

Hobson's Own Story.

He Relates in the "Century" the Scheme and Preparations for Sinking the Merrimac.

Lieut. Richmond Pearson Hobson is writing for the Century Magazine his story of "The Sinking of the Merrimac." His first paper appears in the December number, and is devoted to "The Scheme and the Preparations." Lieut. Hobson says, after telling of the decision to sink the Merrimac in the harbor entrance:

Various plans were considered. That of feigning a chase suggested itself from the fact that Spanish colliers were supposed to be on their way to Santiago. One had recently been captured by the St. Paul, and from her it was learned that others were soon expected. By this method the Merrimac would approach by night from the eastward; when about five miles away she would be discovered by blockading vessels, searchlights would be thrown toward her, and fire opened, care being taken to fire wide and throw the lights in front and on the sides, to show the splash of striking projectiles.

The Merrimac upon discovery, would bear in toward the shore to within about 2,000 yards, apparently to seek the shelter of batteries; she would throw pitch on the fires to make heavy black smoke, as if forcing to the utmost. She would head in toward the entrance and turn full down the course for entering the channel, blowing her whistle in blasts of fright and distress. The searchlight would flash across and show a Spanish flag at her peak. On approaching, the light would be thrown on the entrance to facilitate her navigation, but carefully avoiding resting upon the shore. The shore batteries opening on the chasing vessels would be replied to and kept diverted. If they opened on the Merrimac, search-lights would be thrown in the gunners' faces.

However, an examination of the chart showed the difficulties of navigation to be so great that no sane captain would attempt to take in a cutter at night or under circumstances that did not admit of the utmost deliberation. It was known that tugs were used by single-screw vessels of any size on account of the turn in the channel abreast Estrella Point. The chances seemed to be against the enemy's being deceived, and navigation depending upon search-lights would entail chances of failure.

This plan, and various other plans involving the co-operation of the fleet, were discarded in favor of the simpler plan of going alone by moonlight, just before the moon should set. Surprise, under any condition, could be only partial at best, since a certain amount of light was absolutely necessary for navigation. The conditions for surprise would be more favorable toward daybreak. Moreover, a flood-tide would be chosen, so that, in case of breaking the anchor-gear, the vessel would set into the channel and have ample time for sinking before the ebb could tend to throw her out, while chances of being carried by the tide through the length of the narrow channel into the inner harbor seemed improbable. The "establishment of the port," or time of high tide, was about eight hours and a quarter, so that the tide would be running strong flood as the moon set. The moon was then approaching full, and calculations showed that it would set at Santiago about 5:30 on Thursday, June 2nd. We were depending at about 13 knots—the Oregon had demonstrated her ability to maintain that speed—and we would therefore arrive off Santiago early Wednesday morning and have most of the day and night of Wednesday for preparations. Thursday was therefore set for entering, though the admiral expressed the opinion that it would be found impossible to complete the preparations in time. The special advantage of Thursday was that there would be an interval of darkness of about an hour and a quarter between the time of moonset and daybreak while on Friday this interval would be reduced to about half an hour, and on Saturday day would break before moonset. It will be understood that an interval of darkness, though short might be found of an advantage for completing the work or for making escape.

Preparations were therefore begun at once, the greatest amount of detail being required for the process of sinking. I asked Capt. Miller about the ensign of the Merrimac. He said that he had already considered the matter, but had found that the strippers had taken off the ensign and the contents of the signal-chest, and even the signal-halyards. In fact, the men had been so keen for relics and souvenirs that nothing seemed to have escaped. He said that he had, however, an enormous flag, nine feet by background, with "Maine" written in large letters, which he proposed to have bent on. But I was particularly anxious for a large national flag, and put down on the list of items for the executive officer to get us on the New York. I was a little afraid they would not let us have the flag, so I asked the executive officer not to say anything about it to the captain until we were gone, and told him we would not hoist it while running in, or while doing so could in any way affect the success of the effort, but that I did wish very much to hoist it after firing torpedoes, as the vessel sank. The executive officer was not convinced, and his instinct of the risk involved was true; for though the captain let me have the flag without asking any questions, and it was bent on the halyards at the bridge ready for hoisting, it was never hoisted, for after the work was done, and the Merrimac was sinking, and a strong impulse set in to have the flag flying, it was clear, lying at the muzzles of the enemy's guns, that any movement to hoist it would betray our position and cost the life of all. Responsibility for the group forbade the attempt.

