

BUILT THE OREGON.

Irving M. Scott, of San Francisco, Claims the Distinction.

First Great Battleship Ever Constructed on the Pacific Coast—History of the Man Who Managed the Great Enterprise.

Irving M. Scott, of San Francisco, is "the man who built the Oregon." He is the front and backbone of the Union iron works of that city.

"Build her," said he of the Oregon to his master mechanics, "as no battleship ever was built before. Our success means a new industry for the Pacific coast and a man-of-war that can defy any."

And his master mechanics built a ship, a mass of steel, whose performance since she left the ways have dumfounded the naval experts of other nations.

It is not generally known, but it is literally true, that the personality of Mr. Scott was worked into every rivet and bolt of the Oregon. He has been an ambitious man in the business world, and when by almost a mere chance the government gave him the first contract for a battleship ever awarded to a Pacific coast firm he determined that he would affirm his power as to his ability to accomplish the task by turning out a ship second to none that ever came from Cramps' or Newport.

He watched the growth of the Oregon as a father would study the development of a child. His personal attention was given to every detail, and when she steamed away from Mare Island in 1889 for her wonderful journey around South America to Key West, thence to the battle of Santiago and thence to far-away Manila, he proudly said:

"There is none your equal."

His success gave the Pacific coast new prestige, and made it certain that



IRVING M. SCOTT. (Popularly Known as The Man Who Built the Oregon.)

from thence on man-of-war building was as much a legitimate industry there as at Philadelphia or Newport. Mr. Scott has also built the cruisers Charleston and San Francisco, the powerful Monterey and Dewey's Olympia. His father was a Quaker and the son grew up on Maryland soil. He was a machinist first and an expert draughtsman afterward. In Baltimore he supervised the construction of steam engines for years. In 1860 he was employed as a draughtsman in the iron works he now owns in San Francisco. Five years later he was general manager of the firm, and later sole master of its affairs.

The friendship of James G. Fair served to advance his interests until his works covered 23 acres of the water front of San Francisco, and match in completeness those of Collis P. Huntington at Newport. Nicholas, czar of Russia, has invited him to meet the naval experts of Russia at St. Petersburg to enlighten them on ironclad work.

He has been president of the Art Association of San Francisco, also of the Mechanics' Institute, agent of the University of California, trustee of the Leland Stanford, Jr., university and of the free library. He was president of the California commission to the world's fair. In literary circles he is known as a strong contributor to the magazines, a wide reader and an acute thinker. From one end of the coast to the other he is spoken of as "an honest man." Mr. Scott is 65 years old.

To Protect Wild Animals. In London the international conference for the protection of wild animals in Africa recently began and was opened by delegates from many countries. Concerted action is necessary in order to obtain an international agreement to restrain the extermination of many of the mammals, birds and fishes in Africa.

Snow Floods in Colorado. Each year, with the melting of the snow in Colorado, there is a flood in the Rio Grande. Sometimes the river becomes a wide, raging torrent of large volume. The water dashes by for a brief period and then the river becomes dry again.

A Wise California Law. The supervisors of Butte county, Cal., provide by statute that anyone riding a wheel on a sidewalk in any unincorporated town in Butte, on meeting a pedestrian, must "dismount and remain at rest while such pedestrian passes."

They Lie Side by Side. Lying side by side in specially prepared graves on the farm of the late Robert Bonner, in New York, are the remains of Dexter and Maud S., two of the greatest horses the world ever saw.

Proof of the Pudding. Husband—Our neighbor across the way has been trying for the last hour to convince me that the woman of today is losing her sweetness and simplicity, turning household duties over to her husband, and becoming masculine and self-assertive.

Wife—Here! Just hold the baby while I go across the way and convince the old fool in about five minutes that he doesn't know what he's talking about.—Brooklyn Life.

Doing the Impossible. "There's no use trying to do the impossible," said the discouraged religious editor.

"Oh, I don't know," replied the society reporter. "It has been done. I was at the meeting of a literary club yesterday, and one lady there who read an original poem made 'bon mot' rhyme with 'have got.'"—Chicago Times-Herald.

A Figure of Speech. "There's no use in talking," the orator said. And his audience cheered with delight; But too previous they. For he went on to say For a very large part of the night.—Chicago Record.

CORROBORATIVE EVIDENCE.



