

**THE NAVY'S MINIATURE SEA: WARSHIPS REPAIRED**

**A Great Tank in Which Models of New Warships Are to Be Tested.**

Close to the waterfront at the gun factory in Washington the first experimental tank for the navy is being rapidly completed, and by the time bidders have submitted proposals for the construction of the big battleships and monitors recently called for it will be ready to test miniature models of paraffine and wax representing the proposed new additions to the country's fighting strength on the sea. There is no tank in the world equal to this one in size, equipment, and completeness of its electrical devices. It is longer and wider than the best owned by foreign countries, and covers an area of water fully capable of floating some of the largest torpedo boats. It looks like an immense natorium, and, in fact, would make an excellent one.

The plan of having a big tank, housed over, with brick sides and concrete bottom, in which little models of all new ships to be built for the navy should be tested, was suggested some years ago by Chief Constructor Hichborn, who had noted the excellent results obtained in Great Britain and France by testing designs of new ships before their actual lines were decided upon by constructing small models and having them towed through the water at given rates of speed. The resistance offered by the models to the water formed a basis on which close estimates could be made of the probable speed of the actual ships when in service, and faults in designs could be readily detected and corrected before the vessels were completed. Two years ago congress appropriated \$100,000 with which to build a tank, and under direction of Constructor Taylor the work has so advanced that it will be available in a few weeks.

When a new vessel is to be built, a model is made of it about eight feet long, care being observed to have the lines accurately moulded. This model is made of wood and covered with a mixture of paraffine and wax, to give it a smooth surface. Running the entire length of the tank, several feet above the water, is an electrical trolley apparatus, to which the model is attached and by which it is drawn through the water at certain fixed speeds. The waves created and their character are noted, and the disturbance caused abeam and the general effect produced on the water by the vessel are closely watched. Where defects are apparent, the designs of the proposed vessel are altered to correct them and by this means the constructors can estimate accurately just the amount of steam power required to send a vessel of a certain displacement and design through the water at a given rate of speed. Models are now being made of the three new battleships, which will be the first tested in the new tank. It is expected that some valuable lessons will be learned from the experiments by which improvements may be made in the plans of the ships.

**The Secretary of the Navy.**  
The navy of the United States struck the first blow in the war for Cuba's



Freedom and it was a blow which amazed the world. Later the battle of Manila Bay was equalled by the utter destruction of the Spanish Fleet off Santiago de Cuba. John D. Long, ex-Governor of Massachusetts, is Secretary of the Navy and to him goes glory as well as to Dewey, Sampson and Schley.

**Ensign Powelson.**  
Ensign Powelson, of the St. Paul, the young officer whose expert evidence was an important feature of the Maine Court of Inquiry, has distinguished himself again. Mr. Powelson commanded the gun which disabled the Spanish torpedo boat destroyer Terror, recently, by one of the most remarkable shots in the naval history of the war. His gun also fired the shell from the St. Paul which exploded directly over a Spanish cavalry force on shore, scattering them in all directions. Ensign Powelson, when war was declared, was transferred, at his request, and that of Captain Sigbee, from the Fern to the St. Paul.

**Reflections of a Bachelor.**  
No man with a full beard knows what it really means to blush. Some women never know when their husbands' wives need a change. When a man quarrels with a girl and doesn't want her to make it up he begins to call her "my dear child."

The first time his wife cleans house every man makes up his mind that if she ever tries it again he will leave her.

As long as a girl has time to remark about men having nice names she hasn't given up all hope of getting married.

Of the total population of Bombay, which is nearly a million, the greater part is crowded into an area of four square miles.

