

"JACKIES" IN DEMAND.

LARGE INCREASE IN THE NUMBER OF SAILORS.

New Warships to be Manned--Life of a Sailor on an American Man-of-War and His Pay.

American men-of-war's men have no distinctive title. They are variously termed "blue jackets," "Jack tars" and "jackies." The last is by far the most common name given the men who "plough the raging main" on ships of war. It is a contraction of the other two, and it applies alike to the sailors of all navies.

Special attention is directed to the American naval sailor just at this time, because of the preparations of the Navy Department to enlist 1,000 men for that branch of the service.

The recent rapid increase in the number of vessels of the navy, as a Washington Star reporter was informed, has naturally necessitated an addition to the force of men to operate them. Secretary Herbert represented to the last Congress that 2,000 additional men were needed to meet the requirements of the service during the coming fiscal year, beginning on the 1st proximo. Congress found it expedient, however, to provide only for an increase of half that number. The total enlisted strength of the navy at present is 9,000 men. The authorized enlistments will swell this total to 10,000 during the coming year.

Six hundred new men will be needed within the next few weeks for the manning of the second class battle ships Texas and Maine and the gunnery practice ship Lancaster. The three vessels will be put into commission about the 1st of August, the Texas at Norfolk and the Maine and Lancaster at New York. The complement of these vessels will be about 125 in excess of the additional force of 600 men, but for that matter nearly all of our warships are short of their complement.

There are other vessels that will soon be ready for active sea service, including the boat Katahdin and the torpedo boat Ericsson. The cruisers Boston and Marion, which have undergone extensive repairs at San Francisco, could be put in commission today if crews were available. Men for one or the other of these vessels may be obtained by putting the coast-defense vessel Monterey, or some other ship on that station, out of commission, but not otherwise.

The first-class battle ships Indiana and Massachusetts, the finest ships in the navy, will probably be completed this winter.

Officials of the Navy Department say there will be no difficulty in getting the additional men, and that it will not even be necessary to advertise for them. The classes of men wanted are seamen, landsmen, firemen and coal passers, and it is expected that most of these will be recruited at New York. Enlistments will also be made at Philadelphia and Boston, if necessary. The men are needed mostly for manning the batteries and for looking after the fires and machinery. New York city is the only place where recruiting goes on in all ratings.

Men, physically and otherwise qualified, who have served in the navy, are enlisted in the following ratings at the monthly pay designated: Seamen, \$24; ordinary seamen \$19; machinists, \$70; first class firemen, \$35; second class firemen, \$30. When qualified and advanced to the ratings of petty officers, as vacancies occur, they receive from \$25 to \$65 per month. Men twenty-one years of age or upward, physically qualified, who have not served at sea, are enlisted in limited numbers as landsmen or coal heavers, and are paid \$16 and \$22 per month respectively. All enlistments are for a term of three years.

Every enlisted man is allowed a commutation of rations at the rate of thirty cents a day. It is a matter of pride in the navy that there is no ration given by any foreign nation that is equal to the ration of the United States navy, either in weight or nutritive quantities. Although the American sailor may be cramped in his sleeping quarters, he has no cause, it is asserted to complain of his food, as it is the best possible under the circumstances, and vastly superior to that of his brethren in other navies, excepting none.

Living room is very limited on board modern warships. Everything below decks is sacrificed to engines, boilers and coal bunkers. Consequently "jackies" are huddled together like sheep in a storm. Each man is allowed but fourteen inches room for his hammock, and the hammocks are dovetailed together from beam to beam, so that the sleeping tars form a solid, compact mass, with hardly room to swing even in a rolling sea. This is the greatest drawback to service on a modern man of war, and is a source of general complaint from the veteran who has experienced greater breathing space in the more spacious wooden frigates of bygone days.

With this exception, the lot of the modern tar is much easier in every respect than in the olden days of sailing ships. He is now better fed and better cared for. The discipline is not so severe and exacting, and he is afforded better protection against tyranny and oppression on the part of the officers. Their general nature, however, has not undergone any material change since the days of Cooper and Maryatt. They are a jolly, happy-go-lucky set, always ready for a lark or a fight, with an abnormal fondness for grog, and are chronic grumblers over imaginary ills. Nevertheless, it is said, they are stanch and true, and patriotic to

the last breath, and will never go back on their country or a friend in distress.

