

VALUE OF FLAGS ON WAR SHIPS

How a Victory Was Gained by Pulling Down the Enemy's Ensign.

"STRIKING THE COLORS" ENDS A BATTLE

Meaning of the Several Flags Plotted by Ships in Action—Signaling by Flags—Nailing the Flag to the Mast.

A story is told of a little cabin boy on board a man-of-war, who by his action in pulling down the enemy's flag during a battle, gained a victory for his commander.

It was just at the beginning of a battle between two ships that the cabin boy, who had never been in a fight, asked one of the sailors how long it would take the enemy to surrender, and what his own ship would have to do to beat the other.

"Do you see that?" asked the sailor, pointing to the flag which was flying from the masthead of the other ship. "As long as that is flying the other fellows will fight, but when it comes down they will stop and their ship will surrender."

The cabin boy was too small to fight, but he made up his mind to get the flag for his captain. During the battle, when the ships were lashed together, he crawled on board the enemy's vessel, and while the sailors were busy fighting climbed the rope ladder which ran up the mast, and, pulling the flag from its place, wrapped it around his body and carried it back to his own ship.

The sailors were fighting bravely, until one, looking up and seeing that the flag was gone, cried out to his companions that the captain had pulled down the flag, and there was no use fighting longer. The men threw down their arms, and the mistake was not discovered until it was too late, for the cabin boy's comrades had seized the ship.

The flag of his country is what every sailor and soldier throughout the world fights for during a battle; when the flag is gone they lose heart and give up easily. Some of the bravest deeds have been in defense of the flag, and to get it back again when the enemy have captured it.

When a ship goes into battle the national flag is run up to the masthead, the highest point on the vessel, where it flies until the engagement is over. Sometimes, when the other ship is the stronger, or its sailors fight better, and the captain sees that he is beaten, he pulls down his flag to show the enemy that he has had enough and wants to surrender; this act is called "striking the colors." It is a usual thing to run up a white flag in the place of the one which has been hauled down, but often the simple act of striking the colors is enough to end a battle. So long as the captain of a ship sees any flag, except a white one, flying from the enemy's vessel he will continue to fire upon it, for it is a sign that the sailors have not given up and are ready to fight longer.

Sometimes during a naval battle the ropes which hold the flag are shot away, and in such cases there is always some brave sailor who will climb the mast and put another in its place.

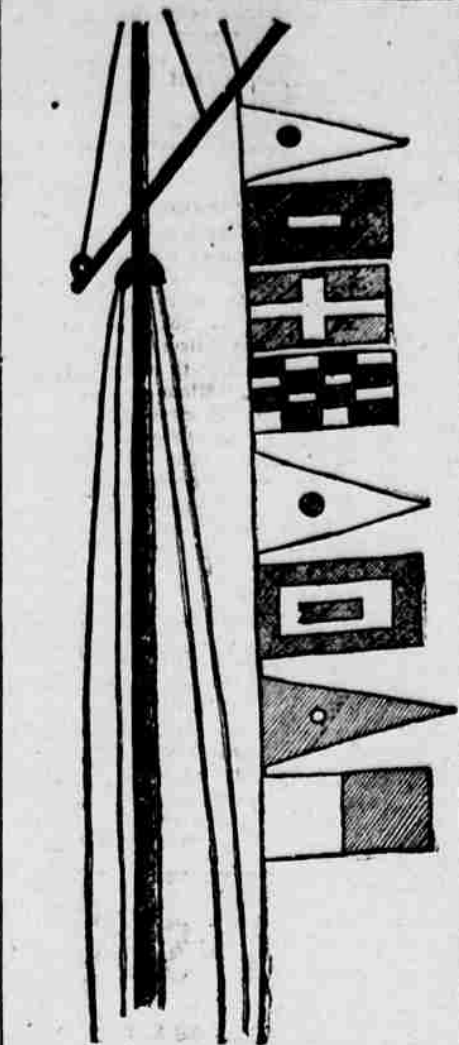
During the revolutionary war, when the ship commanded by Paul Jones was fighting an English vessel, the American flag was shot away and fell overboard into the water. One of the sailors who saw it fall jumped after it, and, although he was wounded, swam with it back to the ship, when it was fastened to the top of the mast again. When the flag went overboard the Englishmen began to cheer, but they thought that Paul Jones had surrendered, but when they saw it flying from the masthead once more they changed their minds and finally surrendered themselves. The action of the wounded sailor in jumping into the water to rescue the flag made his companions fight all the harder.

