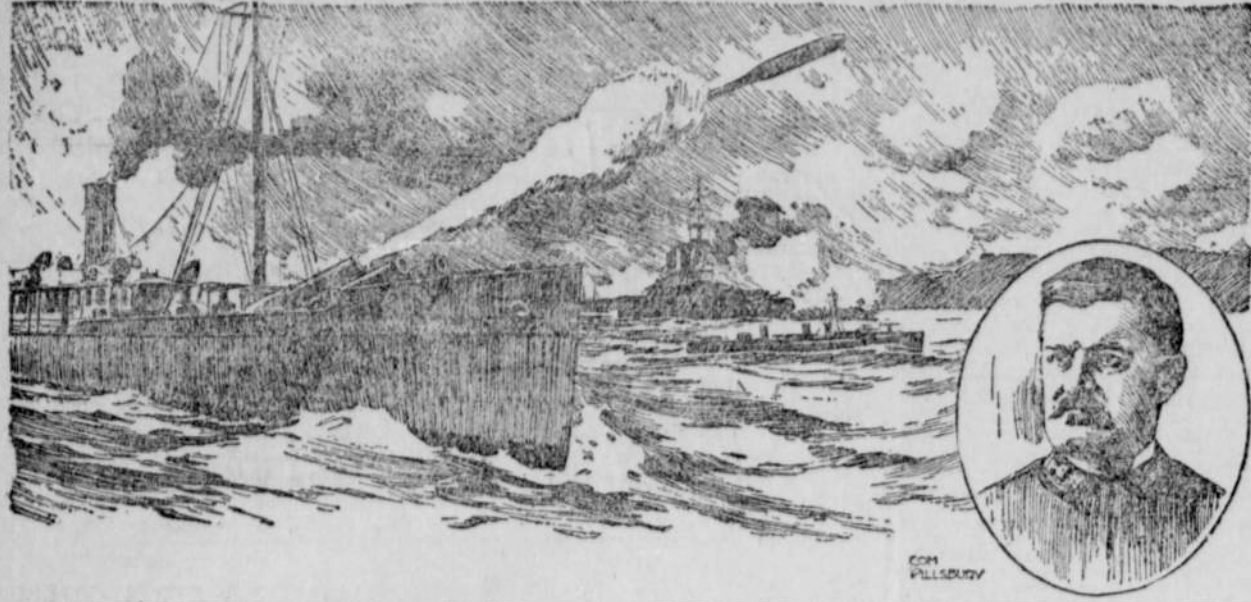


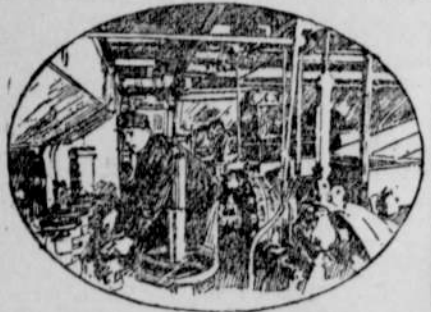
DYNAMITE GUN VESSEL VESUVIUS IN ACTION.



TARGET FOR ALL EYES.

The Dynamite Cruiser Vesuvius May Revolutionize Naval Warfare.

The naval authorities of the world are anxiously watching the dynamite cruiser Vesuvius, that tiny craft whose pneumatic guns did such terrible execution at Santiago. The Vesuvius is in a class by herself; there is no other vessel like her in the world. This is the first time in the history of warfare that high explosives have been used in pneumatic guns and the success that attended the trials of the Vesuvius at Santiago will in all probability revolutionize the construction of warships. With



REGULATING THE PRESSURE.

A greater range of fire, which it is believed by experts can and will be obtained by improvements in pneumatic guns, the Vesuvius, or a vessel carrying similar guns, would be more than a match for the best battleship afloat.

The Vesuvius was built by Gramps at Philadelphia in 1886 and was accepted by the government and placed in commission four years later. Its armament consists of three pneumatic guns, which are in the forward part of the vessel. The guns are built into the vessel, which acts as a movable gun carriage. Their muzzles are carried forward and project above the deck, near the bow, at an elevation of 18 degrees. They are made of thin cast iron, are 15 inches in diameter, and are 54 feet long. They are not rifled, the vanes upon the projectile being relied upon to give the desired axial rotation. The full-size shells for the guns are 14 1/2 inches in diameter and about 7 feet long. A tall is fitted at the end of the shell with spiral vanes, which secures its alignment and rotation. They are designed to carry a charge of 150 to 200 pounds of dynamite or gun-cotton, and the effect of the latter charge the results at Santiago attest. Experts say that if one of these giant shells exploded within twenty feet of an armored vessel, a large section of the hull would disappear.