The best ratings open to "jackies" are boatswains and gunners. These places pay from \$1,200 to \$1,800 a year. They are open to any sailor who has served more than one enlistment in the navy, and who shows special aptitude for promotion. All appointments as warrant officers are based on the record of the applicants. There are several vacancies in the list of boatswains at present, but none in the list of gunners. Warrant officers are retired on three-quarters pay. Petty officers are pensioned on half pay if physically incapacitated for re-enlistment.

There is a popular impression that the rank and file of the navy is composed of aliens, who have no patriotic affiliation with this country or its institutions. That this is erroneous is demonstrated by the last census of the navy, which shows that nearly 70 per cent of the entire enlisted force is composed of citizens of the United States, either by birth or naturalization. The other 30 per cent is made up of aliens, the majority of whom are Scandinavians, Englishmen and Irishmen. There are many Chinese and Japanese in the navy, but they are employed almost exclusively in the mess rooms. Colored men are numerous, but they too, are mostly mess attendants.

EGGS WITHOUT SHELLS.

Thousands Exported from Italy for Confectioners' Use.

The Consular report on the trade of Genoa in 1894 contains the following:

A commercial paper of Sept. 5 stated that the exportation of Italian eggs to England had attained considerable proportions, the principal importers being Italians, and the eggs being used by the large biscuit manufacturers and the principal pastry cooks, the latter including three Italian firms supplying pastry to hotels, cafes and restaurants.

One of these firms were said to consume 5,000 eggs weekly, purchased till recently from the Italian importers, but now from an English firm which supplies eggs from Russia, shelled and preserved in hermetically-sealed tins, provided with a tap by which any required quantity may be drawn off at a time. Lower price and saving of time are mentioned as the advantages of this system, also freedom from damage in transport, and long keeping, so that Italian exporters of eggs were recommended to adopt it.

According to information received by the Chamber of Commerce at Cuneo from the Italian Consulate in London, the tin or drum, packed with straw in a wooden case, held the contents of 1,000 to 1,500 eggs, the white not separated from the yolk, but the hole getting mixed up in the drum, which was protected by three iron hoops. The circular aperture through which the eggs were poured in was closed by a bung, and sealed, and the tap was supplied by the London pastry cooks.

Great care was necessary in the selection of the eggs, as a single bad one would spoil the whole lot. The cases were marked "Russian produce," those from Italy should be marked "Italian produce." There were several marks or brands, and prices might be calculated at about 12 1/2 cents per dozen, quotations being sometimes by the gallon. Prices went up to 16 or 18 cents per dozen in winter.

A later report in the same paper showed that the Italian adoption of this Russian system had not been so far successful, the eggs having been found spoiled on reaching their destination.

War Dogs.

The war dogs belonging to the German army, which were shown at the Sporting Exhibition at Dresden, acquitted themselves remarkably well. The trials were not by any means easy ones, and the fact that the dogs satisfactorily passed them speaks highly for the system of training the animals. On a very complicated road, with many cross-paths, and quite strange to them, the dogs, although maneuvering with troops who were quite unknown to them, in spite of the heat being most intense, did some excellent dispatch duty. "Toll," a dog belonging to the Jager Guard Battalion, brought dispatches from a soldier to headquarters, a distance of nearly a mile, in less than two minutes, while the dogs belonging to the Dresden Rifle Corps accomplished the journey in about two minutes. Tests were next made with the dogs as ammunition carriers, each animal carrying on its back a weight equal to 250 ball cartridges, arranged in a kind of saddle, and they showed that in this direction they might be thoroughly relied upon, for they supplied the line of firing troops, who were also strangers to them, with fresh ammunition. The trials wound up by testing the power of the dogs in seeking the wounded on the field of battle, and the intelligent creatures were equally successful in Red Cross duties as they were in conveying ammunition.

Preached Himself to Death.

An Alabama preacher, Greenleaf Lee, of Double Springs, preached himself to death the other day. He was delivering a sermon on hell, and had worked himself up into a great fervor of excitement in his descriptions of its horrors, when, suddenly, he ceased speaking and fell to the floor unconscious. Death followed in a few minutes. The doctors said that he had ruptured a blood vessel. He was a young man, and of great physical vig-

AN ELECTRIC GIANT.