**THE WORK OF FIXING THEM UP DONE "WHILE YOU WAIT."**

**The Vulcan Is A Floating Machine Shop, Fully Equipped To Repair Any Damage Done to Sampson's Fleet—Carries Tools and Machinery Worth \$300,000.**

The queerest vessel in the United States navy, if not, indeed, the queerest afloat, is the aptly named Vulcan. She is literally a floating machine shop, thoroughly equipped with all the tools and appliances to be found in any shop ashore where the work of repairing machinery to vessels is done. She may not win as much popular glory as her armed sisters, she may not present so gay an appearance, and she may not do such deeds of daring, but she has her mission to fulfil, and she will not be found wanting.

The real heroes of war are not always to be found on the quarterdeck. Did you ever think of the men buried away down in the stifling bowels of the ship, the men who see nothing of the battle, but upon whose efforts the action of the ship entirely depends? That's the way it is with the Vulcan. Her labors will probably be unpraised and unsung, but they will be none the less valuable for all that.

Her mission is to remain with the fleet and repair any damage that may be done to the other vessels. For this work she is thoroughly prepared. Her equipment includes nearly a hundred tons of tools and machinery valued at \$300,000.

If you have ever visited a naval repair shop and can imagine the scene transferred to shipboard, you can get a fairly good idea of what the Vulcan looks like. There are plate bending rolls and punching and shearing machines that can bite through an inch of solid steel. There are lathes for turning castings of nearly any size, there are planers, drills and milling machines of compass enough to meet almost any demand, and there are blowers to supply the several forges and to draw foul air from between decks and send it through the ventilators above. She can even make small rapid fire guns.

There are pipe cutters, bolt cutters, forges and grindstones, and a good sized cupola for the melting of sufficient metal to make a heavy casting. A supplemental electric plant has given excellent lighting facilities throughout the ship, but principally in the workshops situated on what is termed the third deck.

There are also evaporators and distillers of a capacity equal to a daily output of quite ten thousand gallons of water, several times more than the needs of the Vulcan could demand. She has two steam cranes, with ten foot arms that will lead to the hoisting drums amidships and to the cranes to the hatches. These cranes are specially designed for removing weights from the men-of-war and for transferring machinery to the disabled ships. And, lastly, there is a magnificent little foundry for manufacturing castings up to a certain size.

Of course, skilled men are required to perform the work of repairing machinery, and the best machinists and mechanics in the service have been assigned to the Vulcan to perform the work for which it has been fitted out, and this brings to light a condition of affairs quite as unique as is the ship herself. There is no mechanical plant in the country that admits of such a variety of accomplishments as this one. The variety of departments gives the Vulcan more chief petty officers than any other ship known. A dozen such officers is the usual complement for a war ship, but the Vulcan, out of her entire crew of two hundred men, has ninety-two men who have the right to wear double breasted short coats and officer's caps.

No vessel that has yet started out for war has carried such a large complement of well-trained and educated men. The repair ship has on board some of the finest engineers in the country, and among the number is a Providence millionaire and a college professor, who entered the service of their country as soon as it was known that the United States was to have a floating machine shop.

Chief machinists, expert boiler-makers, moulders, brass finishers and electricians; copper-smiths, carpenters, joiners, ship-wrights, plumbers—all have the rating of first class petty officers. The Vulcan's captain is Lieutenant Commander Ira Harris who has been general manager of the Chicago Drop Forge and Foundry Company, and of like concerns in Kansas and Cleveland, O.

The chief engineers are Gardiner Sims, the head of the Armington & Sims Engine Works, of Providence, R. I., who has thirty of his best mechanics aboard, and Professor Aldrich, of the University of West Virginia, one of the best electrical experts of the country. Frederick C. Neilson, son of Medical Inspector John L. Neilson, United States senior medical officer at Charlestown, is an assistant engineer. The leading mechanics have quarters in the old passenger state rooms, and will live very comfortably.

Officially the Vulcan is described as an engineer's repair ship, but Engineer in Chief Melville, who was responsible for her purchase and transportation, sets the mind at rest as to her position in the navy by calling her a floating machine shop. The Vulcan was formerly the merchant steamer Chatham. Shortly before the war commenced Engineer in Chief Melville recommended to the department that two vessels be acquired which could be transformed into engineers' repair ships and attached to the North Atlantic and Hydrographic squadrons.