He—When a man's a bachelor— She (interrupting)—Then he's a fool! He—Exactly! When I was a bachelor I felt that nothing would do but I must get married.—Unsere Gesellschafft.

Old Institutions. This world, they say, is growing wise. A century—behold its dawn! Yet green-goods people advertise And still the bunco-game goes on!—Washington Star.

One on the Joker. "Can you give me a definition of 'egotist' with a single letter?" asked the man who considered conundrums always interesting and humorous. "No. What is the one-letter definition of 'egotist'?" "I."

"You! Well, you're frank about it, but I guess you're right."—Chicago Post.

A Lucky Woman. Mrs. Brainie—After ten years of married life, my husband still says I'm an angel.

Friend—Does he mean it? Mrs. Brainie—Of course not; but I think I'm mighty lucky to have a husband who pretends to mean it.—N. Y. Weekly.

Hit the Nail. "What did the poor man say when he was accused of taking the cattle?" inquired the tourist.

"The right thing, stranger," responded Amber Pete. "What was it?" "I'll be hanged!"—N. Y. World.

Had Tried One. Land sakes! And was that man really skinned alive? Dear me! How did the savages do it?

Mr. Wayback—I s'pose they covered him with porous plasters, Manda, an' then pulled 'em off.—N. Y. Weekly.

It Would Attract Attention. "What would you advise me to wear to attract attention?" asked an elderly spinster whose cheeks carried an extra quantity of rouge.

"Well," said her dressmaker, "you might try the sign 'Fresh Paint.'"—Harlem Life.

It Didn't Make Any Difference. Ella—Fred and I wished with a wish-bone last night.

May—Who won? Ella—I don't know, and we didn't care particularly; he was wishing for me and I was wishing for him.—Judge.

Why She Felt Aggrieved. "I understand she objects to her daughter's marriage."

"Yes. You see, she is a widow, and she holds that a dutiful daughter would give her mother first chance."—Chicago Post.

Domestic Financier. "It's no fun being married. My wife is coming to me all the time and asking for money."

"You're lucky. I have to ask my wife always for money when I want any!"—Heitere Welt.

A Pertinent Inquiry. Tom Goode—I dropped a ten-dollar gold piece on the contribution plate last Sunday.

Jack Poits—What was the matter with it?—N. Y. World.

Many People Are Afflicted With severe headaches, Caused by torpidity of The liver, Hood's Pills, By investigating the liver, Quickly overcome the headache, cause the blood to circulate naturally and bring about complete relief. Hood's Pills act directly upon the liver and bowels. They are prompt and reliable and yet gentle in action. They tone and strengthen, instead of weakening the system.

HAS UNIQUE RECORD.

Gen. John H. Ketcham Has Been Nominated for Congress 16 Times by Acclamation.

Notable among the few members of the house of representatives who have been unanimously re-nominated is Representative John H. Ketcham, of New York. Sixteen nominations by acclamation is his record, and that is the top score for the house.

When Mr. Ketcham came out of the union army in 1865 a brigadier general he entered congress as a representative from New York, and was re-elected to the Thirty-ninth, Fortieth, Forty-first and Forty-second congresses.

He was a candidate for reelection in the Forty-third congress, and at this



GEN. JOHN H. KETCHAM (Nominated for Congress 16 Times by Acclamation.)

time met, through his loyalty to Gen. Grant, his first political defeat. During the Grant-Greeley campaign his district—known as the Hudson river district—contained many republicans who sympathized with Greeley, and Mr. Ketcham was notified that if he would not push the canvass for Grant he would be re-elected. This proposition was firmly refused by Mr. Ketcham, who said that he would win or lose with Grant. The result was the election of the democratic candidate.

Gen. Grant knew of the fight and the motives underlying, and in 1874 he appointed Gen. Ketcham commissioner of the District of Columbia, and he served in that office until 1877, when he resigned to re-enter congress. Mr. Ketcham's career in the district commissionership was highly creditable to him. During his incumbency in office the district bonds, which had been at a discount, rose to par value.

Mr. Ketcham was re-elected to the Forty-sixth, Forty-seventh, Forty-eighth, Forty-ninth, Fiftieth, Fifty-first and Fifty-second congresses, when he retired to recuperate his health. He came back in the Fifty-fifth and Fifty-sixth congresses, and, as stated, has been re-nominated as the republican candidate in the Eighteenth New York district for the next congress.

