jam.

Raisin jam is a dainty with which few housekeepers seem to be acquainted, but one worth knowing about in a city, where little preserving is done. Wash and drain seedless raisins and to each pound allow a cupful of cold water. Cook gently for an hour, and put in a cupful of sugar to each pound of fruit. A sliced lemon with the seeds removed may also be added. Cook for one hour longer, and put away in glasses. This jam keeps well, and is liked by children.—N. Y. Post.

Mutton Klops in Chafing Dish.

Chop sufficient cold lamb or mutton to fill two teacups, season with salt and pepper; add half a cup of soft bread crumbs, mix and add the white of one egg to bind the whole together. Make into balls a little larger than English walnuts. Strain half a can of tomatoes into the chafing-dish, add a slice of lemon; boil until reduced one-half, then drop in the mutton balls and simmer for five minutes. Lift the balls carefully and put them on a chop plate; add a tablespoon of butter and half a teaspoon of salt, pour over the balls, and garnish the dish with triangular pieces of toast.—Ladies' Home Journal.

To Clean Hardwood.

Common kerosene is excellent in cleaning hardwood or stained floors. Sweep carefully and dust before applying the oil. Use only a small quantity at a time, wiping a small space, then rubbing the oil up with a soft absorbent flannel cloth.

Travel Skirts.

Some ladies who travel much wear reversible skirts, check pattern on one side, plain on the other, the one skirt thus becoming apparently two. There are flat pockets on both sides.

New Class of Cruisers Uncle Sam Is Now Building

When Completed They Will Prove an Important Addition to Our Growing Navy.



In the navies of the world there is no more important class of ship than the armored cruiser. In our own navy we are deficient in this class of vessel, the class being represented by only two such ships, the New York and the Brooklyn.

This deficiency is now being remedied, and there is now under construction for the United States a half-dozen armored cruisers, three on the Atlantic and three on the Pacific coast, which could form squadrons of uniform speed, maneuvering and cruising qualities. Congress, in an act dated March 3, 1899, among other vessels, authorized the construction of three armored cruisers of about 12,000 tons displacement; also in an act dated June 7, 1900, among other vessels, authorized three armored cruisers, making six in all. Through various causes 16 months elapsed before bids could be asked for the first group. This was unfortunate in that the proposed additions to the navy have thereby been delayed for over a year. However, as peace has prevailed, the navy will be the one benefited in the end, as it will be in possession of the means of forming powerful homogeneous squadrons.

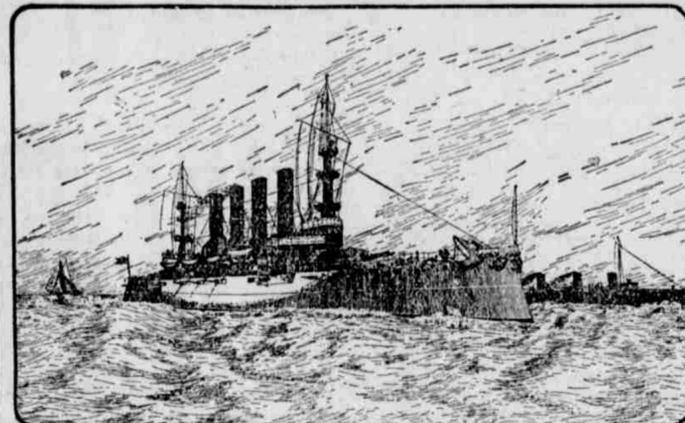
The advisability of sheathing war vessels was under the consideration of

its upper edge downward for a distance of four feet, whence it tapers to five inches at the bottom. Towards bow and stern the thickness will be reduced to 3½ inches. The sides will be protected by armor plate five inches thick, extending for a length of 232 feet from the water line belt to the main deck. To the ends of this side armor transverse armor four inches thick is to be worked, thus forming a closed citadel for the ten six-inch guns. Armor five inches in thickness will protect the four six-inch guns at the corners of the superstructure.

The eight-inch turret and barbette armor will be six inches thick, excepting the port plates, which will be 6½ inches thick, and the top 1½ inches of nickel steel. The ammunition tubes for these turrets will be eight inches thick.

Nine inches of armor will be worked into the conning tower, and its tube will be five inches thick, as will also be the signal tower. A nickel-steel protective deck, 1½ inches on the flat and four inches on slopes, is to extend throughout the vessels, and an obliterating belt of cellulose, three feet thick, is to be worked along the sides the full length of the vessel above the protective deck.