THE GREAT LOCOMOTIVE BUILT FOR THE B. & O. COMPANY.

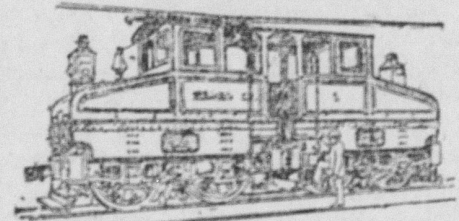
Tests That Prove It One of the Most Powerful Machines of the Kind in the World--Its Simplicity and Ease of Operation.

Baltimore has a tunnel which the Baltimore and Ohio Railroad has recently completed. For years the New York and Philadelphia trains of this railroad had to be ferried across the channel by boats, a process that was at once slow and expensive. In 1890 the railway undertook to drive a tunnel straight through the heart of the city, for the most part through Howard street, one of the principal thoroughfares. This tunnel is about one and a half miles long and is one of the longest soft earth tunnels ever driven.

The tunnel completed, the company determined not only to light it with electricity, but to run the trains through by this power as well, and thus avoid all smoke and gas.

To this end the General Electric Company built this big locomotive shown in the picture. It is not merely the greatest electric motor ever constructed, but one of the most powerful locomotives, steam or electric, in existence. Its weight is 96 tons, and its extreme length over all 35 feet. It stands 14 feet high and its four electric motors yield 1,440 horsepower. It stands on two tracks, and has eight drive wheels. The drawbar pull is equivalent to 28 tons and the starting pull is 60,000 pounds, or 30 tons.

Translated into terms that will convey some meaning to the general reader these figures mean that this locomotive can drag a train of 200 to



250 empty cars on a flat track with perfect ease. The engine is built to maintain a speed of about 45 miles an hour for passenger trains and about 15 miles an hour for freight trains.

The engine was built at the company's works at Schenectady, and was put up and tested there before it was taken to Baltimore. In order to remove it to the scene of its operation, it was necessary to take it apart and ship it in sections. No road would give it haulage as it stood, because its ninety-six tons of weight are thrown directly upon its eight driving wheels, which are built close together, whereas the weight of an ordinary mogul is distributed over ten or twelve drivers and a number of smaller wheels, giving twice the base length.

One of the tests which afforded an idea of the machine's tremendous power was when it engaged in a tug of war with two steam locomotives. One day two of the heaviest yard locomotives were hitched up together and coupled to the electric engine.

The engineers in charge of the steam locomotives threw open their throttles and went flying away down the yard, dragging their opponent behind them. When they had attained full speed and under a full head of steam, the engineer in charge of the electrical engine began to throw on his current. Gradually the trio began to slow down. The wheels of the steam locomotives began to slip around in a dizzy fashion.

Plainly a stronger power was pulling them in the other direction. At last the three locomotives came to a dead stop and then began to move slowly in the opposite direction. All the steam that could be applied to the steam engines was put on but to no avail. The engineer in charge of the current on the electric engine increased the power, and soon he was dragging the steam locomotives backward up the yard. His engine had proved itself more than equal to the two moved by steam.

Next to the ease and perfect adjustment of the engine is its simplicity. It is as little complicated as the gearing of a trolley car. A bright boy of 10 can learn to manipulate its driving machinery in five or ten minutes, and run the engine as well as an old experienced engineer.

Of course this electrical engine carries no coal, develops no steam, is smokeless and sootless, and goes without a roar or a puff. When you seek to discover whence comes the power which propels it, the engineer points up to a curious trolley arrangement overhead and just at the side of the cab. Between the two sets of the tracks, and overhead, runs an iron rail of something the same size and appearance as an ordinary steel rail, and along this slips a movable trolley arrangement that looks like a pantograph built on a large scale. By means of this pantograph like adjustment the trolley keeps its hold upon the rail around curves and as the engine bends and sways, very much as your arm would do if you were standing on the cab and were trying to hold on to a wire or a rope running alongside of the track.

Some Effects of the Bicycle Boom.

