

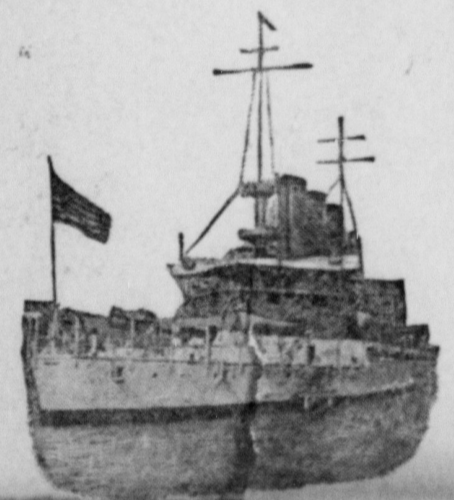
The Oyster Bay Naval Review



REAR ADMIRAL EVANS.

THE great naval review by President Roosevelt at Oyster Bay on Sept. 3 promises to be the most imposing display of the kind ever seen in American waters. Never before has the United States been prepared to make such an extensive show of fighting ships. Though the navy is not yet up to the standard advocated by those who believe that in a greater navy lies the best guarantee of peace, it has grown rapidly in recent years and now makes a much better showing as compared with the fleets of other powers than could be made in 1898, when we won from Spain our signal victories upon the sea. The rendezvous at Oyster Bay will afford those who witness the review the opportunity to see the most notable part of Uncle Sam's present sea fighting forces. When the president reviews the great naval parade from the deck of the Mayflower, there will pass in line before him twelve battleships, four armored cruisers, four coast defense ironclads, four protected cruisers, six torpedo boat destroyers, six torpedo boats, two submarines and a troopship, altogether forty-five vessels. On board these ships will be 812 officers and 15,235 men, and the fighting power of the vessels is expressed in the fact that they will possess 1,178 guns of all classes, some of those on the big battleships being of wonderful carrying power.

It is an interesting coincidence that the Mayflower, from which President



REAR ADMIRAL EVANS' FLAGSHIP, THE MAINE.

Roosevelt will review this imposing assemblage of vessels of war, was used last summer for the transportation of the peace envoys who brought the Russo-Japanese war to an end at Portsmouth. It was President Roosevelt who got the envoys together, and the historic craft is thus associated with what has been considered one of the president's most notable achievements.

The chief command of the Atlantic fleet, as the assemblage of vessels at Oyster Bay is to be known, devolves upon Rear Admiral Robley D. Evans, better known as "Fighting Bob," and his flagship is the new battleship Maine, named, of course, in honor of the ship which was blown up in Havana harbor. This adds another historic link to the associations of the event. Admiral Evans is one of the most popular officers in the navy, and his flagship, though not so powerful an engine of war as some of the battleships built since it came from the shipyards, is yet one of the finest vessels in the fleet. It was laid down in Philadelphia in 1890, has a displacement of 13,500 tons, is 333 feet in length, has armor of steel eleven inches thick above the water line, has four twelve-inch guns, sixteen six-inch guns and others smaller. Among the other battleships to be in line are the Virginia, Rhode Island and New Jersey, each of 15,320 tons, and the Louisiana, which was launched about a year ago and is one of the biggest ships of our navy, having a tonnage of 17,600. The weight of its armor and ammunition is 1,536 tons.

Long Island sound is an ideal place for a naval review, as the waters are deep, it is not subject to heavy seas, the shores on each side are of much beauty, and craft of all kinds ply constantly over the smooth surface, carrying, in case of such an event as this, thousands of persons from neighboring cities. There have been several naval reviews in or near the waters of New York within a few years past, but none on such a scale as this. It is expected that the assemblage this year at Oyster Bay will result in increased interest throughout the land in the vessels of war which are ready to defend American rights in all parts of the world and place on a higher plane in the affections of the people the gallant men who stand behind the guns.

Foreign naval experts are awaiting with interest the demonstration of the American navy is to make and many of them will be present upon the occasion of the review.

