

Guns Of The Russian and Japanese Navies May Be Manned By American Seamen

THE 64 trained men of war's men who jumped their ships just before the departure of Admiral Robley D. Evans' Asiatic fleet from Honolulu are said to be on their way to Port Arthur to ship at their rates on Russian men of war. The rumor that Russia was offering big bounties for skillful gunners probably caused their desertion, says a Washington dispatch to the New York Sun.

Whenever American ships of war are within hitting distance of the scene of a prospective naval scrap between other powers, special restrictions have to be put upon the shore liberty of the blue-jackets of the American ships. The same precaution is taken by the commanders of British men of war.

When two naval powers are about to rush upon each other, naval officers in the American service observe that dispatches, always dated from the capitals of the contending governments and offering generous inducements to American and British men of war's men, are published in ports in and around which American and British fleets are cruising. They say, too, that the men to whom these hints appeal do not care so much for the money inducements that are thus offered as they do for the prospect of a rattling good scrap.

When the Japanese knocked the Chilean fleet to splinters at the battle of the Yalu, a considerable percentage of the seamen gunners on the Japanese ships were American and British blue-jackets who had hopped their ships.

The American commander of a Chinese battleship during that engagement, who afterward shot himself in New York while temporarily deranged, once said that if he had had as many American and British blue-jackets to give the Japanese a better run for their money during that savage sea fight.

On several occasions American men of war's men have deserted to join navies that had prospects of fighting, only to see the differences between the governments amicably patched up. Thus they have been left in very ludicrous and hopeless situations.

The American naval service is far

RUSSIA'S FIGHTING MACHINES

The Best and Latest Information on That Interesting Subject.

THE Russian empire possesses the biggest fighting machine in the world in the shape of its army and navy and there is no other military force of which the world knows so little.

Even the numerical strength of the army is largely a matter of conjecture. As nearly as can be reckoned, the force available for carrying on the earlier stages of a war amounts to nearly 1,000,000. But in case of national emergency this force could be swelled to about 2,500,000 fighting men by the calling out of the territorial reserve and the opolchenie, or militia.

This vast army is more than twice as large as the population of New York City, more than twice as large as the German army, which, when mobilized, is estimated to have a total of 2,000,000 trained men. Under the order of Oct. 24, 1902, the strength of the United States army was fixed at 107,865 men—less than one-seventh that of the Russian.

But Russia does not depend upon this immense army alone. She has one of the biggest navies in the world, or, rather, three distinct navies, each with its separate organization and separate base. One is in the Pacific, a second in the Baltic and a third in the Black sea.

It is considered bad for the service to allow the limelight to fall upon particular men, however heroically they may have acted. And it is considered to be bad for the men too—in which belief the Russian administrators show a pretty good knowledge of human nature.

A sailor may jump overboard and rescue his captain from death in shark-infested waters, or a stoker may dare spalling dangers to save the life of a comrade in a engine room accident. In due course he will be rewarded and promoted, and throughout his career his superiors will remember the deed in his favor, but it will never become public.

Rewards, promotions and distinctions are announced only in war time, or in cases of very exceptional merit, and even in those cases no reference whatever is made to the occasion of the re-

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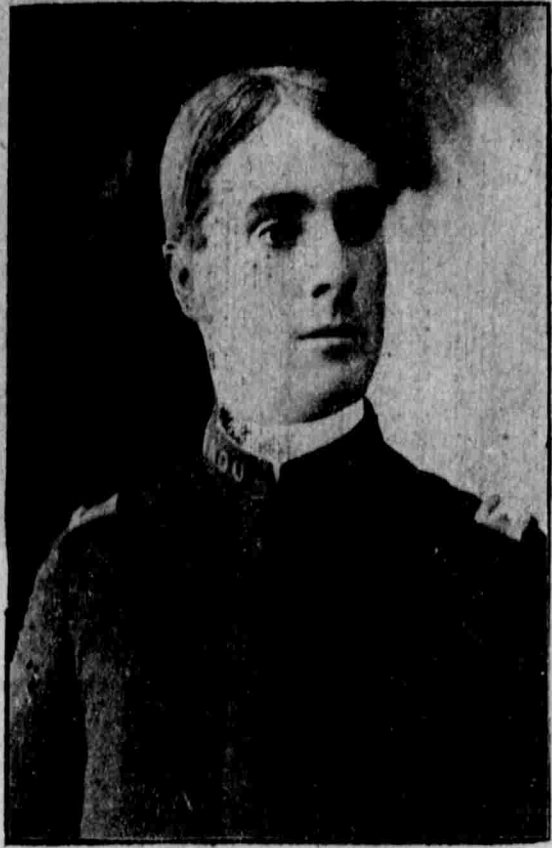
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and away the most desirable in the world for blue-jackets in time of peace, and the fellows who jumped to the other navies for the sake of the fighting they figured on found themselves enlisted for a long term of years on foreign ships of war, with men of alien speech and of a type with which they had nothing in common.

As a rule, such men desert from the foreign ships just as soon as all prospect of fighting has finally petered out, and some of them try to get back to the American naval service by means of fairy tales as to how they were

shanghaied into the foreign naval service. Few of them contrive to work this scheme successfully, however.

A few endeavor to make the most of their bad break in deserting from American ships and settle down as best they may on the foreign ships. In every navy of the world there is a sprinkling of American men of war's men who have joined the foreign services in this manner.

