

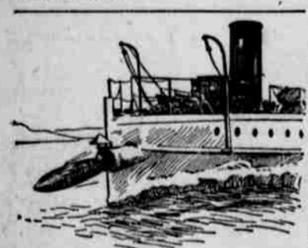
TERRORS OF THE OCEAN.

Torpedo Boats and Torpedo Boat Destroyers.

Of the torpedo boat the public has a fairly accurate notion, and knows that her chief purpose is to plant one or more fatal stings against the sides of an enemy, but the torpedo boat destroyer ranges, in imagination, all the way from a counter-mining machine something just short of a good-sized cruiser. The torpedo boat destroyer is really a magnificent torpedo boat of great speed, better sea-keeping qualities and with a battery of rapid-firing guns of from five to eight six-pounders. She is built purposely with an outward appearance closely akin to her natural quarry, that she may the better approach unsuspected within striking distance. She also carries a torpedo outfit, and in her the battleship and the cruiser have even a more dangerous enemy than in the simple torpedo boat, for where the small craft, by stress of weather, limited speed, or restricted endurance must halt, the destroyer may continue with all the more certainty of carrying out its murderous mission.

Of the eleven boats on which we may count in a short while, two of them may be classed as destroyers, the Farragut and the Rowan; two of them as thirty-knot torpedo boats, the Craven and the Dahlgren, and the rest as torpedo boats of ordinary speed.

The Farragut, Rowan, Davis and Fox are building on the Pacific coast; the first by the Union Iron Works, of San Francisco; the second by Moran Brothers, of Seattle, and the last two by Wolff & Zwicker, of Portland, Oregon. The Dahlgren and Craven are building at the Bath Iron Works, Bath, Me.; the Morris, Talbot and Gwin at Herreshoff's, Bristol; the Mackenzie at Charles Hillman's yard, Philadelphia, and the McKee at the Columbian Iron Works, of Baltimore; and it is of interest to note that these last two boats are of the type recommended by the chief constructor and engineer-in-chief as the most readily susceptible of rapid duplication in event of need.

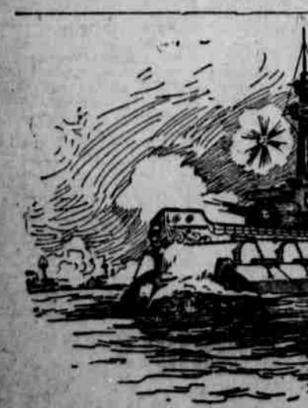


DISCHARGING A TORPEDO FROM THE BOW OF THE U. S. TORPEDO BOAT STILETO.

In a prolonged conflict, that type will survive that can be easiest replaced or repaired, and from all we know now of the complicated nature and time demanded in building armored ships, it is easy to see the position torpedo vessels of all sorts will fill. They may be called the moment's most effective fighting machine, but can hardly be confused with the greater defensive qualities of the battleship.

The whitehead torpedo is no longer the secret mechanism it was some years ago, owing principally to its general adoption by nearly all naval powers, and its inside workings are commonly understood by all well versed military and naval men. A knowledge how to work it, though, is another matter, and, briefly, it may be said that every torpedo of the Whitehead type has its own individuality, its own idiosyncrasies; and it is the duty of every qualified torpedo officer to learn the characteristics of those "steel babies" that some day may win him glory.

The largest of our torpedoes, the eighteen-inch, so known because that is its greatest diameter, is a blunt-headed, cigar-shaped body of steel a trifle over sixteen feet long, propelled by

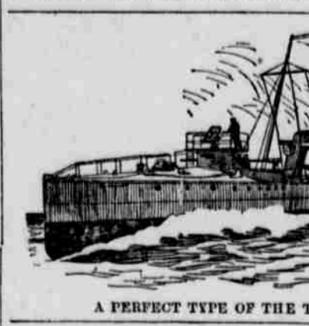


A TORPEDO-CATCHING NET. (The shield is a false outer steel wall and protects the United States warships from the dangerous and numerous Spanish torpedo boats.)

miniature engines, capable of developing within the limited space of an average-sized cheese-box, a driving energy of thirty horse-power. With that force turning its twin screws, the miniature craft can be turned for a mile and a half at the rate of thirty-five miles an hour. Compressed air is the motive power; and it is crowded into the ten-foot boiler of this small boat till a pressure of ninety times that of the air we breathe is reached. The explosion of that boiler is a dangerous possibility to be guarded

against. Besides the boiler compartment and the engine compartment, there are four other subdivisions. One for the carriage of that murderous load of 220 pounds of gun cotton at the head, and the others for regulating the air supply to the engines and for maintaining the torpedo at any determined depth of submergence.

