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Contents.

(Illustrated articles are marked with an asterisk.)

Table listing various articles such as 'Am. Ass. Ad. Science', 'Ant communities', 'Aphis, the whitepine', etc., with corresponding page numbers.

TABLE OF CONTENTS OF SCIENTIFIC AMERICAN SUPPLEMENT No. 913.

For the Week Ending July 1, 1893.

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Table listing detailed contents of the supplement, including sections like 'I. ARCHITECTURE', 'II. ARMS OF WAR', 'III. CHEMISTRY', etc., with page numbers.

SINKING OF THE BRITISH WAR SHIP VICTORIA.

On June 23, the British first-class battle ship Victoria, flagship of the Mediterranean Squadron, and carrying Vice-Admiral Sir George Tryon, K.C.B., was maneuvering off Tripoli.

The Victoria had been several times illustrated and described by us, and on page 11 is a picture of the great ship, at one time the pride of the British navy. She was one of the most powerful battle ships in the world.

The above account is far from complete. Torpedo tubes, rapid-firing machine guns, a fighting mast, a most extensive system of hydraulic machinery, a heavily armored conning tower, and many other features in the ship cannot be more than mentioned within our limits.

The British turret ship Captain went down at sea. To descend from greater to less calamities, numerous instances can be cited of collisions between war ships and the minor vessels of commerce.

THE GREAT FAIR.

One of our weekly New York papers, justly noted for the excellence of its illustrations, prints the following as a caption to an editorial, "A Fair or a Fiasco?"

During the first days of the Fair there were no doubt many just causes for complaint, nearly all of

which are now settled in a satisfactory manner, and even the photographic nuisance has been abated. After the Fair has been in operation over six weeks, or one quarter of the allotted period of exhibition, it really seems time to call a halt.

PROPOSED SUBMARINE WAR BOATS.

The Fifty-second Congress appropriated the sum of \$200,000 to build and experiment with a submarine torpedo boat. Nine bids for a submarine boat have been opened and referred to the Naval Ordnance Bureau for examination.

A surface torpedo boat, owing to the high speed required, must of necessity be built very light, which of course exposes it to the destructive fire of the machine guns, for the torpedo range is very short as compared with that of a naval gun.

Early Steam Navigation.

The Liverpool Journal of Commerce has the following article on early steam navigation:

"With the increase of trade and population there is a progressive demand for steam navigation facilities. Without sufficiency of cargo and passengers to make a venture pay, or no help of a bounty or subsidy when traffic is sparse, financial success is out of the question.

"The Grand Treasurer of Spain did not believe in the safety of vessels propelled by steam, and he retarded the introduction of ships propelled by that agency. On the 17th of June, 1543, the La Santissima Trinidad, of 200 tons, was driven at the rate of one league per hour in the roadstead of Barcelona.

"From several official sources it is made evident that the practical application of the steam engine to marine propulsion was an accomplished fact three centuries and a half ago. Seagoing steamers date from the building of the James Watt by John Wood & Co., in 1818, for the Leith and London trade.