**WON HIS LEAVE OF ABSENCE**

**It Had Been Refused But He Got It By a Perilous Exploit.**

There is a young soldier from Binghamton in Captain Hitchcock's company of the First Regiment, New York Volunteers, at Governor's Island, who won a much desired leave of absence one day in a novel way. This young soldier wanted to go over to New York for two days in the worst kind of a way. Some friends from home, whom he hadn't seen since he marched out of Binghamton with his company nearly two months before, were coming down for a visit and had invited him to spend the time with them. As he hadn't had any leave either at Camp Black or at Governor's Island up to that time, he felt sure that there would be no difficulty in getting it then, and, accordingly, he put in an application for forty-eight hours.

In just one hour he got his application back, marked "Refused." There was no explanation of the refusal, and the young soldier was disgruntled about it and went off to sulk.

The next afternoon there was a heavy windstorm. It blew great guns on Governor's Island, and many things that were not secured were blown out into the bay. The most serious damage done, however, was the snapping of the halyard on the big steel flagpole on the parade ground and the sudden descent to the ground in consequence of the American flag. Officers and men regarded this as an evil omen, and, despite the fact that the wind was still blowing a gale, they ran out on the parade ground to rescue the flag and see what could be done toward fixing the broken halyard.

"I want a man to shin up that pole and fix that rope," said the officer of the day, who was one of the Lieutenants of the company. "Who will do it?"

The first half of the flagpole was solid enough, but up toward the top it was bending in the wind like a slender branch of a tree. It was a smooth climb, too, and it was evident that it would take a pretty good man to make it, and a pretty strong one to hang on after he reached the top. For a moment after the lieutenant called for a volunteer there was silence. Then a soldier stepped forward and said he'd make an attempt.

There was a burst of applause from the others as he tied the end of the rope around his waist. No one who heard him doubted that he could make the climb, as he had served six years in the navy before joining the National Guard. Half way up, the soldier stopped and yelled down that he couldn't go any further.

"The wind's too strong," he shouted. "I can scarcely hold on now."

"Come down, then," cried the Lieutenant.

When the soldier reached the ground the Lieutenant turned to the men and said:

"Don't Tobacco Spit and Smoke Your Life Away. To quit tobacco easily and forever, be magnetic, full of life, nerve and vigor, take No-To-Bac, the wonder worker, that makes weak men strong. All druggists, 50c or \$1. Cure guaranteed. Booklet and sample free. Address: Sterling Remedy Co., Chicago or New York."

**HOW** are the children this summer? Are they doing well? Do they get all the benefit they should from their food? Are their cheeks and lips of good color? And are they hearty and robust in every way?

If not, then give them

**Scott's Emulsion**

of cod liver oil with hypophosphites.

It never fails to build up delicate boys and girls. It gives them more flesh and better blood.

It is just so with the baby also. A little Scott's Emulsion, three or four times a day, will make the thin baby plump and prosperous. It furnishes the young body with just the material necessary for growing bones and nerves.

All Druggists, etc. and \$1. Scott & Bowne, Chemists, N. Y.

**Cure Constipation**

and you cure its consequences. These are some of the consequences of constipation: Bloating, loss of appetite, purple, sour stomach, depression, coated tongue, night-mare, palpitation, cold feet, dizziness, dizziness, weakness, headache, vomiting, jaundice, piles, pain, stich, irritability, nervousness, headache, torpid liver, heart-burn, foul breath, sleeplessness, drowsiness, hot skin, cramps, throbbing head.

**Ayer's Pills** Are a Sure Cure for Constipation

Dr. J. C. Ayer's Pills are a specific for all diseases of the liver, stomach, and bowels.