Thankful, but Thrifty.
Stealthily the unobtrusive person with the dark lantern picked the lock of the slaughter house door and effected an entrance into the building.
Then he selected the largest of the fresh hams.
"Thanks," he muttered, slipping it into a sack. "I'll smoke it after awhile."—Chicago Tribune.

THAT TROUBLESOME SEAL.

The Much Discussed Animal as It Looks In Its Faraway Home.

The killing of the Japanese seal poachers and the communications on the subject between Washington and Tokyo have brought the much discussed seal into the foreground again. This animal is getting used by this time to being made a subject of international inquiry or negotiation. Great efforts have been put forth by the American government to stop pelagic sealing—that is, indiscriminate slaughter from the open sea of the seal herds. It was found that this practice was rapidly exterminating the species.

There are two varieties of the seal, the fur seal and the hair seal, the lat-



COW SEAL AND YOUNG.

ter being the true seal and being chiefly valued for the oil obtained from its fat and the leather made from its hide. It is found mostly in the north Atlantic and Arctic oceans. The fur seal, which is now under discussion, is most numerous in the north Pacific ocean and Bering sea. The fur which it yields is a very valuable article of commerce. In its native habitat the fur seal is a most interesting animal. The male at maturity weighs from 400 to 500 pounds and is about six feet in length. His color is dark brown or black. The adult female is much smaller, averaging about eighty pounds in weight, with length and girth in proportion. The picture shows a female seal, or "cow," with her young on the breeding grounds among the islands of the Bering sea.

PRINCE OLAF.

A Baby Who Is Very Popular With Norwegians.

"The pride of Norway" is little Prince Olaf, heir to the throne of King Haakon VII. He is only three years old, and for two of those years he was not a Norwegian, but already his sunny smile and laughing blue eyes have brought the kingdom to his feet. When he first went to Norway the royal gardens had to be closed to the public because his feminine admirers



CROWN PRINCE OLAF.

insisted on kissing him as his nurse rolled him along in his buggy until it was feared he would be kissed to death. No one had a better time at the coronation at Trondhjem than Olaf. He didn't have to take a royal oath, like his father, or make or listen to tiresome addresses. All he had to do was to enjoy himself and investigate everything. The royal British yacht Victoria and Albert interested him greatly, and he spent most of his time aboard it with his little English cousin, Princess Mary. The yacht had to fire a good many salutes, and every salvo brought Olaf and Mary on deck to see what it was all about. Between salutes they "inspected" the ship. On land, when he wasn't wanted for exhibition purposes, Olaf was trotting around with Dr. Nanson, the arctic explorer, and probably heard a fine lot of polar bear stories.

King Haakon's advisers say that if anything goes wrong the people's love for Olaf will smooth the trouble over. The little crown prince was born July 2, 1903, at Sandringham, England, where his mother, Princess Maud, was visiting her father, King Edward. The baby was christened Alexander Edward Christian Frederick, but when he moved to Norway he had to have a Norse name, and Olaf was chosen as typically Scandinavian.

Two of a Kind.
"Say, what's the matter with this coffee?" queried Sloopy.
"Same thing that's the matter with you, I suppose," answered the landlady; "it's a little slow about settling."
—Houston Post.

Education Up to Date

WITH the opening of the schools comes attention once more to the subject of progress in methods of teaching the young idea how to shoot. Closely related to this is that of how to house the children and surround them with all the things that will help them to make the best use of their opportunities. In the large cities educators, city officials and architects are giving much study to the building of schools and their planning so as to provide the best sanitary conditions, opportunities for manual training work, gymnastic apparatus, baths, large assembly rooms for daily exercises, free lectures and neighborhood gatherings and various other accessories of the system of public instruction. In some cities more and in others less of these things are provided. In congested districts of large cities, where the homes of the children are small flats or dark and crowded tenements and their domestic training is limited in extent and deficient in character, the conditions demand different treatment from that in districts where the homes of the pupils and their general surroundings are more favorable to healthy development. The public schools of today are very different institutions, especially in urban communities, from the old red schoolhouses of rural settlements in our grandfathers' time, and a great deal besides the three R's is taught. Some say that in consequence of so many so called fads receiving attention nowadays the rudiments do not get their rightful share of consideration. Other educators maintain that the three R's were never taught so well before.

