

BATTLE EFFECT ON SHIPS

LESSONS LEARNED IN THE GREAT FIGHT WITH CERVERA'S VESSELS.

It Has Determined Some Questions That Will Be of Value to Builders of Warships—The Advantages of Smokeless Powder—Utility of Torpedo Boats.

An officer on the Iowa during the recent fight off Santiago with Cervera's ships has written a resume of the effect upon the ships and men of the shooting during a battle, which was published in the New York Commercial Advertiser. He gives his views:

This battle will be accepted by some naval experts as the only one of modern times that could be counted on for theoretical conclusions of value to the builders of warships. In the Yalu River the inequality of the two sides in character caused students to hesitate about drawing many inferences from it. It is true we have only emphasized the Yalu lessons in many respects, but I think we can go ahead with the two together. We found that the other, to say positively that we have learned something.

To go back a bit, the ineffectiveness of a fleet against land batteries is demonstrated, I think, by our bombardment of San Juan and Santiago. We failed to reduce their works. As we went up at the guns and prevented them from jumping overboard by closing the half-ports and by other means, but they cannot cause other than real men-of-war's men to put up a good fight. No wonder that the crews of some of the Spanish ships wanted to jump overboard on coming out of the harbor. All the men were conscripts, and 600 had been impressed just before the departure of the fleet from the Canaries. It is said that all the jails there were opened and the malefactors taken aboard the Spanish ships. You can't force a man aboard ship, but you can't force him to fight.

Real Gem of the Antilles. If Cuba be the "Pearl of the Antilles," which is open to doubt, Porto Rico is its diamond, its ruby, its Koh-i-noor, the most precious stone in the Caribbean which Spanish lack and enviously plucked from the misty, mysterious regions of the West four centuries ago. It is inferior to Cuba only in the attribute of size. In fertility of soil, in abundance of climate, in strategic position and in the character of its people, which, after all, is the most serious condition confronting any country which desires to annex or govern the West Indies, it is far superior. It is, indeed, well worth having, which cannot be said of any colonial possession on the rest of the world.

Porto Rico lies at the Windward end of the Antillean chain. It is 2000 miles distant from some parts of Cuba, which shows that it runs a long way to the east. It affords an excellent vantage for control of the Caribbean Sea trade. It is so far out into the Atlantic that the establishment of a coaling station upon its soil would be of immense advantage to our ships in case of further troubles with European nations. It is capable of growing sugar, coffee, fruits and other tropic staples in the greatest abundance. In proportion to size it has paid Spain more money than any other one of its colonies. Its climate is tolerable in summer, delightful in winter, and healthful always. Its air lacks the enervating quality common to the atmosphere of lands farther to the west. It has lain for centuries in a setting of bliss and waiting only for the touch of Northern energy to make it the fairest island of all the seas.—Chicago Times-Herald.

The Oregon's Speed in Battle. With every gun, except one thirteen-inch in the after turret, blazing forth, the Oregon is represented in a letter received in Washington as rushing forward out of the bunch of ships, and in ten minutes after the start, taking the next place to the Brooklyn in the big race.

From that time on she was under forced draught all the time, and making higher speed than she had ever recorded while in the service. At some periods of the race the big vessel is believed to have been going according to her engineers, over sixteen knots, which tallies with Captain Endicott's statements that no battleship making only fifteen knots could possibly have kept up with the fast Colon, with her high-powered engines.

Raymond Rodgers, the executive of the Indiana, writes that when the Oregon came racing across his bow it was the grandest sight he ever witnessed. She charged right down, he says, on the Spanish fleet, letting go first at one vessel and then the other, and all the time carrying a great white bone in her teeth that told of her engine power and great burst of speed. All the time she was running men were working on one of the after thirteen-inch guns, while the other was being fired right alongside in the turret.—Boston Journal.

Prime Ministers of the Century. There have been nineteen Prime Ministers of Britain in the present century. Of these two only are now living—Lord Salisbury, who is 68, and Lord Rosebery, who is 51. Six Prime Ministers, including Mr. Gladstone, have attained 80 years. Lord Sidmouth died at 87, the Duke of Wellington at 83, Earl Grey and Lord Palmerston at 81 and Earl Russell at 86. Four died in the '70s—the Duke of Portland at 71, Lord Ripon at 77, Lord Aberdeen and Lord Beaconsfield at 76. Three in the '80s—Lord Clarendon at 75, Sir Robert Peel at 62 and Lord Derby at 69. Three in the '50s—Mr. Percival at 58, Lord Liverpool at 58 and Mr. Canning at 57; and one in the '40s—Mr. Pitt at 47.