"I suffered from constipation which assumed such an obstinate form that I feared it would cause a stoppage of the bowels. After vainly trying various remedies, I began to take Ayer's Pills. Two boxes effected a complete cure."

D. BURKE, Saco, Me.  
"For eight years I was afflicted with constipation, which became so bad that the doctors could do no more for me. Then I began to take Ayer's Pills, and soon the bowels recovered their natural action."  
WM. H. DELACUETT, Dorset, Ont.

**THE PILL THAT WILL**

"Will any other man try it? We must fix it, boys, for the flag can't fly until we do."

Two or three men said that they would do it willingly, if they could, but they were sure they couldn't climb a quarter of the way up. Then the young soldier, who had been sulking because his application for leave had been turned down, stepped forward and said:

"Lieutenant, I made application for forty-eight hours' leave yesterday and it was refused. I want that leave badly, and if you'll promise to get it for me I'll make a stagger at this job. I never shinned up a smooth steel pole, but I have climbed trees, and think I can do this job."

"I can't promise you the leave," said the Lieutenant, "but I'll promise to do my best to obtain it for you."

"That's satisfactory," said the soldier, and a moment later he was going up the pole, the end of the broken halyard tied around his waist. He went up very slowly, resting every few feet and finally reached the top. His companions below were too scared to applaud, for the top of the pole was bending first one way and then another in the gale, and it looked as though the young soldier might be blown from his perch any second.

But he wasn't. He was earning that much-desired leave, and he succeeded in slipping the end of the rope through to the pulley block and bringing it down with him. Then he was allowed to haul up the flag himself, while the other soldiers cheered him. Thoroughly exhausted, he went back to his quarters, where, an hour later, an orderly handed him a paper, informing him that, on the recommendation of Lieutenant Blank, seventy-two hours' leave of absence had been granted to him by the Post Commander, Colonel Barber.

**The Minister's Mistake.**

As a minister and a lawyer were riding together, says the minister to the lawyer:

"Sir, do you ever make mistakes in pleading?"

"I do," says the lawyer.

"And what do you do with mistakes?" inquired the minister.

"Why, sir, if large ones, I mend them; if small ones, I let them go," said the lawyer. "And pray, sir," continued he, "do you ever make mistakes in preaching?"

"Yes, sir; I have."

"And what do you do with mistakes?" said the lawyer.

"Why, sir, I dispose of them in the same manner as you do. Not long since," continued he, "as I was preaching, I meant to observe that the devil was the father of liars, but made a mistake, and said the father of lawyers. The mistake was so small that I let it go."

**Keep Cool!**

**Ice Cream** is quickly made with a **Lightning Freezer.**



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Hammocks, Porch Chairs \$1.50 and up, Coal Oil stoves of Nickless make, Gasoline Stoves.

**HARVESTING TOOLS in abundance.**

Brick for chimneys, always on hand. Nails, steel cut, \$1.45 per keg. Western Washer, \$3.50, best made; Building paper, 35c per roll, 500 sq. feet; Poultry Netting, 1 ft. to 6 ft. wide, 1-2 ct. sq. foot.

**Jeremiah Kelly, HUGHESVILLE.**

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**MOWING MACHINES, DRILLS, HARROWS, PLOWS, LUMBER WAGONS, BUGGIES, and ROAD WAGONS** all at the lowest cash price.

**PHOSPHATE,** Thirty tons of different grades will be sold at a low figure.

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**Clothing, SHOES and Ladies' Coats and Capes.**

We have a very large stock on hand and will sell this month at cut prices. It will pay you to make your purchase now. We have a full line of Ladies' Slippers at bottom prices. Also Ladies' Skirts, Wrappers, Shirt Waists and Corsets. Prices cheaper than you can buy the material. Ladies' Capes at half price. Come and see them while they last; it will pay you.

Come and see; it will be to your benefit. The prices we are offering now when you see them you cannot help buying.

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