The shells are hurled from the guns by compressed air and so powerful is this force that they can be sent with accuracy a distance of two and a half miles. The air is compressed into reservoirs containing a large number of wrought iron tubes. Each shot that is fired at a mile range takes 150 pounds of air.

The guns are loaded and handled with ease. Under the rear of each gun are two "revolvers," each containing five chambers for the shells. When the gun is to be loaded the breech is unfastened and falls on a pivot at the extreme rear end. The opening in the gun comes directly in line with the lowest chamber in the "revolver." A hydraulic ram pushes the shell forward into the breech, which is at once swung upward, completing the continuity of the barrel. The "revolver" is thus turned forward one division so as to be ready to supply the next shell. Hydraulic power is used to execute all the maneuvers. The complete armament of each gun is ten projectiles.

When the gun is to be fired the air is admitted to the chamber by means of a



LOADING THE GUNS.

valve. The distance that the shell will be thrown depends upon the amount of air admitted into the pneumatic tube, which is controlled by the valve. The firing can take place as rapidly as the shells can be loaded into the tubes.

The Vesuvius is particularly well adapted for blowing up mines by exploding dynamite shells in the mine fields. A shot from one of her guns, it is estimated, will set off every mine within a radius of fifty feet from the point where the shell explodes. The great weakness of the Vesuvius lies in

its armor, which is but 3-16 of an inch thick and could easily be pierced by a shell. The impact would be liable to set off the dynamite on board the vessel and that would be the last of the Vesuvius and the navy man who man her. The destroyer is designed principally for night attacks, stealing up under cover of the darkness, noiselessly discharging a few shells and then rushing back, at a high rate of speed, out of harm's way.

LIEUTENANT VICTOR BLUE.

Went Ashore at Santiago, Traveled 72 Miles, and Spied Cervera's Fleet.

Lieutenant Victor Blue, whose bold tour of Santiago de Cuba Bay won for him high praise from Admiral Sampson, has taken his place beside Hobson, Rowan, Fremont and the other young men who have distinguished themselves in the war with Spain. Blue made a tour around the bay of seventy miles, and counted the four armored cruisers and the two torpedo boat destroyers of Cervera's famous armada. Young Blue had no lack of exciting adventures after Sampson's ships got into Cuban waters. He was in charge of the Suwanee (the transformed Mayflower) when hostilities began, and he accompanied the Gussie on her expedition. The Suwanee, backed up by the gunboat Newport, tried to entice the Spaniards into a fight, but they refused the bait. Blue's boat ran on a reef near Cape Francis, and would have made an easy prey for the Spaniards. She did not get away until after twelve hours had passed. Blue ran the gauntlet of five Spanish gunboats, and reached the outposts of General Gomez, where he planted the American flag. On his return from his hazardous expedition



LIEUTENANT VICTOR BLUE.

around Santiago Bay he brought with him a copy of a Santiago newspaper. His daring trip into the very homes of the Spanish set at rest the fiction that the Cape Verde fleet was not bottled up in the little bay.

The Soldiers' Good-By.

She bravely bade her Horace good-by,
That girl with the auburn hair,
And smiled through the tear that dimmed
her eye.

That girl with the auburn hair,
And she kissed him, and kissed him, and
kissed him.

That girl with the auburn hair,
And kissed him, and kissed him, and
kissed him.

And kissed him, and kissed him, and
kissed him,
And his soldier comrades had to assist him
To leave that girl so fair.
—Chicago Tribune.

Another Powerful Anesthetic.

According to the British and Colonial Druggist a Russian chemist has discovered a most powerful anesthetic. It is several thousand times more powerful than chloroform, volatilizes powerfully and acts, when freely mixed with air at great distances. Experiments are being made at St. Petersburg to see if it cannot be inclosed in bombs, which would have the extraordinary effect of anesthetizing instead of wounding the enemy.

At Waterloo.

One hundred and forty-nine thousand men were engaged at Waterloo, of whom 51,000 were killed or taken prisoners. In proportion to the number engaged Waterloo was one of the bloodiest battles of history, not less than 35 per cent. of the whole number being placed hors de combat. The British artillery fired 9,420 rounds, or one for every Frenchman killed in the battle.

Spaniards Are Romanists.

The state religion of Spain is the Roman Catholic, which is maintained by the government. The Constitution permits non-Catholics to worship as they please, but they must do so privately and without making any public announcement of their religious services.