Every boy who has read American history knows about the battle of Lake Erie, and of how Commodore Perry carried the flag from his sinking ship and hoisted it upon another. When the English captain saw Perry going in a rowboat from the sinking ship with the flag thrown over his shoulders, he ordered his sailors to sink the boat so that the flag couldn't be hoisted at the masthead of another American vessel. He knew that if the American sailors saw that their flag was lost they would lose heart and surrender, and, as he expected, when they saw the flag flying again they worked the harder and finally beat all his ships.

A ship going into action carries several flags, the national colors, which are hoisted in the most prominent place; the union Jack, the pennant, which is a long, narrow streamer flying from the masthead, and a set of signal flags, which are used to send messages from one ship to another. When a squadron of vessels, under one admiral, or captain, goes into a fight, the ship which has on board the commanding officer, is called the flagship, and flies, beside the other flags mentioned, one which denotes

has been made so perfect that there are seldom mistakes.

As every one knows, the nationality of a ship is told by the flag which it flies from the masthead. During all the naval wars of the world, the captains of the ships of other countries besides their own and frequently one of these flags are used to advantage. During one of the long naval wars between England and some of the other European countries the captain of a small English war vessel sighted several big French men-of-war, which, did they attack him, would have either sunk or captured his vessel. France and Spain were fighting against England, so he made haste to pull down the British flag and run up in its stead a Spanish one. When the French-



Signal—"Begin Firing."

men saw the latter flag they did not bother with the little vessel and the Englishman escaped.

During the war of 1812 an English captain made himself a great deal of trouble through fear that some of the sailors on board his ship might pull down his flag before he had beaten the enemy. Just before the battle he ordered a sailor to climb to the top of the mast and nail the flag there. The American ship proved the better and before long the Englishman wanted to surrender, but when he wished to pull down his flag he couldn't. The sailors were busy fighting, so the captain himself had to climb the mast and tear down the British ensign.

There have been instances where the commander of a ship nailed his flag to the mast and left it flying there until the vessel sank. The last object which appeared above the water was the colors, and even the victorious enemy cheered the sinking flag.

FORGOT HIS FIANCEE.

Through Loss of Memory He Courts a Girl the Second Time.

Everything that comes from the mind of Rev. T. C. Hanna of Southington when he fell on his head a year ago, relates the New York Herald, even the all important fact that he was engaged to marry a handsome young woman. She remembered all about it, of course, but she did not wish to remind him of it. Every one is happy now, however, for the re-engagement of the young woman and Rev. Mr. Hanna has been announced.

Mr. Hanna's strange mental condition attracted the attention of physicians in his native state and in this city. He was driven along a Connecticut road last March, when he was thrown from his buggy. He fell upon his head and was picked up insensible. When he regained consciousness it was found that his power of memory was entirely gone.

He could not think of the name that fitted the article of furniture we call a chair. Everything about him was nameless. His intellect was alert and his mind receptive, but the past was a complete blank. He gazed at the pictures, books and flowers. He tried to speak about them, yet the words would not come.

His friends pointed to the common things about him and spoke the names over and over again. He repeated the syllables after them. Gradually the words began to attach themselves again to the objects which surrounded him. He could say "chair," "table," "sofa" and point to the things which the names signified.

Everybody was glad that Rev. Mr. Hanna was coming to his senses. From nouns he proceeded to verbs. It was not long before his investigations brought him to that same old verb which every beginner in a language learns first of all. There was something about it which suggested a previous experience. Then one day he saw upon the street a familiar face.

TRICKS WITH COMMON GAS

Musical and Sportive Possibilities of a Light Subject.

WILL DANCE A JIG, YOU PAY THE BILL

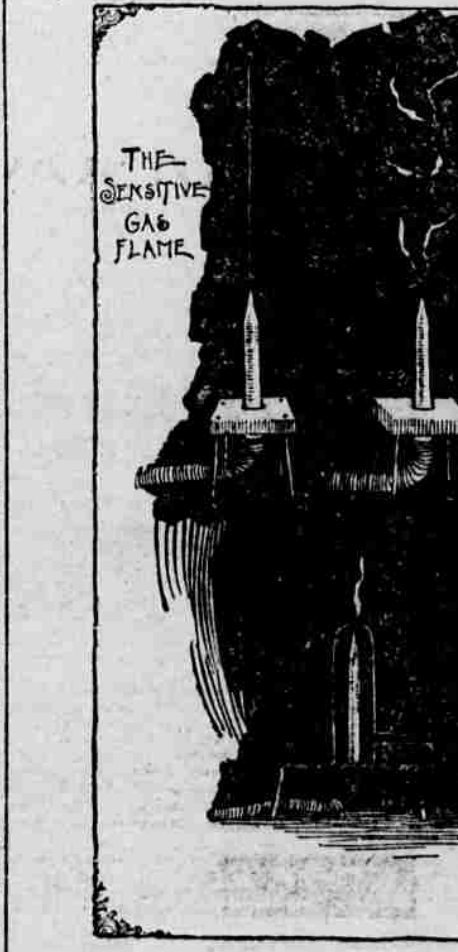
How Wads of Fun May Be Extracted While the Meter Works Over-time—Sensitiveness of the Flame.