Capt. Charles D. Sigbee continues his "Personal Narrative of the Maine," begun in the November number, dealing especially with the explosion, regarding which he says: "The question has been asked many times if I believed that the Maine was blown up from the outside. My answer to this has been that my first order on reaching deck was to post sentries about the ship. I knew that the Maine had been blown up and believed that she had been blown up from the outside. Therefore I ordered a measure which was intended to guard against attack. There was no need for the order, but I am writing of first impressions. There was the sound of many voices from the shore, suggestive of cheers."

When the explosion occurred, Capt. Sigbee was in his cabin, and he says: "I groped my way through the cabin into the passage and along the passage to the

outer door. The passage turned to the right or starboard, near the forward part of the superstructure. When the turn was reached some one ran into me violently. It was private William Anthony, the orderly at the cabin door. He said something apologetic and reported that the ship had been blown up and was sinking. He was directed to go out on the quarter deck, and I followed him. Anthony had been pictured as making an exceedingly formal salute on that occasion. The dramatic effect of a salute cannot add to his heroism. If he had made a salute it could not have been seen in the blackness of that compartment. Anthony did his whole duty, at great personal risk, at a time when he might have evaded the danger without question, and deserved all the commendation he received for his act. He hung near me with unflinching zeal and watchfulness that night until the ship was abandoned."

In speaking of the scene following the explosion, Capt. Sigbee says: "It was a hard blow to be obliged to leave the Maine; none of us desired to leave while any part of her poop remained above water. We waited until satisfied that she was resting on the bottom of the harbor. Lieut. Com. Wainwright then whispered to me that he thought that the forward 10-inch magazine had been thrown up into the burning material amidships and might explode at any time with further disastrous effects. He was then directed to get everybody into the boats, which was done. It is a fact that I was the last to leave, which was only proper; that is to say, it would have been improper otherwise, but virtually all left last. The first conduct of those who came under my observation that night was conspicuous and touching. The heroism of the wounded men I did not see at the time but afterward good reports of their behavior were very common. The patient way in which they bore themselves left no doubt that they added new honors to the service when the Maine went down."

The Carpenter Bird.

These Industrious Little Fellows Fly Many Miles to Secure Their Stores.

Down in Mexico there lives a wood-pecker who stores his nuts and acorns in the hollow stalks of the yuccas and magueys. These hollow stalks are separated by the joints into several cavities, and the sagacious bird has somehow found the joint, and bores a hole at the upper end of each joint and another at the lower, through which he extracts acorns when wanted. Then it fills up the stalks solidly and leaves its stores there until needed, safe from the depredations of any thievish bird or four footed animal.

The first place in which this curious habit was observed was a hill in the interior of a desert. The hill was covered with yuccas and magueys, and the nearest oak trees were thirty miles away, and it was calculated, these industrious birds had to make a flight of sixty miles for each acorn stowed thus in the stalks!

An observer of birds remarks: "There are several strange features to be noticed in these facts: the prudent instinct which prompts this bird to lay by stores of provisions for the winter, the great distance traversed to collect a kind of food so unusual for its race, and its seeking in a place so remote from its natural abode a storehouse so remarkable."

Can instinct alone teach, or have experience and reason taught these birds that, far better than the bark of trees or crevices in rocks or any other hiding place these hidden cavities they make for themselves with the hollow stems of distant plants? This we cannot answer. But we do know that one of the most remarkable birds in our country is this California woodpecker, and that he is well entitled to the Mexican name of el carpintero—the carpenter bird.—Exchange.

The gentleman who had rung the bell several times before the servant let him in was looking surprised and a trifle apprehensive when Mrs. Blydins came into the room. "I called," he said, "to inquire about your husband's health. He and I belong to the same organization, and several of the members desired me to call and see how he is getting along. We were very sorry to hear of his illness."

"It's very kind of you," she answered. "There was a crash which shook the chandelier. She paid no attention to it. 'I think it will be only a day or two before he is able to get out and go down town,' she added. The slamming of doors echoed heavily through the house. "Has he been dangerously sick?" "Not until to-day."

"But I understand you to say that he was convalescent." "I think I may say that he is so. He wasn't well enough to be dangerous till this morning. But before noon he was discharged the trained nurse, quarreled with the cook, smashed a rocking chair against which he stubbed his toe and threw the canary bird out of the window. Those are always hopeful symptoms with him, and I feel fairly justified in saying that he is convalescent."—Washington "Star."