When attacking vessels at anchor and likely to be protected with torpedo nets, the nose of the torpedo is fitted with a cutter; and no ordinary fabrication of steel rope and chain could withstand the ripping force of that instrument backed by the rushing force of nearly 1200 pounds. The torpedo is ejected from the tube by the discharge of about four ounces of powder. In passing out, a little trigger or clip turns on the power for the engines, and, by the time the torpedo has dived, the engines, with-



A PERFECT TYPE OF THE TORPEDO BOAT DESTROYER.

out jar, are running at full speed. When clear of the boat a few yards, a safety device drops from the nose and leaves the plunger bare to detonate the fighting charge within. Striking a ship from ten or fourteen feet below the water line, it will tear a wound with such awful force that the heaviest of armor must yield.

In the hands of either the ignorant or heedless, the modern torpedo is a menace to friend or foe; but in the hands of the skilled and resolute, it is the wickedest implement of warfare—wicked in threat, and wicked in deed.

It is to bear the modest burden of a half dozen such "babies" that the largest of our torpedo boats are built. The torpedo boat or the destroyer is anything but a thing of beauty. Their sea-green hulls, the absence of bright work, the presence of those torpedoes, and a knowledge of their somber mission of stealth and destruction, stamp with them the impress of something akin to official piracy. There are no odds offered the enemy. It is not a struggle between equal powers where skill and facility of handling may win with open honors. Instead, it is a case of a giant and a pigmy armed alike with one common implement capable of ruining either. The weaker, though many times more agile, cannot take the chances of equality; but, instead, must creep upon the adversary and compel his surrender only when the sense of his dying condition is borne in upon him with the force of that one conclusive blow. What are the chances of success offered in return? The torpedo boat has done her frightful work, and now is too small to bear or save the hundreds she has doomed. She has not only subdued, but she has poisoned her victory with the venom of desertion. In turn, she faces the promise of absolute destruction in case of prompt detection; but the blow falls with a reasonable hope of relief for the wounded and the living from the larger craft.

Death lies precious close at all times on board a torpedo boat in war times. The crew must face death by the destruction of the boat; death by foundering; death by the bursting of the throbbing boilers or pulsing steam pipes; death by collision; or death by the premature bursting of their own petards. She must face the storm of

fare by any of the leading naval powers in more than twenty years, and so great has been the advance in torpedo construction within this time that the early tests are of little value to the present student of naval affairs.

Since the torpedo became a machine of precision it has been used in warfare only by insurrectionists and weak Nations. The war between China and Japan three years ago gave some idea of the value of the torpedo, but neither its full value nor its place could be determined in that short and unequal contest between two half-civilized Nations.

Thirty-seven torpedo attacks have been made thus far, sinking a dozen ships and damaging one other. Six auxiliary boats have been lost.

X-Rays in War Hospitals.

A Milwaukee man, one Lynde Bradley, appears to be the first man to use the X-ray in the war hospitals in case of hostilities with Spain. The great ease with which a bullet or splinter could be found in the human body with this strange light commends its use at once. It would seem that the Government officials would approve of its adoption. According to Mr. Bradley, it would be a very simple matter to provide for the ray on a war vessel, but the introduction of a machine on the field would be attended with considerable difficulty. For instance, a small engine, boiler and dynamo and the machine itself would have to be put on wheels for field service. This outfit, however, would be much lighter and more easily transported than would be imagined, and the one Mr. Bradley has designed could be built in a week. Mr. Bradley has long been an enthusiast in the use of the X-ray and has done some excellent work with it. In case of war he proposes to build a machine and offer his services to the Government.

Blending Odors.