To drive the vessels at the required speed of 22 knots, twin-screw engines of 23,000 I. H. P. will be required. These will be of four-cylinder, triple-



THE ARMORED CRUISER PENNSYLVANIA.
One of the Class of Six Sister Ships That Are Now Being Built.

the navy department at that time, and plans were therefore prepared for cruisers sheathed and unshathed, as the department might decide. The latter, however, was decided upon, effecting a decrease of \$1,000,000 in cost and probable increase in durability of the vessels. All six vessels, for which specifications were prepared, and bids for construction invited at the same time, will have the following characteristics:

Length on load water line, 502 feet.
Extreme breadth at load water line, 69½ feet.
Displacement (all stores on board, fully equipped) about 13,680 tons.
Mean draft at trial displacement, 24½ feet.
Greatest draft, full load, about 26½ feet.
Total coal bunker capacity, 2,500 tons.
Coal carried on trial, 900 tons.
Feed water carried on trial, 75 tons.
Speed not less than 22 knots.

The following will comprise the main battery:

Four eight-inch breech-loading rifles.
Fourteen six-inch rapid-fire guns.

The secondary battery will be comprised of the following pieces:

Eighteen three-inch (14-pounder) rapid-fire guns.
Twelve three-pounder rapid-fire guns.
Four three-pounder automatic guns.
Four one-pounder rapid-fire single shot.
Two machine and six automatic small caliber guns and two three-inch field pieces.

This armament will be disposed of as follows:

The eight-inch guns, in pairs, in two electrically controlled, elliptical balanced turrets, having inclined port plates, one forward and one aft on the keel line and with an arc of fire of 270 degrees. One six-inch gun will be mounted in sponsons at each of the four corners of the superstructure, with an arc of fire of 145 degrees.

Ten six-inch guns will be mounted in broadside on the main deck, five on each side, each with an arc of fire of 110 degrees except the forward pair, which will be sponsoned so as to fire dead ahead. The 14-pounders, 12-pounders, machine and small caliber automatic guns will be distributed to such commanding positions as afford the greatest unobstructed arc of fire. The lower military tops will each contain two one-pounder automatic guns, while the upper tops will each have two single-shot one-pounder rapid-fire guns.

A complete armored belt seven feet six inches in width will protect the water line of the vessels. This belt for 244 feet of its length in the region of the boilers and engines will be of a uniform thickness of six inches from

expansion type, with a common stroke of four feet and running at the rate of about 120 revolutions per minute. Steam will be generated at 250 pounds pressure by 30 water-tube boilers placed in eight water-tight compartments. These boilers will have a grate surface of at least 1,590 square feet, and a heating surface of 68,000 square feet. Four funnels 100 feet in height will carry away the gases.

The use of wood in the construction of these vessels has been reduced to a minimum and such as is used is to be fire-proofed. The main deck, a complete steel deck, will be the only one upon which wood will be laid. The other decks, also of steel, will be covered with linoleum, or other approved material.

Electricity will be used to a great extent as a drive for such auxiliaries as the turret-turning gear, ammunition hoists, rammers for heavy guns, heavy gun-elevating gear, air compressors for charging torpedo flasks and machinery in the general workshop.

Steam-driven auxiliaries will also be used to a great extent for such as the following purposes: steam steering engine, anchor engine and capstan, ash-hoisting engines in each fire-room, a dense-air ice plant, with a cooling effect of three tons of ice per diem, an evaporating plant to consist of four equal units, having each a capacity of 5,750 gallons of fresh water per diem, a distilling apparatus with a 10,000 gallons of water per diem capacity. There will also be five steam deck-winsches of 30 horsepower each, also engines of 50 horsepower for each of the four heavy boat cranes.

Seven units will comprise the electric generating plant, each unit consisting of an engine and dynamo mounted on a combination bed plate. Three of these units will have a rated output of 1,250 amperes each at 80 volts. The total weight of the seven units complete will not exceed 141,000 pounds, while the total weight of the entire electric installation, including engines, bed plates, dynamos, fittings, wiring, tools, stores, instruments, and six searchlights, will not exceed 158.7 tons.

There will be also on board a workshop fitted with such machines as are necessary for repairs by the ship's force.

Each of the six vessels will be fitted out for use as flagships and ample provision made for the accommodation of a crew of 822 rank and file.