

STYLISH SLEEVES.

REDUCED DIMENSIONS ARE DECREED BY DAME FASHION.

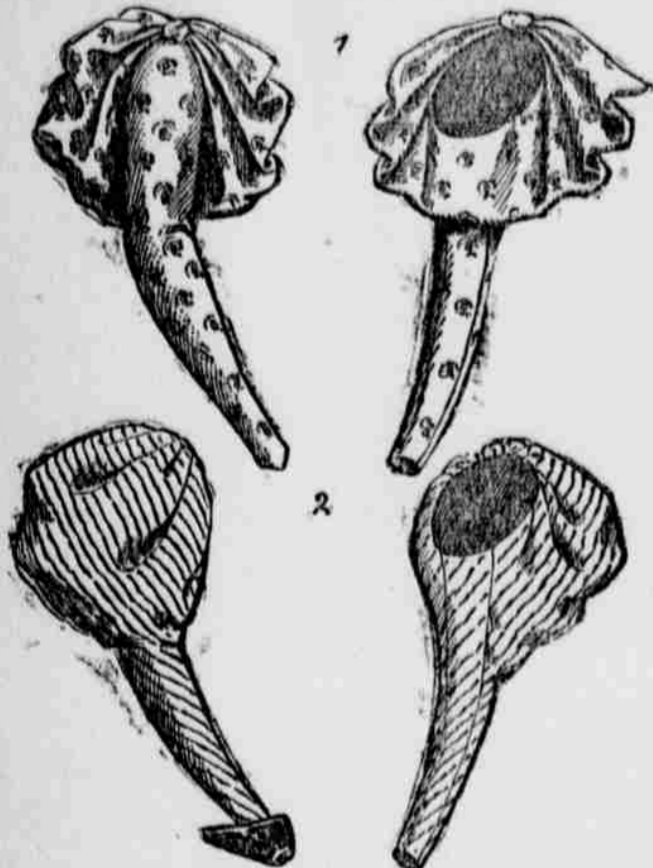
But They Must Be Close-Fitting From Wrist to Elbow—Fashionable Boleros For Young Girls.

THE sleeve which blew itself out so long and so pretentiously is energetically suppressed by Dame Fashion to its proper dimensions, and now, writes May Mantou, shows the truth of the old proverb, "Modesty adorns," as it appears in the reduced state both

dress sleeves and form pointed epaulets.

No. 2 is represented in beautiful two-toned velvet, combining the autumnal shades of green and red. The collar is of satin in the same deep red tint while the edges are outlined with fancy galloon in colors to correspond. The jacket is shaped by shoulder and under-arm seams, the fronts being slightly rounded, while the back is notched to a point in fish-tailed effect. The collar falls deeply over the shoulders and back in sailor style and extends down the front in slashed revers.

Any of the season's new fabrics will make stylish and attractive boleros by the mode, plain colors being usually chosen in black, brown, dark green, steel or dove gray, heliotrope, dahlia,



LADIES' AND MISSES' SLEEVES.

more graceful and ornamental than before. Fashion dictates, however, that the sleeves must be close-fitting from the wrist to above the elbow, where a slight puff is permissible; when the sleeves fit snugly to the shoulder they are somewhat relieved by volants, draperies or epaulets. Two pretty designs are given in the illustration.

No. 1 is developed in brown canvas cloth with figures in hyacinth purple. The adjustment, close to the shoulders, has a graceful drapery above terminating in a soft knot at the shoulder. The wrists have a slight point extending over the hand. No. 2 may be rightly termed a modified sleeve, serving as a compromise between the sleeve of last season and the extremely tight-fitting ones of this. It is made in granite woolen and has a separate portion. The fulness stands out fashionably from gathers at the top, fitting the arm closely below. The wrist is finished with a cuff of decidedly original shape.

To make these sleeves for a lady in the medium size requires two and one-fourth yards for No. 1 design and one and three-eighths yards for No. 2 design, of forty-four-inch wide material. For a miss in the medium size requires two yards for No. 1 design and one and one-eighth yards for No. 2 design of the same width material.

FASHIONABLE BOLEROS FOR GIRLS.

The short bolero or zouave jacket, according to May Mantou, is the most fashionable of the season's accessories. Here are shown two of the very latest

pistache-green or creamy satin worn with waist to match or correspond.

Not only will boleros be found stylish in renovating last season's blouses and waists, but useful as well, for when made of cloth, velvet, etc., they will provide additional warmth.

To make No. 1 design it will require three-fourths of a yard of twenty-two-inch wide material, and to make No. 2 design it will require one and one-quarter yards of the same width material.

PLAID VELVETS.

