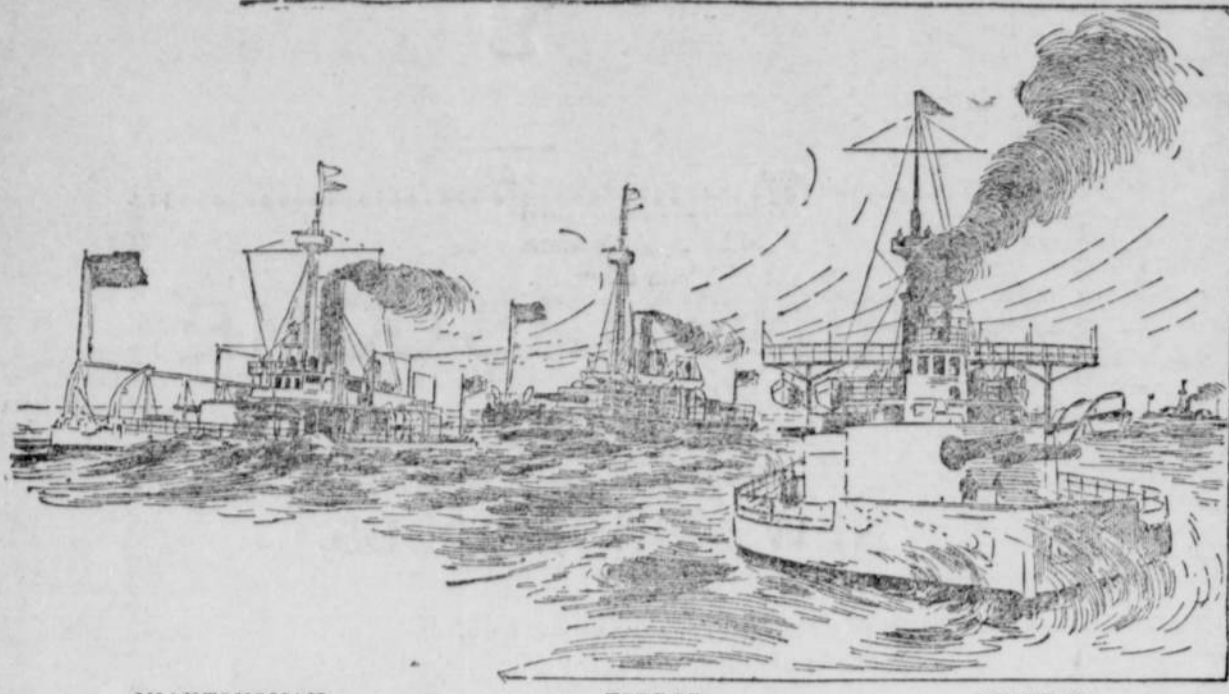


UNCLE SAM'S MONITOR FLEET.



Miantonomah. Terror. Puritan.

ADMIRAL JOUETT'S assertion that the American monitor is the highest and most satisfactory type of marine fighting machine, is being generally accepted without question by students in the science of naval warfare. The monitor is a form of craft little understood or appreciated until lately even by experienced sea-going men. It came into existence in crude shape during the civil war, and, thanks to the genius of John Ericsson, did such good service that the United States naval authorities decided to improve and perpetuate this peculiar style of vessel. From the "cheese-box on a raft," which destroyed the mighty Merrimac, in 1862, has sprung a fleet of powerful warships, the merit of which has been overlooked in the more imposing grandeur and overtowering size and armament of monster battle-ships like the Indiana and Iowa. The monitor of 1868 bears little resemblance even in exterior design, to its progenitor of 1862, though both are constructed on the one vital principle of a low free-board and as small an amount of obstruction on deck as possible. The monitor of 1863 was a shallow-water boat, a craft handy for fighting in rivers and bays, but of little use on the ocean. The new monitor is an efficient, seaworthy ship of the first class, capable of making long voyages through rough water in safety. It is the testimony of one of the best officers in the navy, who took one of the new monitors around Cape Hatteras in the teeth of a wild gale, that he never trod the deck of a stouter, safer, or more comfortable boat.