Recent experiments have demonstrated that odors can be mixed according to the law by which colors are blended. One odor completely masks another because of its intensity, but by reducing this intensity the other odor can be felt. Any two odors can be mixed so as to produce the effect of a simple odor.

glare of the white-hot furnaces, feed the ceaseless voracity of those blistered mouths with endless shovels of coal, that the pressure may be kept up to supply the greed of those driving engines lying just behind in the next compartment. The air is full of dust and grime, and one's head swims because of the heat. In the engine room the roar is thundering, and the parts move back and forth, up and down with the velocity of 800 changes a minute. A stray shot in there, well placed, may burst a cylinder teeming with the pressure of more than 200 pounds of scalding steam or liberate the hammering weight of a driving piston and send it tearing through every neighboring part with the stunning violence of many tons of rending, ripping force. Such are the odds that must be faced for the safe carriage of those other forces she has at her command; and to the youngest officer in the service may fall the honor of that accomplishment before which even a battleship might hesitate. The work cut out for the torpedo boat is quite akin to that of leading a forlorn hope; but when the time comes good men and cool in plenty will be found ready to forget themselves and laugh at death in even this dread service for our flag's defense.

Torpedo warfare began during the American civil war, but so crude were the early torpedoes and so little opportunity has there since been to study the action of modern torpedoes in actual war that naval officers all over Europe have looked forward eagerly to a war between the United States and Spain as an object lesson. That the torpedo years ago passed the experimental stage and stands to-day as the most wonderful and terrible of modern engines of war is not to be doubted, but it has had no real test of its power. Not one torpedo has been fired in war-



HOSPITAL SHIP SOLACE READY FOR WAR. (She has been painted white with a green stripe along the water line. Three large red crosses are on each side of the vessel.)

fare by any of the leading naval powers in more than twenty years, and so great has been the advance in torpedo construction within this time that the early tests are of little value to the present student of naval affairs.

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Planting Parsnip Seed.

The parsnip seed, even when fresh, is so hard and woody that it is very difficult to start it in early spring without first putting it in pretty hot water and keeping it there until it was near germinating. We never had much faith in soaking seed to give it an earlier start, but we always made exception of parsnip seed, which, if planted wholly dry in early spring, takes so long to grow that weeds will get too big a start before they can be weeded out. Salsify or oyster plant must also be soaked before planting, and for the same reason. In fact, all the seeds planted in very early spring ought to be nearly at the sprouting point before they are planted. Weeds grow at lower temperatures than will any garden vegetable. But in planting seeds that have been swelled by soaking, extra care should be taken to compact the soil all about them, so that when the first rootlet puts out it may touch damp soil, and not reach out into a vacant space filled with air. If the weather and soil are warm, it is better to plant the seed dry, and then have it swell as it absorbs moisture from the soil. This compacts the soil around the seed far better than it can be done by hand.—Boston Cultivator.

Oil in Fishing Boats.

The fishermen of Iceland now regularly carry oil in their boats to smooth the waves, which enables them to continue at work in weather that before they would not have dared to face.

AGRICULTURAL TOPICS.

Farm Fattens.

High thinking goes well with high farming. Farm the land red hot. The truck farmer sells mostly high-flavored water and air. Cattle will pattern after an ill-tempered owner. A tripod of good farming: Good stock, good care, good marketing. Fall plowing fattens the profits. Never allow two men, two cows or two acres, to do the work of one.—New England Homestead.

Growing Brussels Sprouts.

Brussels sprouts require the same treatment as cabbage. The soil must be rich and contain considerable moisture. If the small sprouts do not grow rapidly they will be tough. Sow seed in a hotbed and transplant, or scatter seed in hills and thin. Give the plants plenty of room. Have the rows thirty inches apart and the plants two feet apart. Ordinary culture will suffice. Sprouts half an inch in diameter are thought to be more palatable than larger ones. The top leaves are sometimes used as greens.

Truck Farming and Dairying.

In addition to our Jersey dairy requirements, we shall raise this year quite a quantity of hay for sale and more sweet corn than usual. We shall also grow a few acres of potatoes, one of popcorn, one of onions, one of carrots, one of squashes, two of melons, one of cucumbers, one of strawberries, one of raspberries, besides quite a quantity of beans, peas, tomatoes and the like. We find it cheaper on an average to buy corn and oats in this part of the country than to raise them.—B. F. Wyman, of Illinois, in Orange Judd Farmer.

Sweet Corn as a Money Crop.