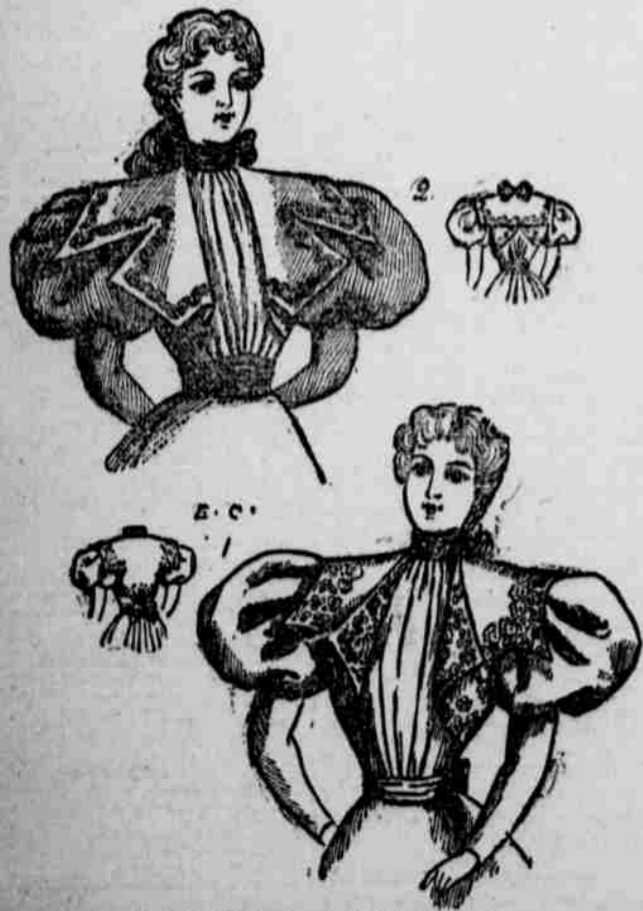
Plaid velvets in light bright colors are used for vests, collars, revers, and belts in wool costumes, and again for the entire bodice with cloth sleeves and bolero.

THE DOMINATING COLOR.

Red is to be the dominating color in dress this winter, and there is red in our hats, red linings in our dresses and wraps, and red gowns.

A FAVORITE FASHION.

A favorite fashion for new sleeves is a velvet sleeve, rather close, with a drapery of brocade or other material of which the costume is made. A dress of this sort is of large flowered brocade. The waist is in coat basque fashion. There is a very wide turned over collar and lapels of velvet, a velvet corselet with large rosette bow with long ends, and a velvet standing collar with bow at the back. The velvet sleeves are moderately close fitting, and there are voluminous drap-



FASHIONABLE BOLEROS FOR GIRLS.

designs, which we give as one pattern. No. 1 is made of cream-colored satin-faced cloth, the revers and small edges being decorated with green braid interwoven with gold cord. The fronts are shaped in rounded outlines and the back, of becoming length, is straight. The shoulders extend well over the

cries of the brocade caught up front and back and falling over the arms to elbows.

From figures recently published at Munich it appears that there are now in central Europe 15,644 gas engines which aggregate 52,694 horse power.

A NAVAL WONDER.

THE ABLEST COAST DEFENDER IN THE WORLD.

The Monitor Puritan, Just Completed. Is the Pride of Uncle Sam's Navy—Features of the Monitor—Fighting Machine.

THE armored monitor Puritan, the best equipped and staunchest craft of her kind in the entire world, a fighting machine of the most modern kind, fit to withstand the assault of the guns of any enemy, is now moored between the two dry docks at the Brooklyn Navy Yard. Her sides are painted white, her powerful turret guns are in position and her military mast with rapid fire guns aloft is carefully shrouded.

Naval officers who have watched the

progress made in the evolution of modern naval architecture regard this novel fighting monster with pride. No wonder the old salts, and the young ones, too, for that matter, have christened her the Pride of the American Navy.

"With ships like the Puritan at the entrance to this harbor," said an officer, as he stood on the deck of the monitor, "the people of New York never need be afraid that an enemy's ships will ever dare to pass inside of Sandy Hook. New York's commerce

is safe. The Puritan is the ablest, grandest, most powerful, best equipped fighting machine of the century."

Every officer and every Jack tar in the Brooklyn Navy Yard, from Commodore Sicard, the commandant of the home station, down to the youngest midshipman, and from the chief boatswain's mate down to the afterguard sweeper, feels a lively interest in the Puritan.

The Puritan was begun in 1875, at the shipyard of the late John Roach, at Chester, Penn. She is 286 feet six inches long, with sixty feet 1 1/2 inches greatest breadth and a draught of water of eighteen feet. Her displacement is 6060 tons.