An Imperial Commonwealth.

Pennsylvania is one of the Imperial Commonwealths of the world, first of all the American States in mineral production, second in population and manufacturing, with industries worth over a billion dollars, larger and richer than some of the kingdoms of the earth. In many respects the best formed of all the States, she is a true representative in prosperity, progress and success of the Nation to which she belongs. While the strawberries are blossoming on her Maryland border she can cut ice commerce her New York boundary, and her alliance goes in one direction over the oceans of the world, and in the other through the Great Lakes across almost half of the American continent.—Baltimore American.

Must Pay Their Own Expenses.

A decision of the McKean county courts, that the commissioners must refund the \$3.50 per day that each received for expenses while attending the state convention, as well as other moneys paid them for railroad fare and hotel bills while away from the county seat on official business, will have a far-reaching effect. The court stated that the law does not provide for such expenses.

BUCKLEN'S ARNICA SALVE.—The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, tetter, chapped hands, chilblains, corns, and all skin eruptions, and positively cures piles, or no pay required. It is guaranteed to give perfect satisfaction or money refunded. Price 25 cents per box. For sale by F. Potts Green.

—Wire nails have very nearly superseded the cut variety, and in their manufacture the United States takes the lead, exporting them to almost every country in the world. During the five years from 1891 to 1897 the production of cut nails fell from 450,000,000 pounds to 210,000,000; during the same period the production of wire nails rose from 471,000,000 to nearly 900,000,000 pounds. The price of nails in the meantime has been reduced from ten cents per pound in 1888 to two cents and under in 1898.

—The recent report of J. Sterling Morton, of Nebraska, against the cutting of Christmas trees is warmly commended in the west. His protest he said: "The trees selected for slaughter on this anniversary are always the straightest and most symmetrical. Last year more than twenty millions of Christmas trees were cut down and put on the market. The absurdity of celebrating the birth of the Saviour of the world by a wanton waste and extravagance which jeopardize the welfare of millions of human beings year after year is obvious to every thinking man."

THE DEADLY GRIP—Is again abroad in the land. The air you breathe may be full of its fatal germs! Don't neglect the "Grip" or you will open the door of Pneumonia and Consumption and invite death. Its sure signs are chills with fever, headache, dull heavy pains, mucous discharges from the nose, sore throat and never-leaving cough. Don't waste precious time treating this cough with troches, tablets, or poor, cheap syrups. Cure it at once with Dr. King's New Discovery, the infallible remedy for bronchial troubles. It kills the disease germs, heals the lungs and prevents the dreaded after effects from the malady. Price 50 cts. and \$1.00. Money back if not cured. A trial bottle free at F. Potts Green's drug store.

—You ought to take the WATCHMAN.

Business Notice.

Castoria

Bears the signature of CHAS. H. FLETCHER. In use for more than thirty years, and The Kind You Have Always Bought

There is a Class of People.

Who are injured by the use of coffee. Recently there has been placed in all the grocery stores a new preparation called GRAIN-O, made of pure grains, that takes the place of coffee. The most delicate stomach receives it without distress, and but few can tell it from coffee. It does not cost over 1/2 as much. Children may drink it with great benefit. 15c. and 25c. per package. Try it. Ask for GRAIN-O. 44-17

Tourists.

A Lamplight Companion.

Between now and Spring time there will be many opportunities of an evening to read up on the different portions of the Great Northwest. To this end the Chicago, Milwaukee & St. Paul Railway Co., has printed for free distribution to Eastern farmers a number of illustrated instructive pamphlets regarding the various States traversed by its lines.

In sending your address to W. E. Powell, General Immigration Agent, Old Colony Building, Chicago, Ill., please say if your preference is for information about Wisconsin, Iowa, Minnesota, Northern Michigan or North Dakota. No charge for pamphlet or for replying to all inquiries about any section of the Great West. 44-3-6w

Fast Mail Trains.

The new fast mail train established on the Chicago, Burlington & Quincy railroad for the purpose of shortening the mail time between New York and San Francisco, made its initial run out of Chicago on January 2nd. The average schedule speed of this train is 55 miles an hour, excluding stops, and frequently 70 miles an hour is made. The 560 miles between Chicago and Council Bluffs will be covered every day in ten and a half hours. The fast mail service on this line was inaugurated in 1884, and the Burlington has held the government contract ever since. Hereafter two Burlington trains will leave Chicago daily, devoted exclusively to United States mail, the increased service being necessary on account of our new interests in the Pacific.