Sweet corn as a money crop is a pretty sure thing if one is situated where the ears can be marketed when in the roasting stage. What grain is not sold in this way makes good feed. The fodder is worth all it costs to raise the crop, leaving the receipts for corn as net profit. The stalks are cut up at the bottom as soon as the ears become too old for market and are carefully cured in the shock, or put into the silo whole or cut ears and all. Either feed is preferred for milk or butter production to the best hay. The best variety of sweet corn is still a moot question.—American Agriculturist.

Clean the Damp Hives.

Cleaning out damp bee hives and opening them up as much as possible to the warm sun to dry out is very important. But this must be done only during the warmest part of the day, and also when the bees are out flying freely. Never work with bees at any time during cool weather, when they are not flying. Combs are often found very mouldy and damp from moisture accumulating in the hives, and this we can do nothing with but let them remain so, and when the bees get strong they will clean them thoroughly, and no damage is the result. They will also remove all dead bees that may be sticking in the combs, which he could not do without damaging the same.

Jottings in My Garden.

Take good care of the garden tools. Good ones do better work and in much less time than poor ones.

Now is a good time to haul manure and scatter around the raspberries which are to fruit next year.

One grower of fruit plants says the Gregg blackcap raspberry must give way to "new blood." It may but it hasn't yet.

Where our apple, plum and pear scions were buried in dry leaves they are fresh and keeping in the finest shape.

The Champion, although an early grape, is just about worthless as far as quality is concerned.

The Clyde strawberry, I have no doubt, from its behavior on my grounds, has come to stay.

It is surprising what a large quantity of berries can be raised on a small plot of ground when highly manured and heavily mulched with old straw or marsh hay. I have known some small patches of blackberries to yield five times as many berries when treated in this manner as the same amount of ground not so managed.—Charles C. Nash, of Michigan.

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SCIENTIFIC SCRAPS.

Astronomers tell us that in our solar systems there are at least 17,000,000 comets of all sizes.

There is enough salt in the sea to cover 7,000,000 square miles of land with a layer one mile in thickness.

In Germany peroxide of hydrogen is said to be mixed with various drinks, in order to give them the mellow flavor of age.

The hydra fuses, a sort of polytypus, may be turned inside out like a glove, and will continue to live and eat as heartily as ever.

It has been proposed to equip London policemen with portable electric batteries to feed electric lights on their helmets.

A curiosity of the Stockholm exposition is a pine tree section four feet in diameter from 60 or 70 miles north of the Arctic circle.

The world's useful fibers number 1018, according to a catalogue by the department of agriculture, about 30 being used in the United States.

In French trails, a mixture of ten parts of air and one part of acetylene has proven suitable for ordinary gas engines, giving three times the energy of ordinary illuminating gas.

A single bell is made by a German manufacturer to give more than one note. A number of dents divide the bell into sections of different sizes, and each section, when struck, emits a tone corresponding to its size.

The fact is stated that in a single one of the standard locomotives employed by a leading railroad of America there are, counting individual rivets and bolts, though not nails in the cab and tender, over twenty thousand pieces.

The gradual cooling of France is proven by its vegetation. The Italian poplar, common in early French settlements, is now seldom seen in the country, while the lemon has disappeared from Languedoc and the orange from Roussillon, and the northern limit of many plant species has shifted far to the southward.

A noiseless and more efficient flame for incandescent gas burners is produced by giving the air and gas a rotary motion to thoroughly mix them as they are admitted to the bottom of the burner, the mixed air and gas then being heated by means of corrugated rings in the burner, which draw heat from the flame above.

Sunken iron ships which are too deeply submerged to permit of the descent of divers to make connections for raising them can be lifted by means of powerful electro magnets attached to lifting ropes, the magnets being lowered until they strike the wreck, when an electric current is applied through wires to cause them to grip the boat.

Don't Cross Your Legs.

Don't cross your legs! Not only is it bad form, but is one of the worst things in the world for a man or woman. It is particularly injurious for women to sit with one leg swung over the knee of the other.

Many have often wondered how in the world they have contracted a splitting headache, or why their feet get so cold at times. These two troubles and a score of others are due solely in many cases to the common habit of seeking comfort by crossing the legs.

Cold feet, varicose veins, headache, ulcers and countless other troubles from the improper circulation of the blood in the lower limbs are caused by the pernicious habit of crossing the legs.