The Puritan carries four twelve-inch breech-loading guns in two turrets;

six four-inch rapid fire guns protected by armor shields and sponsons; two six-pounder rapid fire guns on the bridge deck; four six-pounder rapid fire guns on the superstructure deck and two one-pounder rapid fire guns, which are mounted in the military top aloft.

"You couldn't put another big gun aboard her," said a naval officer, "if you tried. She actually bristles with modern fighting guns. But won't she roll in a heavy sea way."

There are two big turrets on the main deck, one aft and one forward, and both can be revolved easily by hydraulic power, so that a rapid fire can be maintained in almost any direc-

tion. The turrets known as the Hitchborn turrets, make it possible to raise the guns to a height of ten feet six inches above the water line. These turrets do not project down through the deck as do those in the Miantonomah, but the lower part, or barbette, is secured to the deck, forming a watertight wall around the base of the turret to a height of 51 feet above the deck. The upper part of the turret containing the guns is made to revolve above this barbette just referred to, and has inclined sides which make it appear something like a gigantic rivet head. Both the upper and the lower parts of the turret are well protected by heavy plates of steel armor, the latter being fourteen inches thick, while the inclined sides of the upper part present but a small target and are very difficult of penetration by the shot of an enemy.

The turret guns weigh forty-five tons each and can throw a steel 850-pound shell a distance of fifteen miles.

A 500-pound charge of powder is required to fire each ball.

The hull itself is protected by an armor belt five feet seven inches deep, fourteen inches in thickness to a point below the water line, from which it tapers to six inches at the armor shelf. This belt extends 150 feet along the middle part of the ship, protecting engines, boilers, magazines and shell rooms. Immediately forward and aft of this belt the armor is reduced in thickness to ten inches for a distance of twenty feet, and is further reduced to a thickness of six inches at the ends of the ship.

The armor is strongly supported by a wood backing and a system of rigid frames and girders. The main deck is covered by steel plating two inches thick. The ship will carry 150 tons of coal in her protected bunkers.

Before the Puritan's armor was put in position it was carefully tested. In February, 1894, a plate eighteen feet long, six feet wide and fourteen inches thick, tapering to six inches was tested at the proving grounds at the Bethlehem, Penn., Iron Company's works. Two shots from a ten-inch gun were fired at it at a distance of 360 feet. Carpenter projectiles, weighing 500 pounds each, were used. The velocity was 1381 and 1630 feet respectively. The penetration of the first shot was 12 1/2 inches and that of the second 13 1/2 inches. There was no radiating cracks from the point of impact, and the backing showed no disturbance. The test was eminently satisfactory and the result was the acceptance of the armor by the Government.

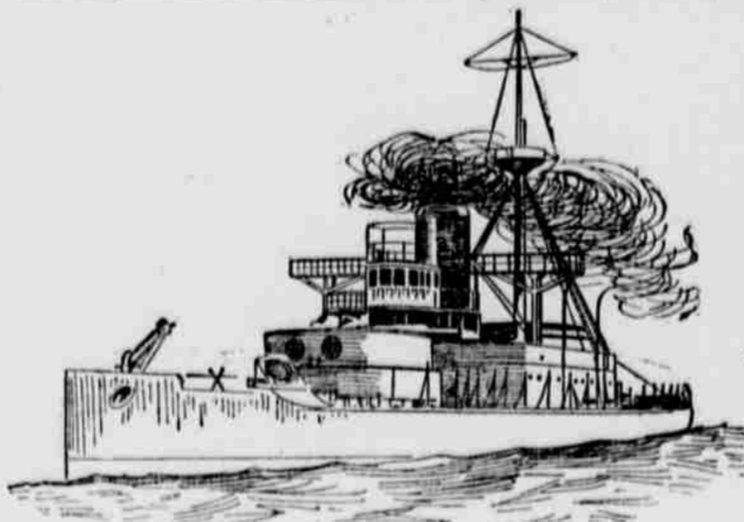
Then again the Puritan is so constructed that her bulkheads can be filled with water, causing her to sink so that her deck would remain but a few inches above the water. The monitor is provided with eight boilers, which are fitted with appliances for forced draught. She has twin screws, with engines of the horizontal compound type capable of developing

3700 horse power with natural draught, which will develop a speed of twelve knots, while with forced draught she will develop nearly five thousand horse power and a speed of more than thirteen knots. All the machinery aboard the Puritan was tried and found in excellent working order.

The quarters of the men are large and commodious and the wardroom officers and junior officers have splendid apartments.

But as for the captain's cabin. This is about as small as one could imagine, and his office has just room enough to hold a small desk and a man. Two could not possibly turn around.