Why doesn't someone name a boy baby Dewey? Here is a chance for fame. Hurry up.

"UNCLE REMUS."

Joel Chandler Harris Began Life as a Printer's "Devil."

Mr. Harris will always be known, first and foremost, as the author of the "Uncle Remus" tales. Few men make two literary hits in one lifetime. It was genius that induced this Southern newspaper writer to give the world the negro folk tales which he had heard as a boy about the wide, old-fash-



MR. J. C. HARRIS.

ioned fireplace. It was literary instinct of a high order which enabled him to reproduce so perfectly the dialect of the Southern negro and at the same time make it clear to one who never lived in the South. Since "Uncle Remus" gave Harris a world-wide fame he has written many stories, all of which are marked by perfect simplicity and clearness of style and by admirable character-drawing. One long story he has essayed, but it was not a success. It will interest young writers to know that Mr. Harris' favorite book, when he was a boy, was "The Vicar of Wakefield," and that he read Goldsmith's story so often that even now he can repeat many pages of it. He began life as a printer's boy at 12 years of age, and it was at the printer's case, like Ben Franklin, that he first felt the impulse to put his thoughts into writing.

KING OF GUIDES.

Famous Old Swiss Who Piloted Many Travelers Over the Alps.

Of all the guides who have helped American travelers to love the Alps the chief, perhaps, was Christian Almer. He was the king of his tribe. He enjoyed his calling, and pursued it from boyhood with the zeal of an artist.

Until he was quite an old man the famous old Swiss was actively engaged in "guiding." His eye was keen, his foot sure, his judgment unerring and his delight in crossing the most difficult of the passes and mounting the steepest of the peaks was great long after most guides have retired to the chimney corner and given their business up to their sons. Almer lived at Grindel-



CHRISTIAN ALMER AND HIS WIFE.

wald in Switzerland. He was photographed there a year ago with his wife on their golden wedding day. He died recently.

Disproved the Slander.

There is a Mexican bull fighter—El Curita—whose enemies have made the statement against him that he had been beaten by a woman. He denied this and notified the local newspapers that the actual facts were that he had knocked the woman down four times with a chair. Moreover, he had been sentenced to jail, but his eight-day sentence had been commuted on the payment of a fine, which he construed as a vindication of his character.

The fates are really very kind; every worthless man gets along better than he deserves.

Dressmakers say that every really good figure is manufactured.

DEATH PENALTIES IN WAR.

Crimes Which May Bring Ignominious Punishment.

"Martial law" is a vague term to the great body of our citizens, indeed, not one in a thousand of those who have recently donned uniforms and marched away to fight for their country have any just conception of what it means. Not only does the soldier face death at the hands of the enemy, but he stands in danger of meeting it, attended with eternal disgrace, at the hands of his friends, if he violates any one of several articles of war.

The impetuous volunteer, burning with hatred of Spain, who fails to respect a flag of truce borne by an approaching enemy, to whom it vouchsafes protection, merits and generally receives death. A court-martial has no discretion in the matter. "Breaking a safeguard" is regarded as one of the most serious crimes known to military law.

"Sleeping on post" figures as No. 29 in the articles. Most young soldiers are familiar with the provisions of the law.

Art. 21. "Striking a superior officer." According to the wording of this statute it is open to a senior officer to insult or humiliate a junior, or for the junior officer to goad a private to mad-



A MILITARY EXECUTION.

ness, but the latter may not strike a blow on pain of death. Following are a few of the other offenses for which death is provided:

Art. 22. Inciting a mutiny. "Any officer or soldier who begins, excites, causes or joins in any mutiny or sedition in any troop, battery, company, party, post, detachment, or guard shall suffer death or such other penalty as a court-martial may direct."

Art. 41. Giving false alarms. "Any officer who by any means whatsoever occasions false alarms in camp, garrison or quarters shall suffer death or such other punishment as a court-martial may direct."

Art. 42. Misbehavior before the enemy—cowardice. "Any officer or soldier who misbehaves himself before the enemy, runs away or shamefully abandons any fort, post or guard which he is commanded to defend, or speaks words inducing others to do the like, or casts away his arms or ammunition or quits his post or colors to plunder or pillage shall suffer death or such other punishment as a court-martial may direct."

As a matter of course the penalty of death applies to simple desertions as indicated in article 47. The officers or soldiers who shall force the commander of a garrison to yield the fortress in dishonor will meet a like penalty.

"Communication with or relief of the enemy" is classed under articles 44, 45 and 46. Penalty, death.

In a Lady's Autograph Album.

