IT WAS VERY GOOD COAL.

That It Was Spiced With Gunpowder Made It All the Better.

In reviewing his early life in Constantinople Sir Edwin Pears tells an amusing story of a coal contractor who was supplying the British fleet with fuel. A commissariat officer on one occasion went to him to say that a manof-war had just arrived in the Bosporus and was ordered to proceed to the Crimea with distinguished officers on board, but it was short of coal The contractor answered that one of his small sailing vessels had just arrived laden with a cargo of coal and that he would arrange to have it discharge the fuel directly on board the man-of-war.

A day or two later when the contractor saw his manager he asked what had been done with about ninety kegs of gunpowder that had been stowed on the top of the coal,

"Oh, we found all the kegs empty." said the manager. "There was no pow der to remove.

During the next three weeks the contractor lived in constant dread. He feared that every ship coming from the Crimea would bring news of an explosion on the man-of-war and an order for his arrest. He became ill from anxiety.

One day, a fortnight later, he heard with fear and trembling from his inner office the voice of the commissariat officer asking to see the merchant who had supplied the ship with coal. He put on a bold face and went out.

"Yes, you're the man," said the commissariat officer in a loud voice. "You gave us 300 tons of coal. It's the best we have ever had. Instead of our having to stop the ship while we cleared the funnels whenever there is a new firing up the smoke goes with a puff that clears the funnel itself. I want 300 tons more; but, mind, it must be of the same quality."

OUR FIRST DREADNAUGHTS.

And the Paper Battleship the U. S. S. Scared-o'-Nothing.

One of the most interesting episodes in Vice Admiral Sims' career was his championship in the years 1903-4 of the all big gun ships, the dreadnaughts. This was two years before the British brought out their first dreadnaught, revolutionizing the naval construction policy of the world. The progenitor of the dreadnaught idea in the American navy was Lieutenant Homer C. Poundstone. Poundstone for months had treasured the idea of all big gun ships, hoping to win the support of the navy for such a construction change. Meeting discouragement, he sought out Commander Sims. He quickly won Sims' support.

Poundstone was a good draftsman. and he and Sims in 1903 and 1904 made sketches and drew plans for a big gun ship. The navy heads vetoed the plan of the two officers as often as they brought it up for consideration, but Sims never abandoned the idea. The ship became a great joke around the navy department. It is a striking coincidence that the name given by these two officers to their paper battleship and the name by which the ship was known in the navy offices was the



U. S. S. Scared-o'-Nothing. Two years afterward the British admiralty called its first all big gun ship Dreadnaught.

Commander Sims convinced Presi dent Roosevelt that the dreadnaught was bound to come. As a result the plans for the battleships Michigan and South Carolina, which had already been authorized to be built in the old way, were changed so that they slid from the ways the first American dreadnaughts .- World's Work.

The Engineer Corps.

The duty of the corps of engineers in the United States army in the time of war consists of planning and constructing fortifications, procuring information concerning the topography of the country, supplying maps, selecting position for camps, constructing or destroying bridges and often work requiring technical skill; in time of peace, to plan and construct permanent fortifications and coast defense, build lighthouses, superintend river and harbor improvements, survey and establish boundaries, etc.

A Freak of Death Valley.

Saratoga springs is one of the freaks of Death valley and has probably caused more profanity than anything else in the region. The waters are as clear as crystal, and they bubble up from a deep, sand basin like a wellspring of joy. But they are strongly impregnated with sulphur and other minerals, are tepid in temperature and act instantly like an emetic upon any one who drinks them.-Exchange.

A Disadvantage.

"Do you think "The Star Spangled Banner' is a good song?"

"I don't see why it isn't a perfectly good old anthem. You don't always get a favorable impression of it owing to the fact that anybody feels free to tackle it, regardless of whether he can sing or not."-Washington Star.

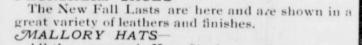
The Difference. "Apropos of this aviation business. you know'

"Well, what of it?" "Formerly the public here used to take fliers in stock; now they are taking stock in fliers."-Baltimore American.

Work.

There is no better ballast for keeping the mind steady on its keel and saving it from all risk of crankiness than business.-James Russell Lowe'l.

Misfortune is the bosom friend of the man who "didn't think."



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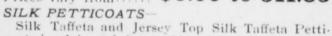
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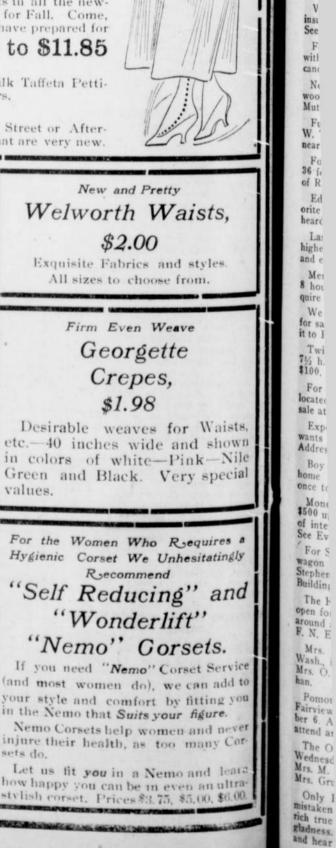
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