It is not generally known that the most remarkable things may be done with common gas, such as is used to light our houses. For instance, gas may be made to sing songs and play music. It will beat time to the tick of a watch, dance a jig when the proper music is played, and, in fact, do almost anything in which sound is an important factor. Furthermore, almost any person can make gas perform these feats.

In order to make gas beat time to the ticking of a watch, the gas must be sent under heavy pressure through a pinhole burner. A pinhole burner may be made by heating a thin glass tube in a flame and drawing the heated portion out until the tube is as fine as a pin. By breaking it off at its smallest portion, you have the elements of a pinhole burner. The thick end of the tube must be fitted to the gas bracket, a short piece of rubber tubing forms a good connection. When gas is sent through the burner and lighted, it will burn in a long, thin flame. If a high pressure of gas is turned on, the flame will be found very sensitive. If the room is quiet the long point of flame will stand quite steady, but if a watch is held near it will wobble like a flare back and forth in perfect time to the ticks. If you shout at it it will jump to one side as if scared, and if you scold it in a loud voice it will dance about in a perfect frenzy of excitement. It is much more sensitive in this respect than a bad boy.

An amateur English scientist once sent to Prof. Tyndall an idea for a gas burner which produced a very sensitive flame. It was made of thirty-two mesh gauze, and any one may make one by examining the accompanying illustration. It is really nothing more than a little table made of gauze and having a wide, round hole cut in the middle of it. Any burner with a round opening will do to use beneath it. If you turn on the gas and hold a lighted match above the gauze the gas will burn only above the platform. It thus is compelled to burn a conical flame, wide at the bottom and tapering to a point. All flames are most sensitive near their bases, and in this case the most sensitive portion of the flame is spread out, offering a very large area to be acted upon by any sound waves which may come in contact with it. You may sing or play to this gas flame and it will dance in perfect time. You could even signal to a person at a distance by giving prolonged and short whistles corresponding to the dashes and dots of the Morse telegraphic code.

By taking advantage of the fact that a flame is extremely sensitive at its base a simple apparatus may be constructed with which a gas jet may be made to speak. That is, it may be made to transmit speech just



HOW IT ACTS WHEN SCOLDED.

like any telephone. The same kind of pin-hole burner must be used as described above. Surrounding this burner is a tin tube with a small hole in one end. The burner projects from the hole just a rifice. The voice sent through an ordinary speaking tube to the tin tube which surrounds the burner, it escapes through the same hole through which the burner projects and is, therefore, forced against the very base of the flame. The sensitive flame will talk to the sound waves and magnify it and cause it to be heard all over a large room. The sound can be much increased in volume if a flaring trumpet be attached to the burner. That the gas really does the talking is made apparent by turning off the gas, when no sound will issue from the small orifice surrounding the burner.

SAILORS' HAD WIVES.

How They Are Being Comforted in Washington.

A considerable portion of the population of Washington is composed of the families of army and navy officers, and just now the community is profoundly agitated with apprehension concerning the war. The wives and families of many of the officers who have been ordered to the fighting squadrons who do not live permanently in Washington, says the Washington Post, have come here for sympathetic surroundings and are filling up the hotels and boarding houses. The medium of communication between these families and the War and Navy departments are the army and navy relief associations. These are benevolent societies which have no official character, but have an official sanction and are in charge of retired officers, who make it their business to look after the necessities of the families of comrades who are in active service. They have headquarters in the Army and Navy building and insure the lives of the members of this association. When an officer is killed an assessment is made upon all the members, which is paid by the paymaster and deducted from their salaries. When an officer goes to sea he assigns a certain portion of his pay to his family, who receive it through the regular paymaster. If there is any trouble the matter is looked after by the secretary or other officers of the association. They also keep a record of the address of the families of navy and army officers, so that they can reach them promptly whenever necessary.

The close personal interest which this community has in the war has had a gloomy effect on Washington society, for on every side one encounters weeping wives and tearful daughters, who eagerly discuss

plans and probabilities and anxiously await information from the source of power and authority concerning the movements of the army and fleets and the probabilities of a conflict.