If you cross your right leg over the left knee you will notice that the whole weight of the suspended right leg is sustained by the left knee, which places all of the pressure against that under part of your right leg between the calf and the kneecap. Now, any school text book on physiology will show that just in the very spot where all the pressure is placed there is a large number of large veins, nerves and arteries.

The mere fact of putting undue pressure against this spot in either leg has the effect of crowding all these tissues together, and the circulation of the life-giving fluid is materially interfered with. Of course, the absence of a plentiful supply of blood to the legs and feet causes them to become so susceptible to the cold air that the least draft causes the feet to become annoyingly cold.—Journal of Good Health.

A Very Old Violin.

Mr. Taylor Buttrill of Jackson has a violin that is 183 years old. It has been in his possession some twenty years, and is considered by first-class musicians to be a valuable and light-toned instrument. It was manufactured in 1715, and is perhaps one among the oldest of its kind in the south. Mr. Buttrill prizes his violin very highly, and as he is one of those "back date" musicians himself he sometimes takes the bow in hand and knocks off "The Arkansas Traveler" and "The Old Cow Crossed the Road" with a degree of satisfaction that could hardly be obtained from a violin of a later date than 1715. While he is not what would be considered an expert he can knock a tune out of that old violin that would surprise the natives.—Jackson (Ga.) Argus.

Round the Earth.

The time required for a journey round the earth by a man walking day and night, without resting, would be 428 days; an express train, 40 days; sound, at a medium temperature, 32 1/2 hours; a cannon ball, 21 3/4 hours; light, a little over one-tenth of a second; and electricity, passing over a copper wire, a little under one-tenth of a second.

KEYSTONE STATE NEWS CONDENSED.

FATAL EXPLOSION.

Mother's Futile Attempt to Rescue Her Child From Death.

The 3-year-old daughter of Mrs. Stephen D. Corbin, of Altoona, was burned to death the other morning in a fire which destroyed the carpenter shop and stable of Contractor John Plummer. It is supposed the children were playing with matches. The loss on the building and contents is \$6,000.

A small son of Edward Shaffer of Allegheny township was fatally burned a few days ago, having set fire to his clothing while playing with matches. His mother was badly burned in endeavoring to extinguish the flames.

The following pensions were granted last week: James McCormick, Enslow, Allegheny, \$8; John Lehner, Upton, Franklin, \$5; Chas. C. Van Gieson, President, Venango, \$2 to \$5; Sylvester Bennett, Houtzdale, Clearfield, \$8 to \$17; Robert B. Clark, Fay, Lawrence, \$16 to \$24; John McCracken, Cokeville, Westmoreland, \$14 to \$24; Robert Summerville, Mattie, Bedford, \$17 to \$24; William T. Smith, Willet, Indiana, \$8 to \$5; William Howell, Gallitzin, \$16 to \$17; Henry J. Heimbach, Redeveler, Mifflin, \$72; Charlotte Wornbacher, Ridgeway, Elk, \$8; Amanda M. Randall, Franklin, \$8; Mary A. Holden, Tracy, Erie, \$8; John J. Esler, Soldiers' home, Erie, \$6; Deakies Cameron, Franklin, \$10; Jack Schultz, Loshley, Fulton, \$8; John H. Shields, Scranton, Clarton, \$8; Abram S. Hartz, Waynesboro, \$6; Michael Coakley, Pleasantville, Venango, \$8; Michael Clark, Bradock, \$6; Joseph Preston, DeHaven, Allegheny, \$10; Alonso Randolph, Apollo, \$6; John T. Fraser, Mahon, Beaver, \$6; James Archer, Hydretown, Crawford, \$8 to \$12; Albert Wilhelm, Sweden Valley, Potter, \$4 to \$8; William J. Welch (dead), Franklin, \$12; James Wise, Washington, \$6 to \$8; Silas F. Tompkins, Deekers Point, Indiana, \$6 to \$8; David Huber, Johnstown, \$6 to \$8; Eliza J. Hess, Uniontown, \$8; Elizabeth A. McCoach, Kittanning, \$8; Annie C. Zellers, Rosecrans, Clinton, \$12; Jacob Rieder, McClellandtown, Fayette, \$6; George W. Schell, James Creek, Huntington, \$6; Arthur McLain, Soldiers' home, Erie, \$6; Ezekiah Bard, Altoona, \$8; William G. Jack, Freedom, Beaver, \$6; John McRoberts, Pittsburg, \$6; Henry Dietrich, \$6; James Johnson, Soldiers' home, Erie, \$8; John C. Hoover, Altoona, \$10 to \$12; Edward C. Eagerton, California, \$17 to \$50; Ellen Durbin, Gallitzin, \$8; Susan C. Fisher, Lewistown, \$2.