When the American fleet participated in the big doings of the German navy at Kiel, a few years ago, a lot of old-time men of war's men of the American

navy had a great laugh on a shore visit one day over an Irishman in a German blue-jacket's uniform, with whom they met up. This Irishman had been a boatswain's mate in the American navy for a dozen years. At a time when Germany and Great Britain were in a growl with each other he deserted, hungering for a chance to take a crack at the British, and shipped on board a German war ship as a gunner.

Then the row between the German empire and Great Britain was all smoothed up, and the Irishman found himself under a German forecas-

tle, "wid a lot av Dooth sausages," as he expressed it.

Sailorizing was his business, and he knew that there was no chance for him to break into the American navy again. He had taken the situation philosophically and made the best of it. The German naval service is not such a bad one in peace times, either, and at length the Irishman became used to his position and was steadily advanced in rating.

At the time, nearly 15 years ago, when it looked as if war between the United States and Chile could not be

avoided, a number of American blue-jackets were serving on Chilean war-ships. Every man jack of them, upon being questioned as to his intentions, positively refused to promise to fight against the United States.

They were clapped into irons on the Chilean ships and subjected to treatment in the brig of their ships such as would be impossible on board the ships of a really civilized country. But even under treatment that virtually amounted to torture not a man of them gave up or consented to take part in the engagements should the United States

and Chile come to blows.

They were all sent ashore and confined in irons in a naval prison. Most of them escaped from this naval prison one night, and, as there was no ship in port at the time on which they could take passage or work their way out of Chile, they took to the mountains and engaged in the brigand business for some months.

Then Chile backed down in the face of the preparations for a naval war which the United States was making, and after a while the former American blue-jackets got into the Chilean ports from the hill country, one by one, and got away from the country in British or American merchant ships. It is whispered among old-timers in the naval service that the majority of the men were re-admitted to the American navy when they applied for re-enlistment, on the ground it is said, that their stout refusal to help Chile fight their native country had washed away their sin of desertion.

Most of the South and Central American countries of the more feeble sort that have one or more warships comprising their so-called fleets have, as part of the ships' companies, men who have served in the American navy. Not all of them are deserters from the American service, either, although not a few of them are chaps who quit the American naval service under a cloud.

Officers enlisted from the American navy are occasionally run across in these services. These scrupulously avoid any contact with their former wardroom shipmates when American ships happen to be in ports in which they are serving.

When an American man-of-war's man presents himself for enlistment in any naval service foreign in that direction the recruiting officers don't ask him any superfluous questions. All that he has to do is to show them that he is a sailor man with the American man-of-war's man's method of doing things, and he is taken on without any probing as to his habits. He is permitted to get as rollicking drunk as he pleases on his shore visits, without punishment.

And the American blue-jackets in these services infallibly get their monthly pay, too, whether the rest of the ship's company is paid or not. The lure that is brought over the side of some of the warships down that way has a habit of sticking queerly to the paymaster's fingers, and of reaching the crews in rare dribsels. But the English-speaking blue-jackets always get their money without the least bother.

A PROMINENT LEADER OF THE DEMOCRATIC PARTY.

One of the most scholarly and brilliant debaters on the Democratic side of the national house of representatives is David A. De Armond of Missouri. He was born in Pennsylvania fifty-nine years ago and while a young man took up the practice of law at Butler, Mo., his present home. He did not seek political honors, but almost against his will was made state senator, then circuit judge and afterward su-



JUDGE DAVID A. DE ARMOND.

preme court commissioner. When he was elected to congress the first time he did not enter the race for the nomination until his opponents had canvassed the district, but in such high esteem was he held that he easily captured the nomination. He is now serving his seventh term as a member of the house. He speaks extemporaneously, but for choice diction, clearness, force and grasp of his subject he has few equals on either side of the chamber. He is now assistant floor leader for the Democrats.

Night Was Her Terror. "I would cough nearly all night long," writes Mrs. Chas. Applegate, of Alexandria, Ind., "and could hardly get any sleep. I had consumption so bad that if I walked a block I would cough frightfully and spit blood, but, when all other medicines failed, three \$1.00 bottles of Dr. King's New Discovery wholly cured me and I gained 58 pounds." It's absolutely guaranteed to cure Coughs, Colds, La Grippe, Bronchitis and all Throat and Lung Troubles. Price 50c and \$1.00. Trial bottles free at Z. C. M. I. Drug Store.

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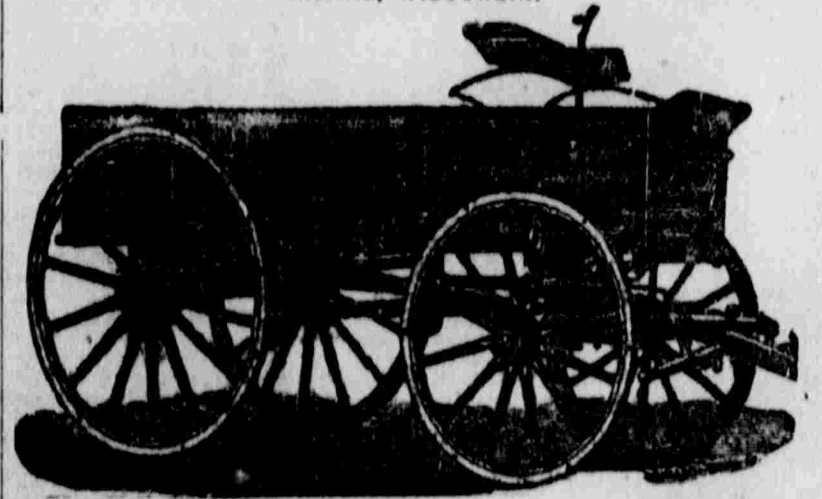
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