A valuable lady's album was recently offered for sale in London. It was the ordinary quarto volume, with embossed pages, gilt-edged, and nicely bound, like those with which our grandmothers used to victimize their friends years ago. It was an ordinary book, but it had extraordinary contributors. Among the writers might be found Douglas Jerrold, Mark Lemon, William Macready, Mrs. Amelia Opie, Mrs. Howitt and W. M. Thackeray. The artists comprised Sir David Wilkie, Westall, Sir Edwin Landseer, Catermole, Prout, John Leech, Sir John Tenniel and Thackeray. There were many sketches by the last-named, in which might be recognized some of the original designs for "Pendennis" and other of his books. After a spirited competition, the volume was knocked down at £180.—Tit-Bits.

Amen and Amen.

A Scotch minister while on a visit to England noticed that when the minister stopped praying the choir sang "Amen." The first Sunday after his arrival home he arranged with his predecessor that at the end of the prayers he would drop a pea on his head, when he was going to sing "Amen." When Sunday came, about the end of the first prayer, the preacher felt a shower of peas fall on his head, and began singing: "Amen! amen! amen! amen!" as fast as he could, when the minister leaned over the pulpit and whispered: "Whist! whist! Jock; the poke's burst."—Golden Penny.

Big Prices for Fiddles.

The Duke of Saxe-Coburg-Gotha (Duke of Edinburgh) has just given, it is said, £1,400 for a Stradivarius. The best known, according to Italian connoisseurs, belonged to Sir Charles Halle, and is said to be worth £2,200. The price has recently gone up, as Senator Hawley, of Connecticut, has been in Italy seeking everywhere for fine old fiddles, in which he is said to have made "a corner," having bought about 500, for which he has given £16,000.—Elgin Courant.

Dribbler—In my opinion, a man who writes an illegible hand does it because he thinks people are willing to puzzle over it. In other words, he is a chunk of conceit. Scribbler—Not always. Sometimes a man writes illegibly not because he is conceited, but because he is modest. Dribbler—Modest! What about? Scribbler—About his spelling.—New York Weekly.

When a man's business runs down the sheriff comes along and winds it up.

WON LAURELS AT MANILA.

But Fate Forbade that Captain Gridley Should Come Home.

Capt. Charles Vernon Gridley, who died in the Asiatic seas, presumably as a result of injuries received in the battle of Manila, was one of the heroes of the glorious battle fought on May 1. It was his ship, the Olympia, that led the line of battle and fired the first shots. The captain himself stood in the conning tower throughout the battle and Spanish missiles flew about him. It is surmised in Washington that he received some injury there which led to his death. He was in healthy condition before the fight and for several weeks afterward.

Capt. Gridley was born in Logansport, Ind., in 1845. The family moved to Hillsdale, Mich., from which State in 1860, at the age of a little over 17 years, he was appointed to the naval academy. When still a cadet at the academy he was appointed by the President as acting ensign, and served with signal distinction on board the United States ship Onondaga at the famous battle of Mobile Bay in 1864. In 1872 Gridley was ordered to the United States steamer Michigan at Erie, Pa., and remained there until 1874, when he was ordered to the Monongahela, on the South-Atlantic squadron. He has served at all the American foreign naval stations except the North Atlantic. He was ordered to duty as instructor in seamanship at the Naval Academy in 1877, where he remained three years, and was then ordered to the Trenton, the flagship of the European squadron, as executive officer, and served in that



CAPTAIN CHARLES V. GRIDLEY.

capacity until 1882, when he again came back to the Michigan at Erie, where he remained a short time, or until his promotion to commander, April 3, 1882. He was then ordered to the Boston navy yard, where he remained until April 3, 1887, and was then assigned to the command of the training ship Jamestown, and afterward to the command of the Portsmouth. On leaving the Portsmouth Gridley was made inspector of the Tenth Lighthouse District, which includes Lakes Erie and Ontario, and from there to the command of the Marion at the Asiatic station. When the cruise on the Marion was ended the commander was again ordered back to the Tenth Lighthouse District, where he remained until his promotion to captain, March 14, 1897. In July of last year he was ordered to the Olympia, the flagship of the Asiatic squadron. Erie is his home residence. His family consists of his widow, two daughters, Miss Katherine V. and Miss Ruth W., and one son, John P. V. Gridley.

LOOKING INTO A CANNON.

View Through the Muzzle of a 13 Inch Gun Which Is Forty Feet Long.