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I doubt if the Colon could have escaped with so little punishment if the smoke from the few minutes of firing at the leading ships had not left a cloud which, combined with the firing of the smaller quick-fire guns, prevented the pointing of the heavier guns. Of course, with a quick fire gun, any temporary lifting of the smoke will give plenty of time to deliver a fire, but with the slower firing turret guns the view must be unimpeded for some time. The smoke from our guns did the enemy no harm either, as some part of the ship was almost bound to protrude, and with this assistance his guns could be laid. Both sides were even in this, however, since, with the exception of the Colon, none of the Spanish ships had smokeless powder. The Colon did not have any heavy guns in her turret, as they had not been completed. Wash deck gear, it is said, filled up her turret, but the turret could not have been so small as that would imply.

The teachings of Mahan about men-of-war's men are fully borne out. The great lesson of the war is the importance of the personnel. Poor men make poor ships. No matter how brave and efficient the officers may be, they cannot fight well with a poor crew. Thirty men, however alive cannot infuse their knowledge and enthusiasm into 500 others. The officers may make the men stand up at the guns and prevent them from jumping overboard by closing the half-ports and by other means, but they cannot cause other than real men-of-war's men to put up a good fight. No wonder that the crews of some of the Spanish ships wanted to jump overboard on coming out of the harbor. All the men were conscripts, and 600 had been impressed just before the departure of the fleet from the Canaries. It is said that all the jails there were opened and the malefactors taken aboard the Spanish ships. You can't force a man aboard ship, but you can't force him to fight.

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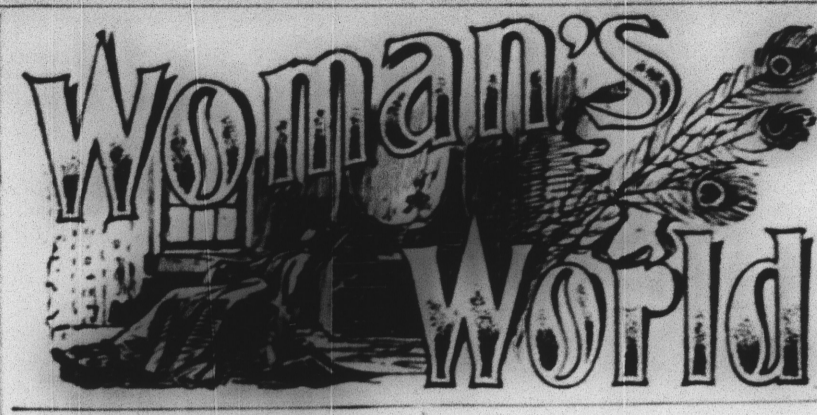
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Every wee baby, girl or boy, to be strictly up to date, should have a sweater for its perambulator spin. In case of a sudden cool change the sweater is easily slipped on over baby's clothes. White, pale pink and sky blue are the favorite colors.

Bathing a Good Cosmetic. Bathing is positively the best cosmetic in the world, and any physician will tell you so. Regular hours for eating, and abstinence from rich food is the next best, and regular hours for sleeping will come third. The girl who tries the recipe for three months can throw away powder and rouge pot on the garbage heap, and look to be her own granddaughter when she reaches three-score and ten.

A Word About Cheap Silks. "Cheap silks are not worth having at any price," said a wise shopper, "and so I approve of haunting sales for this one special thing. Don't buy the tints and designs that are especially fashionable this season. They will go out of style, and even a handsome silk of tulle, when all the world is wearing peach yellow will seem out of date and dowdy. Standard shades are safer and just as pretty."

Princess Beatrice as a Lace Cleaner. The Princess Beatrice is not only a skilled lacemaker, but has wonderful knowledge of lace cleaning. Some years since she delivered a lecture at the South Kensington Institute, London, on laces which contained some valuable hints as to their care. When upon a time, in an old chest at Windsor Castle, she found some pieces of lace, believed to have belonged to Queen Elizabeth, she would trust no one with its restoration, and the work of repairing and cleaning was done under her own personal supervision, part of it by her own hands.