One of the most notable results of the phenomenal popularity of cycling is the marked effect of the bicycle industry on allied trades--and even upon trades that would seem, at first glance, to be wholly outside of any such influence. The nucleus of one

of the largest bicycle works in this country was a sewing machine factory, where wheels were made in one corner of the shop on a very small scale.

Soon the making of sewing machines became secondary in importance, and was finally abandoned altogether for the more profitable bicycle business. This was only the beginning. Since the use of the wheel has become almost universal, many radical changes have been wrought. For instance, a large watch factory has gone extensively into the manufacture of cyclometers, and is having difficulty to keep up with its orders.

Another manufactory devoted to the making of knitting needles is now working night and day turning out nothing but bicycle spokes. The manufacture of pneumatic tires has become a separate branch of the rubber business, and several former hose factories have devoted their energies to it exclusively. Tire making, in turn, has led to the production of a naphtha free from paraffin or other oily matter for use in rubber cement.

The careful workmanship required for bicycle making has had a marked effect upon the standard of the average artisan, and even upon machine shop practice at large. A case in point is that of a factory where all the lathes and other running machinery, including the shafts, have been fitted with the most approved style of ball bearings. The expense was, of course, great, but the owner finds that the efficiency of his works has been increased 25 per cent.

How Antitoxine is Produced.

In the antitoxine or diphtheria cure the horse is made the medium of production of the remedy, such as vaccine is produced from calves. The horse is inoculated and his blood is used to counteract the diphtheria germ. Antitoxine stables are being established everywhere and, as blood is the only thing asked of the animals, small horses are generally preferred.

The invention being a French one, it has naturally made more progress in that country, and in Paris alone a stud of 136 horses is kept for immunizing purposes. Twenty of these animals are maintained by the Government for the benefit of the hospitals and the poor. Other studs are kept in different parts of the country. That the animals flourish, despite the periodical loss of blood, is proved by their general appearance of well being. One pony has supplied 420 quarts of blood and is apparently good for as many more, so that the triumph of science is complete in obtaining a cure for the dread disease without sacrificing the life or health of man's noblest friend.

"Old Tecum" Too Thin to Be Shot?

Gen. Sherman and Gen. Thomas were warm and intimate friends. In their familiar intercourse they were to each other usually "Bill and Tom," after the free and easy fashion of schoolboys rather than like dignified and austere warriors. Near Resaca, Ga., during a sharp action Gen. Sherman went upon a railway embankment directly in the line of fire and stood carelessly amid the flying bullets, making his observations and giving his orders. Turning, he saw the head and shoulders of the portly and magnificently proportioned Thomas appear above the protection of the railway earthworks. Sherman, always careful for his friends rather than for himself, called out:

"Pretty hot up here, Tom; better not come up."

"What are you doing up there yourself, then?" answered Thomas. "Oh, I just turn edgeways to 'em," said the tall, attenuated commander, with a grin, as he resumed his duties.

A Curious Plant.

There is what is called a musical plant found in the West Indies, Nubia and the Soudan. It is of the acacia tribe and has a peculiar shaped leaf and pods with split or open edge. As the wind blows through them it gives out a sound similar to whistling. In Barbados, when the trade winds are blowing across the island, these trees give out a constant moaning, deep-toned whistle, interspersed with sounds similar to "fa," "me," or other half tones, which in the still hours of the night have a weird, mournful effect. The sound given by those of Nubia and the Soudan are caused by the ravages of insects, whose larvae insert themselves into the trunks, causing them to swell and become distorted. After these have been hatched and leave their nests, the wind plays upon the open spaces, producing sweet sounding tones similar to those of a flute. Many strange and often pleasing sounds are heard in the dense tropical forests of the East which are caused in the same manner.

Unloading Freight.

Reducing the time required to unload freight cars is a problem that has occupied considerable attention from engineers. In this system each car bed is pivoted on a central bearing and tipped to either side of the track by means of an air cylinder and piston, supplied with air from the locomotive and located on the truck. An auxiliary reservoir is placed under each car, so that the maximum air pressure may be realized at once. Two continuous lines of pipes run from the locomotive throughout the train, one of which is connected with the several air reservoirs as a supply line and the other operates the valves between the same and the dumping mechanism. The engineer can thus unload the entire train by means of a simple hand movement, either when the train is in motion, or standing still. The system is applicable to gondola and platform cars.--Railway Review.