The Third brigade was inspected 2,266 men and 195 officers volunteering, and 250 men and 5 officers in the latter number was divided as follows: Twelfth regiment, 17 men; Eighth, 66 men and one officer; Fourth, 25 men; Ninth, 54 men and three officers; Thirtieth, 75 men and one officer; Battery A, 10 men and 1 officer; Governor's troop, 12 men. Summarizing the results of the entire inspection, 7,750 men and 570 officers have volunteered out of the National Guard of Pennsylvania, and 75 men and 14 officers have refused.

The Haisted mine of the Delaware, Lackawanna and Western Company at Durban was the scene of an accident the other evening which killed John Monghan, Stephen Jenkins and John Titus. The men were engaged in repairing the lining of the shaft, which had been damaged by the cave-in last week. Heavy timbers were being lowered, the rope attached to them slipped off, and the timbers struck the platform upon which the three workmen were standing, with great force, demolishing it and precipitating the men to the bottom of the shaft, a distance of 30 feet. The bodies were horribly mangled.

Harry Davis, aged 8 years, was accidentally shot by his brother at Brookfield the other day while they were playing soldier. Harry was acting the part of a Spanish soldier, and his brother was a United States soldier. Harry was asked to surrender and he refused. His brother then pointed a revolver at him, and it was discharged, the bullet entering his arm.

Secretary of the Commonwealth Martin, by direction of Gov. Hastings, issued commissions to the surgeons in the Pennsylvania national guard, who have been examined the past two days by the army board at Camp Hastings. The physicians will examine the troops for muster into the United States service.

When the whistles sounded Tuesday morning it was the signal for active work on the new capitol to begin. Sub-Contractor F. M. Harris of Philadelphia started work on the excavations. For the present 250 to 300 men will be employed. Most of the work was carried away Saturday to allow an entrance to the ruins.

Charges of extravagance have been lodged by Detective John Toole, before the Schuylkill County Commissioners, against Prison Warden C. W. Brower.

Suit for \$50,000 damages has been brought at Bellefonte against the Pennsylvania Railroad Company by Mrs. Joseph Fox, whose husband was killed by a train.

Lieut. Werlick, U. S. N., completed the inspection of 12-inch navy projectiles at the Carpenter steel works at Reading, and a shipment of 150 of them was made last week to Washington. The weight of the shipment was nearly 75 tons. Work is progressing rapidly on 5, 6, 8 and 10-inch navy shells.

Benjamin Smith had a literal hair's breadth escape with his life recently at Mansfield. He was walking along a country road, a mile east of town, when a man leaped from behind a fence and shot at him. The bullet passed so close to his head as to cut off a tuft of hair, which was found inside his hat.

Edward Quanton, a miner, near Dunbar, is fatally injured at his home. A few nights ago he came to town and ridiculed this government and hoped Spain would whip. While going home some person struck him on the head with a brick, cutting a deep gash and rendering him unconscious.

James M. Somerville, aged 22, died near Philipsburg last week. It was supposed until a few days ago that his trouble was consumption. During a coughing spasm last Friday he coughed up a live toad, weighing nearly two ounces. He was too weak to recover.

The University of Pennsylvania has decided to admit women to an undergraduate course and give the same degrees as to men.

The other evening, while two lads were digging near the railroad at the lower end of the town of Ramey, they unearthed a bag containing almost 2000 in gold. Efforts are now being made to discover how the gold happened to be there. Evidently it had not been buried long.

Mrs. Nettie Hogamire has just died near Wellersburg, aged 118 years. It is held that she was the oldest woman in the world. A few days ago Mrs. Bettie Duckworth died at the same place at the reported age of 108 years.

Walking in his sleep, aged Benno Wirth, of Easton, stepped out of a second-story window the other day and fell on the pavement, sustaining injuries from which he died.