Uncle Sam is now the possessor of six first-class monitors of the double-turret pattern. They are the Amphitrite, Miantonomah, Monadnock, Monterey, Puritan, and Terror. By naval rating these, as well as the thirteen old-style single-turret monitors, still carried on the list, are classed as coast-defense vessels, but this is a matter of nomenclature only. In all the requisites of open sea fighting the new monitors are battle-ships of the highest grade. The Puritan, the largest of the fleet, is a ship of 6,000 tons, and 3,700 horse power. Her armament consists of four twelve-inch breech-loading rifles and two four-inch rapid-fire cannon in the main battery; the secondary battery is made up of six six-pounder, rapid-fire guns, four gatinets, and two 37-millimeter Hotchkiss rifled cannon. The other boats in the fleet compare favorably with the Puritan in size and fighting force. The monitors are not built for speed, but they make long trips at a uniform log of from eleven and a half to fourteen knots an hour.

A POPULAR HOUSE.

Plans of the One Shown Here Have Been Used 167 Times.

The villa that is pictured here might well be called a "popular house," for the records of the architects show that the plans have been purchased and the house erected from them not fewer



CO-OPERATIVE BLDG PLAN ASSN ARCHITECTS' B'Y

PERSPECTIVE.

than one hundred and sixty-seven times. The demand for it has come from all parts of the country, and it has also been erected in other lands. One might find its facsimile in the uttermost parts of the earth. It will be seen that the house is an attractive one, but its success is not due to this part alone. Many houses are just as pretty and as home-like in design, but have nothing like such a record for duplication. Those who have purchased the plan give us the reason for their choice that it is an unusually large and roomy house for its cost. A careful examination of the plans will show that every inch of space has been made available. In especial, there are many bed chambers, and all are well located for light, ventilation and comfort.

If a man has plenty of money to expend in the erection of a villa house, he can afford to indulge his individual taste. He can make his house reflect his own personal whims and preferences. But when his means are limited he naturally seeks most for his money, and to him it is the best indorsement of the accompanying plan that it has found acceptance as many as one hundred and sixty-seven times. As long as it is different from his neighbor's house, and is individual in its surroundings, it makes no difference to him if it has been erected in many other cities or towns. But think what one hundred and sixty-seven houses mean. Brought all together, they would make not a hamlet, but quite a village. It is certainly the banner record for any set of plans. It proves that human nature

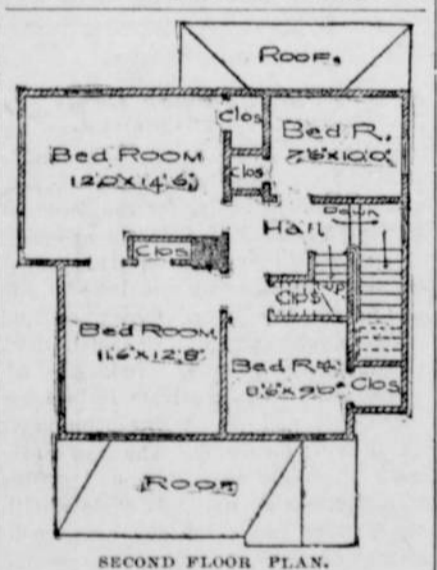
6 inches. Height of stories: cellar, 7 feet 6 inches; first story, 9 feet 6 inches; second story, 9 feet; attic, 8 feet. Exterior materials: Foundation, stone; first and second stories, clapboards; gables, panels and shingles; roof, slate. Interior finish: Hard white plaster, plaster cornices and centers in parlor, dining-room and hall; white flooring throughout first and second stories except in kitchen, where yellow pine is used; spruce flooring in attic; first story to have double floor with paper between; trim throughout, white pine; staircase, oak; panels, under windows in parlor and dining-room; wainscot in kitchen; interior woodwork finished in hard oil. Colors: All clapboards of first story, seal brown; clapboards of second story and all sashes, bright red; trim, outside doors, blinds and radiator covers, olive; veranda floor, light brown; veranda ceiling, oiled; panels in gables, light brown with olive framing; gable shingles, oiled.

BISCUITS KILLING INDIANS.

PIUTE BRIVES DYING OF INDIGESTION THROUGH EATING SALERATUS CAKES. Nevada, with its 43,000 white inhabitants, is threatened with even a shrinkage among its Indians, all of which can be traced to the baneful effects of the saleratus biscuit. When Lo discovered that he could get a quart of flour to puff up and look palatable by tossing a spoonful of saleratus in the dough he at once began operations on those lines, and hot bread was served three times a day or more, instead of the healthier, but less palatable acorn cracker. The squaw caught the idea of her buck's civilized appetite and stuffed him full of hot biscuit as he lay in his tepee and absorbed what he supposed was a delicacy.