At the same time these brave women take a pride and interest in the hopes and ambitions of their husbands who have gone to sea to win glory for themselves, as well as freedom for the people of Cuba. They have been assured individually over and over again that their husbands and sons are not in the slightest danger; that it is impossible for the Spaniards to capture or destroy or even injure the ships of our fleet. One family here has contributed two officers—a father and a son-in-law—to Captain Sampson's squadron, and the wife of the younger officer was talking to a visible admiral on the retired list the other day on the all-prevailing topic.

"Do you think the Dolphin will be in danger?" she inquired.

"If she were hit by a shell or a shot from one of those Spanish cruisers you would never know what became of her," replied the admiral, thoughtlessly.

"Goodness gracious!" exclaimed the bride. "Tom wrote me that all the ships in the Spanish navy could fire at the Dolphin all day and would never hurt her a bit."

A NAVAL SHIP'S TAILOR.

No Landsman Can Compete with His Handiwork.

The skill displayed by the sailors on board our naval vessels in making their own clothes, even to their caps, surprises the average landsman, who has a vague idea that these things are supplied by government tailors. Readmade uniforms are supplied to the recruits, but as soon as the men get their sea legs and begin to have some pride in their appearance, they get their uniforms made by the tailors in the crew, and much better fitting clothes they are. It is a well recognized fact that no tailor ashore can compete with these sailor tailors in making bluejacket suits. With his ditty box and his small hand sewing machine a ship's tailor, after his regular duties are over, can make extra money to spend ashore. He charges about \$5 for making a sailor suit



DANCING GAS.

with all its trimmings, and the man who employs him draws his cloth from the ship's stores. For making a cap, including the fancy embroidery about the top and band, the charge is \$1.50, and a well set up but wouldn't think of wearing a cap bought ashore if he had money and pride. The cap makers in a ship's crew are experts in various styles of embroidering. These tailors and cap makers aboard ship are classed usually with the thrifty men, and the amount of money they can make, and save in a three years' cruise sometimes amounts to \$1,500 or more, and there is a tradition in the navy that a quartermaster was paid off from the cruiser San Francisco several years ago after a three years' cruise with \$3,000.

RILEY RILES THE BAND.

"James Whitcomb" Throws Cold Water on Some of His Admirers.

This story of the poet, Riley, now published for the first time by the Atlanta Constitution, originated in a little town where the poet was stopping over night. The leader of the village band, knowing that Riley had written a poem in which he expressed a preference for hearing "the old band play," thought it would be a good idea to serenade him with "such tunes as 'Swanny River' and 'John Anderson, My Jo,'" and accordingly the band surrounded his house in full force. The poet was tired and had been sleeping soundly for some time; but, being awakened by the jarring discords without, took in the situation, thanked them in a neat speech for the midnight compliment, retired and addressed himself to sleep again. But he was not to sleep peacefully. Finally there was a lull in the music and the poet congratulated himself that the worst was over. In this he was mistaken. The band had only stopped for a breathing spell and a chew of tobacco. In a few minutes it was making night hideous. Riley stood it for two mortal hours. Then rendered desperate he raised the window sash and shouted: "Boys, I like to hear the old band play; but, God bless you! I don't want to hear it play all night long!" "Less so, boys," said the indignant leader. "That feller don't appreciate music!"

S. E. Parker, Sharon, Wis., writes—"I have tried De Witt's Witch Hazel Salve for itching piles and it always stops them in two minutes." Consider "De Witt's" "Less so, boys," said the indignant leader. "That feller don't appreciate music!"

GENERAL GRANT REMAINED CALM.

Study of the Great Union Commander Through Fiery Ordeal.

"Oh, it was an intensely interesting study—my study of Grant at close range in the Wilderness!"

The speaker, says the Bridgton (Me.) correspondent of the Boston Transcript, was Rev. Theodore Gerrish, a Maine veteran of the civil war. I repeat this story as I heard him tell it.

"Ah! I can never forget that terrible day in '64, when was fought the first of the two days' bloody battles of the Wilderness," said Mr. Gerrish. "At the time lay wounded under a tree, close to Grant's headquarters in the field and hour after hour watched Grant."

"While serving as a private in my regiment I was severely although not dangerously wounded, and, like a great number of others, was taken to the rear. I was placed under a small tree, and, as it happened, within a few rods of the spot where the leader of that mighty host of union warriors was conducting the battle. In fact, I was so near Grant I could see every motion he made and critically study him in the momentous, fearfully responsible role he was playing."

"And such a study!"