Mr. Ketcham never makes a speech in congress or on the stump. He is an indefatigable worker for his constituents, however, and is beloved throughout his district. He is a man of strong charitable impulses, which he gratifies, and numbers his friends among the poorer people of his district as well as among the rich. Mr. Ketcham is regarded as a man of superior political judgment and is consulted in the party councils at the capital. He is a constant attendant upon the sessions of the house and is a familiar figure about the departments, where he looks after the interests of his constituents.

ANCHOR MARKS GRAVE.

The Appropriate Monument to the Maine's Crew in Arlington Cemetery, Near Washington.

Arlington cemetery, the city of the nation's soldier dead, has always been a place of more than ordinary interest to people who visit Washington, but it has become more so since the memorial for the Maine's men has been added

to the great collection of monuments. The memorial is unlike any other in the grounds and attracts attention because of its simplicity and appropriateness. It is a rude, old-fashioned anchor, which was not made for the purpose of marking the last resting place of the 163 men whose bodies were recovered from the foul water in front of Havana. It was made about 190 years ago, disservice and was recovered from the waters of Boston harbor. The crossbar is of wood and stands ten feet in the air. The bronze tablet in the center of the cross bears this inscription:

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Now, can any one of you tell me a similar proverb? Pupil—I can, teacher. "The washed child dreads the water."—N. Y. World.

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Ella—Has he told you so? Hattie—No; but he has taken such a strong dislike to mamma.—Chicago Daily News.

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COWBOY BLACKSMITHING.

The Holes for Bolts Were Made by Firing Bullets Through the Tires.

"Up at my camp near the Four Peaks," said Jim Berk, reports the Arizona Graphic, the well-known cattleman, "the boys are all handy with a rifle. We've a lot of guns up there. The old-fashioned black-powder Winchester has been discarded and nothing but the best goes. Most of the new guns were bought during the Spanish war, when we would experiment all day with tree trunks and rough trenches, learning the art of war at home. We found that a bullet from one of the new Winchesters, driven by smokeless powder, was good for four feet and more of pine timber and for more than an inch of iron. I thought the boys had done about everything in the shooting line that could be done long ago, but I was mistaken. I sent them up a wagon. In hauling down some firewood they broke the bolsters all to hinders. The bolsters hold up the wagon bed, you know. Well, the boys figured out all right the rebuilding of the wood parts, but came near being stumped on the iron fixings. They got some old iron wagon tires and cut them in proper lengths, but hadn't a way that they could see to punch the necessary bolt holes. Finally the question was solved. One of the boys carefully marked the places for the bolts, stood the pieces of tire against a tree and put a bullet, 33 caliber, through the tire at each place marked. It was a novel sort of blacksmithing, but it worked."

FAST EXPRESS TRAINS.

Some in France Reach a Speed Greater Than is Attained in England.

Improvements in the speed of certain trains on the Northern railway of France are attracting attention in Europe just now, says the New York Tribune. The distance between Calais pier and the Nord station in Paris is 152.5 miles. Some trains make the trip in less than four hours, or at the rate of 35 or more miles an hour. One, which runs only four days a week, the Mediterranean train de luxe, covers the distance in three hours and a quarter, which is equal to 37 miles an hour. The fastest time made on a daily train on the Northern railway of France is three hours and a half, or 33 miles an hour. One of the London newspapers, referring to the topic, says that the nearest approach to this speed in England are these two: The trip is made from Paddington to Exeter, 184 miles, in 3 hours and 45 minutes, or at the rate of 32.2 miles an hour, and from Euston to Liverpool, 104.5 miles, in three hours and three-quarters, or at the rate of 24.6 miles an hour. It is interesting to compare with these figures the running time of the Empire State express. This train covers 444 miles in eight hours and a quarter, which represents an average speed of 53.8 miles an hour.

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Headache for Forty Years.

For forty years I suffered from sick headache. A year ago I began using Celery King. The result was gratifying and surprising, my headaches leaving at once. The headaches used to return every seventh day, but, thanks to Celery King, I have had but one headache in the last eleven months. I know that what cured me will help others.—Mrs. John D. Van Keuren, Sausalito, N. Y.

Celery King cures Constipation and Nerve, Stomach, Liver and Kidney Diseases.</