The result is that nine-tenths of the brave Piute who are living on Nevada soil to-day are in the last stages of dyspepsia incident to an overindulgence in saleratus buns. It is no uncommon sight along the railroad lines in Nevada to see a burxom squaw with a can or two of saleratus in her grip taking it home to the campsite to make biscuits for her chief, who eats his repast unconscious of the fact that the cause of acute indigestion which carried off his brother up the creek a few days before was induced by the saleratus biscuit. Ten years ago stomach troubles were unknown among the Indians of the Western States, owing to the fact that they consumed only cold food. An Indian's hatred for cooking placed him in touch with more cold food than hot, and indigestion was practically unknown, but the easily prepared and cheap saleratus biscuit came along like the thief in the night and stole away the diaphragm of his stomach, flooring him for keeps and shortening the census report several hundred on the Winnemucca reservation alone.—New York Journal.

Accommodations: The principal rooms and their sizes are shown by the floor plans; cellar under whole house, with inside and outside entrance and concrete floor; three rooms and hall and closets finished in attic, as shown by the plan; set range, stationary wash-tubs, sink and boiler, with hot and cold water in kitchen; open fireplace in dining-room and parlor; sliding doors connect parlor and dining-room



and hall; china closet in dining-room and large pantry and closet in kitchen. Cost, \$2,000, not including mantels, range and heater. The estimate is based on New York prices for material and labor. In many sections of the country the cost should be less. Copyright, 1888.

A Dynamo on a Bicycle.

A clever scheme in the way of an electric lamp for bicycles has been designed by a Syracuse locksmith named F. C. Brower. Inside an ordinary bicycle lamp he has placed a tiny incandescent lamp of one-half candle-power. The lens in the lamp magnifies this to five candle-power, giving a light of intense brilliancy.

The current for the lamp is furnished by a small dynamo, which is fastened to the rear forks by means of a clamp. The power for the dynamo is generated by a small rubber wheel fastened at the bottom of the dynamo, and which plays against the rear tire. The wires conveying the current to the lamp are strung through the tubing. A current of four volts can be generated when the wheel is fairly in motion. In the daytime the power generated for the lamp is switched off and used to ring a small bell. Simply pressing a button in the handle bar sets up a great whirl and whirl. Mr. Brower has several improvements in view, and when these are carried out the lamp will be placed on the market.

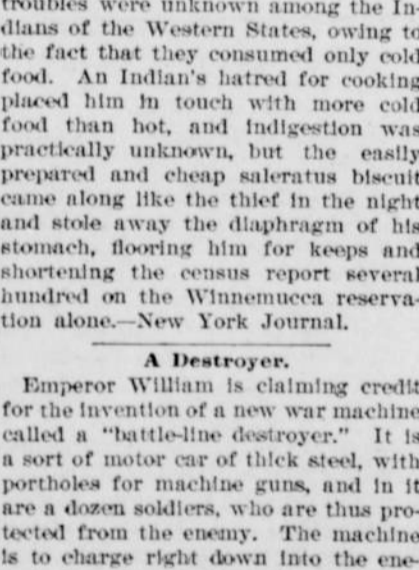
Cuspidors for railroad and street car use are mounted on sliding frames and placed in compartments under the seats, to be pushed into position for use by touching a lever with the foot.

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CAPTAIN C. D. SIGSBEE, BRAVE AND COOL-HEADED COMMANDER OF THE MAINE.



CAPT. CHARLES D. SIGSBEE'S home—rather the home of his family, for a navy officer has no home but his ship—is in a pleasant little house in Riggs place, Washington, D. C. Sigbee married a daughter of Gen. Lockwood shortly after the close of the war, and they have three children. The eldest daughter was married a short time ago to Eusign Kittelle of the navy, who is stationed on the dispatch boat Dolphin. The home life of the Sigbees always has been exceedingly pleasant, the captain himself having had several pleasant assignments in Washington, where he has been a figure of note. Mrs. Sigbee comes of military stock and is used to the alarms of war. Her house at Washington is the rendezvous for naval officers at the capital, by whom she is highly esteemed.