For Water Nymphs. Combinations of bathing slippers and hose are now used quite commonly and with comfort. The separate bathing shoes must be tied on by one or more sets of strings, which are not only liable to come off or break, but are binding on the ankles. The combination hose and slippers keep the shoe on the foot and leaves the ankle free. Some of these combinations have a slipper vamp, while others merely have a heavy heel. The stocking part of the combination is made in varying lengths from the ordinary knee length to opera lengths. With a black bathing suit, these last are very appropriate and comfortable as well as neat.

A Dainty Mantle. A dainty little mantle which can be made by the skillful amateur without much trouble of white silk, falls long in the back, and longer in the front than at the side, where it reaches to the waist of the wearer. The pocket is at the front and in one, with a Medici collar, and this is striped horizontally with jet. The rows are pretty close. At the edge of the mantle there is a pinked out frill of white silk, with a heading, and with it is gathered a narrow lace of the same width. The silk is made by the water fountain in the yard, and the edge falling loosely over the heading of the frill. The depth of the back depends upon the width of the dounce, which must be shortened on the shoulder, but it need not be cut. The over-depth should be turned in where the yoke and the mantle meet. This mantle is exceedingly smart.

Care of the Hair. To keep the hair clean and silky it must be brushed often and regularly. A pomatum of combing will produce a like effect. Provide yourself with a brush of the finest bristles, which must be long enough to penetrate the hair to the scalp. Never use a wire brush, and a comb should be used only in arranging the hair. First wash the hair in lukewarm water with a few drops of ammonia, or a fine quality of soap may be used. Shampoo the head thoroughly, using a nailbrush, kept for the purpose, to cleanse the scalp. Rinse well in clear water, or, if the hair is harsh and dry by nature, use a little glycerine in the rinse water, and if very moist a little glycerine and borax may be used. Rub the head and hair as dry as possible with a coarse towel, then allow it to hang over the shoulders and brush with a soft brush till thoroughly dry. At last the hair should be combed, fastened and brushed for five or ten minutes, then gathered into a loose braid, which will give free access to the air. Hair that is brushed regularly night and morning, if only for a few minutes at a time, will require less frequent washing, and, meanwhile, will be clean and glossy. Too much washing renders the hair harsh and dry.

It is very beneficial to clip the ends of the hair once a month, after it has been brushed smoothly down the back. After this, all the forked ends that remain should be clipped.—Philadelphia Times.

The Form and Dress. It is well known that a loose and easy dress contributes much to give the

NO SPLICING THE MAIN BRACE.

How Grog Began and How It Was Abolished in the United States Navy.

They didn't "splice the main brace" in the Nashville when that gallant panboat had raced through the sea, with every man prize a boat, her speed the first prize of the war. They didn't splice the main brace on the Oregon, even if all hands did have the strain of that seemingly impossible thing, a running fight with a fleet of Spanish cruisers.

"Splicing the main brace" is, or rather used to be, serving an extra allowance of grog to all hands on a naval vessel after an engagement. This explanation is so old that it will be news to many in these days. If things were as they used to be, how naturally it would have happened that when the Nashville had captured her prize and when every heart aboard swain and his mates would have pined through the ship the order, "All hands for grog." At the beginning of any other war in our history "Grog of grog" would have resounded through the ship.

They've raised his pay five cents a day and stopped his grog forever. A notable event was the invention of grog in 1740. According to a learned article on the subject published in the United States service by Admiral Meade in 1884, the honor is due to Admiral Vernon, of the Royal Navy. It had weather it was his fashion to wear on deck a grogroom cloak, from which he acquired among the men the sobriquet of "Old Grog." About the year mentioned, when in command of the West India station, he originated a new and satisfactory official beverage composed of rum and water, the serving of which began on his flagship, the Burford, and there spread. The beverage was dubbed "grog," and the word has lived.

When our navy began its illustrious career amid the Revolution liquor was, of course, as necessary a part of the supplies as sea biscuit and powder, and we find Paul Jones, on sailing from Portsmouth in 1777, bewailing, among other shortages, "only thirty gallons of rum."