However that may be, a great advance has been made in the pro-



A ROOF PLAYGROUND.

visions devised for the comfort, health and pleasure of the children. The buildings themselves which are being erected in these days for use as public schools are as imposing in their architecture and complete in their appointments as if they were intended for the halls of some great university. Such a building, for instance, as the DeWitt Clinton High school, New York, might well be mistaken for some distinguished and historic seat of learning. Its entrance is especially imposing and dignified in its architecture, and among the features of its beautiful interior are mural paintings by the eminent artist Charles Y. Turner, illustrating the dedication of the Erie canal, the most important episode in the career of the statesman for whom it is named. An idea of the beauty of this structure may be obtained from the accompanying illustration, showing a doorway. An innovation in architecture is the roof playground. The idea of a playground on the roof would have been considered quite fantastic not so many years ago, but times have changed, and the plan now presents a solution in many places of the problem of how to have an adequate playground where land is so high. On the roof the pupils can get the best air that is to be had, and that is quite an important consideration, too, in the midst of a large city, with its dinginess and smoke and unhealthy odors.

A school visitor who emerged upon one of these roofs recently was startled by the hard and sudden impact of a baseball upon the wall at his side. On recovering from the shock of his narrow escape from being hit he saw that the boys were running the bases and knocking flies with apparent unconcern as to the fact that their game was being



AN EFFECTIVE SCHOOL ENTRANCE.

played on a roof instead of on solid ground. Naturally some games and sports are better adapted than others to the roof playground. There are some twelve of these playgrounds now in New York. As to the imposing and beautiful architectural effects now aimed at, it is urged by educators and school boards that buildings possessing these distinctions do not really cost so much more than plain structures if only they are rightly planned, while the refining effect of such surroundings upon the youthful mind is beneficial beyond the power of estimate.

LONG TAILED FOWLS.

A Curious Breed Grown In Tosca, Japan.

The Japanese are fond of producing things that look different from members of the same family as grown in other parts of the world. They are famous for their dwarf trees, and among other unusual products are their long tailed fowls. Roosters with tails nearly twenty feet in length are no very unusual sight at Tosca, in the land of the mikado. The origin of this breed of fowls is not known, but it is believed to date back at least a hundred years. The present grade of fowls has been produced simply by selection from the best specimens of other years. The variety most prized is the Haku, which is white in color, with yellow legs. The tail of a cock of this breed sometimes reaches a length of about eighteen feet.



THE LONG TAILED FOWLS OF TOSCA, JAPAN.

but the usual length is from seven to eleven feet. The tail feathers grow about four inches a month, and this growth is continued during the life of the bird, whose term of existence averages from eight to nine years. The body feathers are beautiful and valuable and from the shoulder grow to a length of about four feet. They sometimes fall away, but the tail feathers remain. An unusually feathery bird will have as many as twenty-four tail feathers. The average number is sixteen, and they are not bound up, but are allowed to hang free.

These valuable fowls are not permitted to wander at will about the fields or the chicken yard. If they did they might spoil their feathers. They are kept in high, narrow cages, quite dark except close to the top, as light at the bottom would attract the birds to their perches and are only taken out of the cage once in two days. They are then allowed to walk about for a half hour or so, and while they promenade a man holds their tails to prevent the latter becoming torn or soiled. For their splendid feathers the cocks are valued at from \$15 to \$25 each. Hens bring about \$1.50 each. The birds are fed on hulled rice and greens.

Evidence.
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"No. But he knows every technicality that pertains to athletics."—Washington Star.

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More Rascality.
Another life insurance rascality has been heard from. An aroused public sentiment in New Jersey forced the appointment of a senate committee to investigate insurance companies and banks. Senator Dryden has been before the committee and admitted that the Prudential company had contributed \$6,000 to the Republican national com-

mittee in 1896, and in 1900 had contributed \$10,000, and that the larger amount was donated again in 1904.

No Punctuation Necessary.
The servant girl, thinks Upton Sinclair needs uplifting. You have our permission to read this without commas.
Chances are against the man who refuses to take chances.

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