Of medium height, with broad shoulders, a spare frame, and hair and mustache just beginning to turn gray, Capt. Sigbee looks like a man capable of coping with almost every difficulty which might arise in the service. In fact, his experience in almost every branch of the navy has fitted him for emergencies. Born in Albany, Oxford County, Me., 52 years ago, he moved to New York and was appointed as a cadet in the naval academy from that State in 1859. After being graduated in 1863 he was appointed ensign and stationed on the Monongahela, where he remained a year. Then he was sent to the old Brooklyn, and took a gallant part in the battle of Mobile Bay under Farragut in 1864.

Sigsbee's work during the war was noticeable for its efficiency, and he did not have to wait long for promotion. He was made a lieutenant in 1867 and assigned to the steamer Ashuelot in the Asiatic squadron. He was promoted to be a lieutenant commander in 1868, a commander in 1882, and has been a captain for several years. He has passed several years at the naval academy, and has been connected with the hydrographic department in Washington. From 1875 to 1879 he was in charge of the coast survey steamer Blake, which thoroughly explored the Gulf of Mexico. While on the Blake Capt. Sigbee invented a system of deep sea soundings which has since been adopted by all marine men. He also invented a gravitation trap which would bring up water from any certain depth required. Capt. Sigbee had two years' experience on the European station in command of the old Kearsarge.

It was only a short time ago the Maine was on her way back to Tompkinsville from a cruise in Long Island Sound. When about opposite pier 42, East River, she came suddenly into a kind of pocket formed by a Mallory Line steamer, a tug with two railroad floats of freight cars, and two excursion boats—the Isabella and the Chancellor—both crowded to the rails with passengers. The Maine, forced out of her course, was bearing down directly on the Isabella, whose pilot had either misunderstood or disregarded the signals. At this crisis Capt. Sigbee took personal command of his vessel, and instantly ordered the engines reversed and the wheel put hard-a-port. The great warship came about with a celerity that astonished all beholders and headed directly in shore, while the Isabella, with her load of passengers, passed by in safety, scarcely four feet clear of the Ironclad's stern. Then the Maine ran bow on into the pier, sunk two railroad floats with twenty cars on board, jammed the plates of her bow, and in less than ten minutes had damaged property worth thousands of dollars, but the thousand lives on the excursion boats were saved. The Navy Department was pleased at this action and the captain was complimented in a personal letter by the Secretary of the Navy.

That Capt. Sigbee is a fearless man in the discharge of his duty is shown by his conduct during the war and his coolness in averting a collision in the East river. Personally, also, he has the great quality of bravery. During the war he was on duty with the North Atlantic blockading squadron. One day a midshipman fell overboard. The sea was heavy, and the Monongahela was traveling along at a good speed. As the cry of "man overboard" reached his ears Sigbee seized the end of a piece of rope and plunged into the sea. A few strokes brought him to the midshipman, who was hurt by his fall and unable to swim. Sigbee manfully clung to the rope and held the boy's head above water until the pair were rescued by a boat.

Capt. Sigbee would be a rich man did he not belong to the navy. Inventions made by naval officers are considered to be the property of the United States. His scheme, devised in the Gulf of Mexico, for deep sea soundings, and his gravitation trap for bringing up water from any required depth have proved of great value to mariners all over the world. Had he been able to take out patents on them in his own name his royalties would have been immense. Take him for all in all, he is not only a good naval officer, but a cool, shrewd man, and is popular among his fellows.

*Screen— Washington, D.C.*  
*Maine blown up in Havana Harbor at nine forty to night and destroyed. Many wounded and doubtless more killed and drowned. Provided and others on board Spanish man of war and ward line steamer, both of which had eight three tenders from key West—*  
*Public Opinion should be independent with further reports—All affairs believed to be correct. Jenkins and Merritt not yet accounted for. Spanish officers including representatives General Blanco now with me at St. Paul de la Bahia*

FACSIMILE OF SIGSBEE'S FAMOUS DISPATCH.

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WINTER IN HOLLAND.

Cold Winter Fun in a Country Where Skaters Abound.