In 1831 Congress took an advanced step by providing that all in the navy who voluntarily relinquished the spirit ration should be paid six cents a day. In 1842 the ration was cut down to one gill, but the alternative of half a pint of wine was added, and the commutation price was fixed at three cents.

The first year of the Civil War brought a greatly increased naval force and increased trouble from strong drink. Moral sentiment had progressed, too. In July, 1862, Congress revolutionized the American navy by passing the historic law providing:

That from and after the first day of September, 1862, the spirit ration in the navy of the United States shall forever cease, and thereafter no distilled spirituous liquors shall be admitted on board of vessels of war except as medical stores, and upon the order and under the control of the medical officers of such vessels, and to be used only for medical purposes. From and after the first day of September next there shall be allowed and paid to each person in the navy now entitled to the spirit ration five cents per day in commutation and lieu thereof, which shall be in addition to the present pay.

And since that day there has been no grog in the United States Navy.

Insanity in Great Britain.

There are to-day 5526 more certified lunatics in this country than there were two years ago. That is the startling statement contained in the annual report of the Commissioners in Lunacy which was presented to Parliament. We do not forget that it has been officially pointed out that the recent apparent increase in the number of lunatics is accounted for by great strictness of regulation leading to larger numbers of patients being drawn into the Commissioners' net. But we find it very difficult to believe that these swarms of lunatics are anything like entirely accounted for by the sweep of the net. The meaning of the figures will be more clearly realized when we point out that, as there are 102,000 persons in England and Wales only who are officially certified to be insane, more than five per cent. has been added to their number in the last two years. There is now one lunatic to every 300 sane people, which strikes us as a dreadfully large proportion, and really does suggest that there is something in the notion that the rash and worry of modern life are peculiarly favorable to the production of insanity.—St. James's Gazette.

A New Device in Guns.

The tremendous havoc wrought by Admiral Dewey's guns at Manila shows the capabilities of modern ordnance. Machine guns, rapid-fire guns and great 1000-pounders mounted on disappearing carriages all are part of the necessary equipment of a first-class battleship of the latest type. An electric gun for coast defense purposes has been lately developed; if successful, it will throw a steady stream of explosive bombs and give better report and smoke to show its location. The gun will be a sort of cumulative magnet, that is, as the projectile passes along the tube it successively closes new circuits and thus acquires a velocity which will carry it several miles. The advantage of a continuous stream of bombs is that it would protect the bomb without the sudden shock of a powder explosion, and thus remove the danger of bursting the gun.—Gunton's Magazine.

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KEYSTONE STATE NEWS CONDENSED

DEFENDED A LADY.

Colored Man Shot by a Constable For Defending a Passenger.

A shooting affray occurred on an electric car running between Duquesne and Wilkesbarre the other evening. Among the passengers were Chester Jones (colored), of Turkey, and Constable Charles Lockyer, of Wilkesbarre. Doubtless it is alleged, made some insulting remarks to a lady passenger named Jones, who defended. This angered Lockyer, who pulled a revolver and fired five shots at Jones. One of the bullets took effect in the hip. The injured man was taken to the hospital. He will recover. Doubtless was arrested.

The following pensions were granted last week: Fred Severin, Reynoldsport, \$5; Adam Troutman, Pottsville, \$5; John P. Hoyer, Clayburg, \$5; Isaac A. Brownfield, dead, Uniontown, \$5 to \$5; R. White, Webster, \$5 to \$5; James Thompson, Blacklick Station, \$5 to \$5; J. M. McPherson, Lewisburg, \$5; Benjamin T. Broderick, Fairchance, \$5; minors of Richard Clark Abernethy, \$4; Eliza J. Stewart, Homer City, \$2; William Wylie, Ellwood City, \$5; George Harwood, Butler, \$5; Hiram N. Kelly, Franklin, \$5; Hiram Schindler, Leechburg, \$5; James W. Brooks, Webster, \$2; William H. Leitcher, Home, Erie, \$5 to \$5; Fred B. Bowman, Bradford, \$2; Margaret Habshank, South Side, Pittsburg, \$5; Mary F. Hull, Meadville, \$5; James Thompson, Washington, \$5; William J. Miller, Sardinia, \$5; William W. Stewart, Hookstown, \$5; Francis M. Michael, Sardinia, Erie, \$5 to \$5; William McCormick, Charleroi, \$5 to \$5; Thomas Jennings, Haydenville, Fayette, \$5 to \$5; Robert M. Black, Fredericktown, Washington, \$5; Mary C. Hoffbauer, Newburg, Cumberland, \$5; Elizabeth Ryan, Homestead, \$2.