FOR THE YOUNG FOLKS.

THE OTHER WAY ABOUT.

There was a big dolly once
Who owned a little girl
With lovely eyes that opened wide,
And golden hair in curl.

At first by her delightful toy
The dolly set great store,
But presently she let her drop
Head downward on the floor.

And shortly after that--they say
Dolls are a thoughtless race--
The empty-headed thing forgot
To wash her plaything's face.

She left her sitting all alone,
Neglected and forlorn;
Her hair had not been combed for
Days.

Her pretty frock was torn.
The dolly's mother said, "If that
Is how you treat poor Pearl,
It's very clear you don't deserve
To have a little girl!"

—Felix Leigh.

HAIR ON DOLLS' HEADS.

The hair on the heads of hundreds of thousands of dolls is made from the hair of the Angora goat. This product is controlled by an English syndicate, and is valued at \$400,000 a year. After the hair is prepared it is sent to Munich and made into wigs by girls.

A PUNNING CRITICISM.

Every boy and girl has doubtless heard of the great composer Handel. Here is a little story told of him and of Dr. Maurice Green, a musician whose compositions were never remarkably fine. It seems he had sent a solo anthem to Handel for his opinion, and Handel invited him to take breakfast, and he would say what he thought of it. After coffee, Green's patience became exhausted, and he said, "Well, sir, what did you think of it?"

"Oh, your anthem! Ah, I did t'ink 'at it wanted air."

"Yes, air; and so I did hang it out of de window," replied Handel.

APPLE-SMELLERS.

Apple smellers, or merry-go-rounds, are very interesting insects. They are of an intense shining black in color, and generally school together, moving in circles, with great rapidity, on the surface of the water. They are called apple-smellers on account of the strong odor they possess, resembling that of apples or quinces, and merry-go-rounds on account of their merry circling motions around one another. Young apple-smellers live on the bottoms of ponds, and look like centipedes. When the time comes for them to change into real apple-smellers, they climb up a plant, and make small bags of gray paper, into which they fasten themselves till they get their swimming legs and shining black new clothes, after which they burst open the paper bags and swim off to join their friends gliding so merrily on the surface of the pond. When an apple-smeller dives to the bottom of a pond to take a rest or to feed, he attaches a globe of air to his tail; this he breathes while under water.

SPARROWS THRASH A CAT.

A young sparrow fell out of its mother's nest in Madison Square Park yesterday morning and fluttered about on the grass below, flying about in little jumps, while the maternal parent anxiously hopped about coaching the young athlete. George Francis Train and his bevy of youngsters sat on a bench nearby, under a big maple tree, watching the lesson, and a dozen more or less interested feathered tribesmen flocked nearby, approving spectators.

Suddenly there was a flash of something gray and white, and a big cat bounded into the circle. Its claws just missed the fledgling, which fluttered to one side. The mother bird attacked the cat's face, and the fighting tribesmen followed her example as a little boy caught the helpless little flyer in his straw hat. The cat, thoroughly enraged at the loss of his breakfast and the vigorous pecks of the fighting sparrows' sharp beaks, struck viciously at its assailants. They kept just out of reach, however, circling about, and every now and then making sallies at the cat's ears and eyes. Fussy finally fled the pupil resumed his lesson and the feathered tribesmen adjusted their uniforms.

SUMMER BOARDERS.

Belle and Josie had a little garden underneath the bay window.

Every day they weeded and watered it, pulled off the dead leaves, and picked the blossoms.

They were very proud of their garden, and worked very diligently to make it look beautiful.

One day Belle made a discovery. Away over in the corner there was a hole, and in that hole lived--what do you think? A whole family of toads!

There was papa, mamma and four children, and they all hopped out of their front door right into Belle's bed of pansies.

"Oh!" exclaimed Belle, as Papa Toad hopped out. "Oh! oh! oh! oh! oh!" she said, as Mamma Toad and all the little Toads followed.

Into the pansy-bed, around the sweet peas, over the forget-me-nots and under the tall castor bean--they went.