Medical.

EARNED NOT BOUGHT.

Bellefonte people need not be told how hard it is to earn and maintain a good reputation, and how easy it is to lose one. After such a loss it is well nigh impossible to recover the ground and the majority who have slipped by the wayside have been forced to stay there. As with a man's reputation so it is with medical preparations. Some achieve a reputation which stays with them. It is founded on intrinsic merit and not sustained by elaborate advertising. It facts the public backed up by honesty and works its way quietly but thoroughly. Bellefonte people want no better proof of the reputation earned by Doan's Kidney Pills than the following experience from a citizen: "Mr. C. Yeager, of the Grant House, says: 'I have not changed my mind regarding Doan's Kidney Pills which did me so much over two years ago. What they then did for me was done permanently. At the time they relieved me of a depressing backache, amnesia across my kidneys and I can recommend them as ardently now as I did then. I have never had the severe pain in my back since. Doan's kidney pills are all right.' Just such convincing proof of the claims made by Doan's Kidney Pills is plentiful in Bellefonte. Drop into F. Potts Green's drug store and ask him what his numerous customers say. Doan's Kidney Pills for sale by all dealers. Price 50 cents. Mailed by Foster-Milburn Co., Buffalo, N. Y. Sole agents for the U. S. Remember the name Doan's and take no substitute. 43-47.

STAYING POWER COUNTS IN A LONG STERN RACE.

McAlmont & Co. BELLEFONTE, PA. Sell, for the least money, THE BEST FERTILIZERS, LINSEED MEAL, COTTON SEED MEAL FEED AND BRAN. DAIRY FIXTURES, Seeds, Tools and everything for the farm. —AND BUYS FARM PRODUCTS.— McCALMONT & CO. 43-47-3m.

Buggies, Wagons, Etc.

YOU CAN BELIEVE IT. McQUISTON SAYS ITS SO. You'll be glad if, you do and sorry if you don't take advantage of the special bargain he is offering now in.....BUGGIES, WAGONS, ETC. Preparatory to reducing his stock to make room for his winter stock of Sleds, Sleighs, etc. Among others he has 8 29 7 00.....PHILA. 78 36 11 76 10 40 79 30.....(NEW YORK) 74 30 79 00 p. m. a. m. Arr. (Via Phila.) Lve. a. m. p. m. \*Daily. †Week Days. \$6.00 P. M. Sundays. ‡10.55 A. M. Sunday. PHILADELPHIA SLEEPING CAR attached to East-bound train from Williamsport at 11:30 P. M. and West-bound from Philadelphia at 11:30. J. W. GEPHART, General Superintendent.

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Reputable physicians were summoned and exercised their skill, but it was of no avail. Her condition became worse and her face assumed a ghost-like appearance. She was wasting away for want of blood, and what little she did have, was watery and in a depraved state. Any slight exertion caused excessive fatigue, and palpitation of the heart. She had no appetite and the faintest viands did not tempt her. Her condition was deplorable and death seemed nigh. Many of her friends thought she was going into consumption. Finally some friends advised her to try Dr. Williams' Pink Pills for Pale People, prepared by the Dr. Williams' Medicine Company, Schenectady, N. Y., as they contained in a condensed form all the elements necessary to give new life and richness to the blood and restore shattered nerves.

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From the Press, Ottumwa, Iowa. Miss Lola Noble, of 416 East Maine Street, Ottumwa, Iowa, daughter of Mr. E. M. Noble, the shirt manufacturer, has accomplished a work which will not only benefit her, but undoubtedly be of service to many others.

Reputable physicians were summoned and exercised their skill, but it was of no avail. Her condition became worse and her face assumed a ghost-like appearance. She was wasting away for want of blood, and what little she did have, was watery and in a depraved state.

A decided improvement was noticeable after the pills had been taken and she purchased some more. The change in her condition was so great that after taking four boxes of the remedy, she considered herself well, and stopped taking the medicine.

Her father was so much impressed with the marvelous improvement wrought in the health of his daughter through the merits of Dr. Williams' Pink Pills, that he too is using them and is rapidly regaining his failing health.

Several have heard of Miss Noble's case and experience with these wonderful pills and are trying them with satisfactory results.

Roofing.