In Holland the fun of winter life takes many forms, and winter facilitates locomotion as the highways of summer available for boats become the best thoroughfares for those who skate. In this way, directly the ice bears, visits are made and distances traveled which cannot be done in summer; and, instead of going round and round as we do here on a small confined space, the Dutch make up a party and pay a visit to some neighboring town or village. A bright winter's morning is always exhilarating; how much more so when cheerful company, free exercise, variety of character, and constant change of scene all tend to make the day as a red letter one. Should the frost be sufficiently severe, a river is most interesting, being on a large scale and partaking more of the character of a fair, which is the case, for instance, on the Maas, at Rotterdam.

The Maas runs very strongly, and the difficulty is for the first coating of ice to form. When a severe frost catches the still water during the night, then "once begun, soon done," and the crews who turn into their berths at night, wake up in the morning to find themselves frozen in. The canals naturally soon freeze over, and the boat traffic is supplanted by baggage sledges, large and small. Near dwelling houses are seen little box-sledges for the children.

These are the same as the seventeenth century contrivances—the child, sits with just room for its feet, and, with stick in each hand, pushes astern and propels itself ahead. The adult sledges are in some cases simply gurgons, as the opportunity affords great body, the driver perched at the back, as on the tall, the sweeping-irons following the curve of the swan's neck; over these run the reins. One horse generally constitutes the team.

Chase Homestead.

Mrs. Kate Chase Sprague, who went to Ohio to attend to friends a plan by which the Salmon P. Chase homestead, near Washington, might be saved from foreclosure sale, writes that she has succeeded in refunding the debt upon the place. The property is valued by conservative real estate judges at \$150,000. The mortgage on it is for \$80,000. She has practically disposed of \$80,000 of long-time certificates of indebtedness, secured by mortgage on the place, and will lift the matured mortgage.—New York Sun.

The Influx to Jerusalem.

During the last few years nearly 150,000 Hebrews have entered Jerusalem, and the arrival of another host is said to be imminent. Already the railroads are opening the country between the coast and Jerusalem and Damascus, and a Hebrew migration on a large scale may cause Syria to become once more of vast importance in the East.

No man can know what it is to feel either old or indignant until a young fellow comes to see his daughter.

WILES OF THE GUIDE.

Somehow the Best Fishing Grounds Are Always on the Other Side.

Being a scientific fisherman, he is an oracle on all matters pertaining to piscatorial pastimes. He carries three tackle-boxes and every tray is full. He has the finest rods, reels, flies, spoons, trolley lines, and hooks. He is prepared to take anything from muskellunge to minnows.

"One thing I want to tell you," he said to the comparative novice: "At all these island lakes the fishing is on the other side. Stop off at any resort, hire a guide, tell him you want the best there is, and it's 99 to 1 he'll pull for the outer shore, no matter how many miles have to be traversed. He will take you to the favorite haunts of the gamy black bass. Incidentally he will see that you get a few big fish weighing from fifteen to twenty pounds each, that you may take them home and astonish your friends.

"What you really get is some pickered and perch, possibly a couple of wall-eyed pike, a few rock bass, and some sun fish. There is always an explanation for this vast discrepancy between hope and realization. They day is too bright; it's too windy; the lake's too rough; or the appetite of the fish has been taken in their desire to get further up-stream. You have the same experience every day, for these guides are wiser than serpents and keep you in a flutter of joyful anticipation through an entire season. Figure it up and you'll find that most of your money is spent in going to and fro from the other side of the lake.

"Last season I dissected some bass that I bought, found that they were feeding on crawfish, hunted out the rock bottom in the lake, and took 15 of the game beauties in one afternoon. The guides acted just as though I had jumped a gold claim of theirs, but I kept quiet and caught bass while the guides kept taking the other fellows across the lake in the morning and back at night. Just to make the whole thing plain, prospect till you find out where the fish are and then go after them."—Detroit Free Press.

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A Day's Variance in Weight.

Have you ever tried this experiment of weighing yourself in the morning and again in the evening? It is one of the best ways, so doctors say, of finding whether your health is good or not. If you are thoroughly well there should not be a difference of more than two or three ounces either way in the twelve hours. If you lose or gain as much as eight ounces you should immediately consult a doctor, while the gain or loss of a pound indicates you are on the verge of serious illness. This, of course, does not apply to one just recovering from illness, for convalescents who have been much reduced may sometimes gain 15 to 20 ounces a day.

is imitative and establishes the fact that wage-earners feel an interest in improved housing.

General dimensions: Width through dining room and kitchen, 29 feet; depth, including veranda and pantry, 37 feet