Then Papa Toad sat down, Mamma Toad sat down, and the four little Toads did the same.

And what do you think they did then?

Papa blinked his round eyes and caught a bug for his breakfast, Mamma Toad blinked her round eyes and caught a fly for her breakfast,

and all the little toads tried to do the same.

Then they hopped home again. "We must wait till they go out to dinner," said Belle, "and then we'll fill up their house with stones. I'd be 'most scared to weed, for we might put our hands right on them!"

"Wouldn't that be dreadful!" exclaimed Josie.

But what do you think John told them? These are the very words:

"You'd better be a-leaving them toads in your garden, because they eat all the bugs and worms and, 'les as will eat your posies, unless Mr. Toad eats them!"

So Belle and Josie left the hole and called the toads their summer boarders.

Odd Temperance Society.

The oddest temperance society in the world is the abstaining commune of Achlyka, in Siberia, all of whose members are strict teetotallers every day in the year except one. Regularly on the first day of September, year after year, all the adult members of the commune assemble in the parish church, and every one takes a solemn vow before the altar to drink no wine, beer, or spirits "from the morrow" of the following day for a whole year. The clause "from the morrow" is introduced in order to give them a reward for their virtues in the shape of a whole day of drunken carnival. As soon as they leave the church they begin to indulge in a Bacchanalian drinking which continues throughout the day, until neither man nor woman in the village is sober. This is naturally followed by considerable physical suffering, and then by mental remorse, whereupon the penitent parish enters upon its twelvemonth of model sobriety, and all live like the Rechabites. Some students imagine that this queer proceeding may be a prehistoric tribal custom.

Business Puzzles.

There are many places in Philadelphia occupied by business firms which furnish a standing puzzle to the community. Take for instance, an imposing-looking haberdashery on Chestnut street. At all times the window is filled with neat neckties and the finest kind of hosiery and linen. Yet no one, as far as the general community is concerned, ever saw a customer enter the store and make a purchase. The store is itself a fine property and is well located. The same firm has been there for years, and how expenses are met is the puzzle. A certain restaurant in the heart of the city has an apartment set aside for ladies exclusively. The room is quite large and richly carpeted. The furniture is of the best, and the linen and crystal-ware are of the finest. A colored waiter stands with towel across his arm at the end of the room, but no man, so far as can be ascertained, ever saw a customer of either sex eating there. It has been conducted in the same manner for years.

Cancer May be Cured.

At a meeting of the Paris Academy of Sciences M. Berthelet, Permanent Secretary of the Academy, read a communication from Dr. Paul Gibier of New York City, announcing favorable results from the serum treatment of cancer.

Dr. Gibier is now in Paris. He hasn't relieved any one of cancer by his new method as yet, but for some time he has been carrying on experiments on animals at the Pasteur institute. The method of treatment is similar to the anti-toxine treatment for diphtheria. A sheep or other animal is inoculated with virus from cancer, producing a mild form of the disease, and the idea is to use the serum from this animal for inoculating the human patient. Dr. Gibier expects that on his return to America he will be ready to treat cases of the disease in human beings.

Each to His Trade.

Kullack, the famous pianist, was once invited to dinner by a wealthy Berliner, who was the owner of a large boot manufactory, and had been a shoemaker in his time. After the repast Kullack was requested to play something, and he consented. Not long afterward the virtuoso invited the boot manufacturer, and after dinner handed him a pair of old boots.

"What am I to do with these?" inquired the rich man.

With a genial smile Kullack replied:

"Why, the other day you asked me after dinner to make a little music for you, and now I ask you to mend these boots for me. Every man to his trade."

She Weighed 700 Pounds.

Miss Manda Steele was buried a few days ago in Mechanic Township, near Millersburg, O. She was a school teacher and took on flesh so fast that she was compelled to quit teaching. She was nearly 40 years of age. The day she died she ate heartily and then complained of her stomach and shortly after was found dead in her bed up stairs. Her weight was nearly 700 pounds and she slept on a bedstead especially prepared for her. It took twelve men to take the corpse down stairs. Her casket was four feet across and could not be taken into the house and the corpse was brought out to it. An old-fashioned wide box wagon was used to convey the remains to the grave.