There are two powerful searchlights



THE UNITED STATES MONITOR PURITAN. (One of our most formidable engines of war just put in commission.)

mounted on the monitor, one on the forward bridge and one on an after bridge where the signal quartermaster is stationed and where his flag chest is located. The pilot house and chart room are in one. The small wheel connects the pilot house with a steam steering gear below. Numerous tubes connect the pilot house with every part of the ship, thus enabling the commander and the officer of the deck to communicate with the engine room, the men stationed in the turrets and elsewhere about the ship without leaving his post.

There is a fighting wheel in the after cabin below the water line. This has hand steering gear and can be used in an emergency.

The cost of the Puritan is about \$3,500,000.

Gold in River Sands.

Gold exists in the River Seine in a state of division so fine as to be invisible to the naked eye, and when the sand of the river near Paris is used in making glass the crucibles in which it is melted are sometimes gilded over at the bottom. In former times a sort of mining was in vogue at Paris by men who would buy five francs' worth of quicksilver, and, after passing river sand over it all day, would sell it in the evening for six or seven francs. Almost all the rivers of Europe carry small quantities of gold in their sands, such as the Rhine, Seine, the Aur, the Reuse, the Danube and others, also the Clyde and many other streams in Scotland, Wales and Cornwall, and though sand from the bed of the Rhine, for instance, yields only one-fifth of an ounce to the ton, yet the total amount of the yellow metal in that one river is immense. It has been found by calculation that that part of the River Rhine alone which flows through what was formerly French territory, contains no less than 36,000 tons of pure gold.

A MONSTER COW.

She is a Product of California and Weighs 2550 Pounds.

Farmer William Bruce, of Tulare, Cal., owns a cow which has the distinction of being the largest by long odds of any animal of her sex in that part of the world. She could give pounds by the score to a Clydesdale stallion and then win the laurels from him as a heavy weight, and she is but six years old at that. When placed

upon the scales to be weighed and afterwards photographed for the San Francisco Examiner she tipped the beam at precisely 2550 pounds.

Remarkable as she is for weight, her height is even more astonishing. The measurements taken as she posed for her picture show that she stands exactly sixteen hands high, or, to come down to ordinary tape measure, five feet and four inches. Of her own claim to fame she is very modest, but of her calf, she is very proud, as, indeed, she might well be, for it is nearly as large as an ordinary cow, and as it persisted in being photographed at the same time as its mother, it necessarily came in on the weighing and measuring process. While it is just half as high as its mother, it weighs but one-fifth as much.

A Candle That is Transparent.

A French chemist makes a new kind of candle by dissolving five parts of colorless gelatine in twenty parts of water, adding twenty-five parts of glycerine and heating until a perfectly clear solution has been formed. To this is added two parts of tannin dissolved by heating in ten parts of glycerine. A turbidity is produced which should vanish on further boiling. The boiling is continued until the water has been driven off. The mass is then cast into ordinary glass candle molds. The candles obtained in this way are as clear as water and burn quietly, and without spreading any odor.—American Druggist.

A Willing Parishioner.

A rector in a Suffolk village who was disliked in the parish had a curate who was very popular, and who, on leaving, was presented with a testimonial. This excited the envy and wrath of the rector, and meeting with an old lady one day he said: "I am surprised, Mrs. Bloom, that you should have subscribed to this testimonial." "Why, sir," said the old lady, "if you'd been a-going I'd have subscribed double."—London Times.

The Speed of the Camel.

The speed of the camel when on a journey of considerable length rarely exceeds three miles an hour, and the swiftest dromedaries are rarely known to go faster than a ten-mile gait, but this can be kept up for twenty hours in the day, and for six or seven days at a time.—Answers.

Wandering Ike—"For heaven sake, Bill, watcher at now?"

Wenry Bill—"Why, de old woman over in dat house jist gimme a hunk o' somethin' she called pie, and it's so tough dat I got ter sharpen up me grinders so I kin wade through der crust."—Twinkles.

The Piute Indians of Austin, Nev., are making an effort for the establishment of a school at that place.

Case of "Hard Tack."

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A Deer Horn Inside of a Tree.

Not long ago a huge oak tree was cut down in a Michigan forest. As the woodman split it up his ax struck something hard, which he thought at first was a knot. But when it nicked



A DEER HORN IN A TREE.

the edge of the steel blade he made up his mind that it must be something very much harder than a knot. So he cut around it carefully, chipping and splitting until he laid the object bare. It was a huge deer horn, buried in the very heart of the big oak. How it came there is a mystery. Perhaps, some pioneer hunter or some Indian of a hundred years ago had shot a deer, and, to keep it from the wolves, had hung it by the horns in the limbs of a young oak, expecting to come back soon and claim it. But either he forgot where he left it or else some accident happened which prevented his return, and the horns remained in the tree year after year, until the wood grew entirely around them.