After a Hungarian christening at Chesterfield the other day, the party went to the town hotel, where, after a couple of hours, the ladies refused more liquor to the crowd, and this caused a fight. Constable Sol McCollough attempted to arrest the leader of the mob, and was severely beaten. In self-defense he fired a shot, which killed one of his assailants. McCollough gave himself up.

Frederick Asmus and wife, an aged couple residing in Marlboro township, several miles from Morrisville, were bound and gagged at their home the other night by two men, who then ransacked the house, obtained \$200 and escaped. Asmus and his wife resisted before they were bound. Asmus injuries may result fatally.

During a thunder storm recently at Reading, Harvey, son of Stephen Greenwald, was struck and instantly killed by lightning on the farm of Jefferson Home, southwest of New Ringold, where he was employed. A dog, which was tied by an iron chain, about 15 feet away, at another building, was instantly killed, and the chain was partly fused by a physician.

The body of an unknown man was found along the Pennsylvania railroad, a short distance below Morrisville, last Sunday. He had been killed a short time before. There were no means of identification. A messenger from New Florence, Pa., says that Sylvester Decker had left there in search of work, and it is thought that he is the victim.

The McCoy-Campbell ejectment suit was settled at Beaver a few days ago, the jury returning a verdict for the defendant. The suit was instituted several years ago by W. McCoy of Industry township, against Alfred Campbell and others, to determine the question of ownership of a tract of land containing 168 acres in that township.

Michael Most, of Plymouth township, who had been suffering from a cancer in the side, and who had been given up by the doctors as incurable, a few days ago took a large table knife and cut the cancer out, but left such a large opening that he died to death before the arrival of a physician.

Harry Hill, the 15-year-old son of Joseph Hill, who lives at Schellburg, 15 miles from Bedford, then extracted a shell from a gun a few days ago, when it exploded and his 7-year-old brother, standing in front of him, tearing away half of his head and killing him instantly.

John Drayton, aged 4 years, was drowned in the Conestoga at Johnstown a few days ago. The Stony creek is higher than it has been heretofore this year. The heavy rain, delayed trains westward for several hours. Landslides all along the line have caused considerable damage.

Richard Cobough, while out riding the other evening, near Conemaugh, got on the tracks of the Johnstown passenger railway, when a rapidly moving car swept both horse and rider out of the way. Cobough was taken to the hospital and the horse ran off, and has not yet been found.

Charles O. Kaiser, who was under sentence to be hanged September 4 for the murder of his wife, committed suicide in his cell in the county jail at Morrisville last Thursday. He cut an artery in his wrist with watch spring and then hanged himself.

A message received by William Evans, of New Castle, announces the drowning of his son, William A., while bathing in the Ohio river at Newport. The deceased went from New Castle to work in a tin mill at Newport about three months ago.

Miss Susie Flick, of Sharon, has fallen heir to a fortune of \$1,000,000 with interest, until she attains her majority. Last April 15, her aunt, Miss Susan Riser, of Sharon, Kan., formerly of Cleveland, died, bequeathing this amount to Miss Flick.

Daniel Cotterman, a farmer residing in Rockland township, went for berries a few days ago. Not returning in the evening, a search was made, and his dead body was found at the foot of a steep embankment. His neck was broken.

Henry Crow, aged 30, a saloonkeeper of Northlake, attempted to repair the arc light in front of his place of business last night, when he received a shock which caused his death.

Enoch McLaren, postmaster at Clearfield Bridge, was bitten in the hand by a rattlesnake, while picking blackberries. His life was saved by the administration of prompt remedies.

Howard Galaway, aged 17 years, was stung with pocket knife in the lung at Altoona on Saturday by Frank Kahle, a boy of 14 years, in a fight over the possession of a novel.

From blood poisoning, which developed from cutting her hand on the finger tip of a tomato can, Miss Maggie Williams died at Shamokin a few days ago.

Jeremiah Bush, of Freeport, was almost stung to death while trying to have a swarm of bees last week.