Did you ever look into the muzzle of a seventy-two-ton cannon? If not, here is your opportunity. Of course, the picture here shown can give no definite realization of the wonder and terror that come over you when you thrust your face into the gaping mouth of one of these steel monsters and look through it a distance of forty



VIEW FROM MUZZLE TO BREECH.

feet to the open breech. You can get a fair idea of the damage such a big gun can wreak, although you can't begin to imagine the shock and heat and noise which the discharge of such a gun creates.

This cannon has a recoiling force of 225 tons. The projectile leaves it with a velocity of 2,100 feet per second or 1,400 miles per hour. The force imparted to the projectile or cartridge, if properly applied, would lift a battleship bodily three feet in the air, and yet this great machine of death and destruction, weighing 145,000 pounds, is as accurate as a high-grade watch.

DRAWN A BIG SALARY.

President of Equitable Life Assurance Society Gets \$100,000 a Year.

Henry B. Hyde, president of the Equitable Life Assurance Society of New York, draws the highest salary in the United States. The President of the country receives \$50,000 a year for his services. Mr. Hyde is paid just double that sum annually for the work he does for the Equitable. He was born, one may say, in the insurance business. His father was the leading insurance man in New England, and the son absorbed a thorough knowledge of the business. He launched out for himself when he became the cashier of the Mutual Life of New York. He

was in the employ of that company when he originated the idea of the Equitable. Hyde unfolded his scheme to President Winston of the Mutual, but the latter frowned it down, saying no man connected with the Mutual could be interested in any other company. Hyde promptly resigned and began the work of organizing the Equitable Life. It is owing to his great service that the company thinks \$100,000 a year is a moderate compensation



HENRY B. HYDE.

for him. It amounts to about 10 cents a year from each policy holder. He believes in insurance himself and carries about \$200,000 on his life. He wastes no time, so far as his company goes. He thinks his pay warrants him in giving all his time in return, and this he does. He is very quiet in his tastes and is not very widely known in New York, so far as personal acquaintance is concerned.

WORLD'S BIGGEST WHEEL.

First Exhibited to the Public in Berlin by Inventor Karl Jatho.

Probably the biggest bicycle ever built was first exhibited to the public at the Sport Park Friedenau, near Berlin, by the inventor, Karl Jatho, of Hanover. The rear wheel stands over nine feet high and two seats are provided, one at each side of the large wheel. The front wheel is of the ordinary bicycle pattern, and by comparison the immense size of the larger wheel becomes evident. The inventor, Jatho, has quite a reputation as a wheelman, and is probably the best amateur fancy rider of Germany. Riding on his large wheel is not difficult as it might appear at a first glance, however. The center of gravity is placed somewhat below the axle of the large wheel, and therefore it is an easy matter to keep the wheel going steadily.

The wheel was brought into public



BIGGEST BICYCLE IN THE WORLD.

view for the first time in a rather interesting manner. The inventor had been requested to attend the cycle corso arranged for a special occasion and promised to come with a startling feature. When he did come with his sister mounted on the novel wheel there was a general surprise; even his most intimate friends had no idea of the existence of the new conveyance, which he had built quietly in a large shed at the rear of his dwelling. The wheel has since been produced a few times at cycle festivals. It will not be possible for the occupants of the wheel to approach too near each other, for the big wheel is constantly between them, and it will certainly be more reliable than any other chaperon in keeping the proper distance while riding.

Transplanting Wild Flowers.

In digging the wild flowers, especially those having bulbous roots, be careful to go deep enough to get all of the roots. Leave as much soil clinging to the roots as possible, and after wrapping them in damp moss or grass, roll the plants up in paper to exclude the air. Gather a basketful of leaf mold from under the trees where no grass grows, the first inch of the ground being the best, and use this freely in making up the bed for the reception of the wild flowers. After planting them in their new quarters, water liberally and shade from the sun for a week or more. A rather shaded location should always be selected.—Woman's Home Companion.

Growth of Girls and Boys.

It is not often supposed that, as a rule, boys in growing keep ahead of girls, but a recent measurement of very many children of both sexes is against this conclusion. The boys, up to their eleventh year, were found to run about a quarter to half an inch taller than the girls. They were then overtaken by the girls, who surpassed them in height till their sixteenth year, when the boys again grew faster than the girls and came to the front.

Fined for Causing a Wreck.

Hansen, the engineer of the excursion train that was wrecked near Copenhagen last summer, having been held responsible for the disaster, has been sentenced to four months' imprisonment and to a fine of 44,875 crowns, or \$12,020.50.

No Women in Parliament.

No woman has ever actually sat in the English Parliament, though several have been returned as members.

Were the equal suffragists made suffragists by marriage, or did they get married to find out the real facts about men?