"Why, it is not hyperbole to state that it was worth all the pain and disability I endured then and thereafter from the effects of my wounds."

"There stood the silent man of destiny in front of his little tent, a man plain and unpretentious, holding in his hands not only the fate of his vast army, but the life of our nation as 'one and inseparable,' yet as cool and self-possessed as if he were merely reviewing a brigade of militia on training day. All about him was wild excitement and seeming chaos. In front of him and for miles in extent the unceasing roar of artillery mingling and alternating with the rattle of musketry, the bugle calls, the shouts of the contending troops; now nearer and more terrible, now seeming farther away; anon the crashing of a shell in dangerous nearness, causing a temporary scare in the vicinity of its fall; while added to the appalling din was the element of uncertainty and intangibility, causing that almost overpowering mental strain which comes of dark anxiety and forebodings of disaster."

"Everybody was excited except him who had most cause for travail."

"Staff officers would gallop up every few minutes, to each of whom he would give a brief written order for transmission to some brigade or division commander, perhaps involving the fate of thousands of brave men. Orders were dashing hither and yon. General Meade, on his alert charger, was so nervous that he could not long remain in the saddle, but would dismount and pace the ground while the report and at a short time then off and walk as before, his handsome face wearing all the time a worn and troubled look; and yet through these long and terrible hours Grant never once lost his

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head, but kept constantly in his mind's eye all the details and intricacies of the stupendous plan which devolved on him alone to carry out—the solution of that mighty problem the key to which lay in his right hand, which held the faithful pencil!"

"Yes, Grant knew precisely what he was about, and he knew, moreover, that a cool head and a well balanced mind were all essential to the great work in hand."

"The lesson of that day's study of Grant was, that he was one of the most wonderful men this century has produced!"

The now familiar story of how Grant kept his nerves steady by constant cigar smoking during those eventful days in the Wilderness is fully corroborated by his son, Colonel Fred Grant. The colonel says that about 4 or 5 o'clock in the afternoon of the first day of the Wilderness fight his father's stock of cigars gave out, whereupon he became uneasy, miserable, restless and nervous, and so continued until he got back to headquarters and supplied himself with his favorite brand of Havanas.

GIANT 24-KNOT STEAMSHIP.

Hamburg-American Line Orders One to Beat Any Passenger Boat.

The Hamburg-American line has ordered the Vulcan Shipbuilding company of Stettin to build a steamship to eclipse anything afloat in the transatlantic trade, and even to excel the untried but powerful North German Lloyd liner Kaiser Friedrich, whose builders guarantee her to make half a knot more than the marvelous Kaiser Wilhelm der Grosse, which has a record for a voyage to Southampton from New York of 22.25 knots. Mr. Emil L. Boas of the Hamburg-American line says, in the New York Sun, that the new ship, which will be bigger than the Great Eastern, has not been named. She will register more than 14,000 tons and will be 885 feet long, 65 1/2 feet beam and forty-four feet deep.

The Vulcan Shipbuilding company guarantees that it will make twenty-four knots, which means that it will cover the course between New York and Southampton in five days and nine hours, and the course between Queenstown and Sandy Hook in four days and twenty hours. The new ship will be completed in 1906. It will be longer than the famous marine failure, the Great Eastern; thirty-seven feet longer than the Kaiser Wilhelm der Grosse, and about

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are the first considerations when buying Liquors for Family Use.

OLD CROW AND HERMITAGE WHISKIES

are Bottled in Bond under the Immediate Supervision of the U. S. Government.

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The Bee has arranged to supply its readers with a set of Portfolios which answer many important questions they have been asking themselves and their friends for sometime past. The Bee prints the news concerning Cuba, the Hawaiian Islands and the American Navy, but where is the reader that would not like to see these things as they really are. The set will comprise—

Ten Portfolios of Photographic Reproductions

presenting 160 views, accompanied by concise explanatory text. They furnish much valuable information about

HAWAII, CUBA, THE AMERICAN NAVY

Countries where America has large interests to be protected, and

THE AMERICAN NAVY

which will figure prominently in the protecting. Naturally every American wants to know what sort of ships Uncle Sam uses in arguing nautical questions, and The Bee's offer affords the means of knowing the strength of his logic in heated disputes.

HOW TO GET THEM.

Get One for a Dime; 10 for a Dollar.

Cuba and Navy Series

Now Complete.

Parts 1 to 10 now here.

twenty feet shorter than the new Leviathan of the White Star fleet, the Oceanic, which may appear on the seas next summer.

Growing Grass in the Shade.

From a Pennsylvania city comes an inquiry as to whether in order to grow grass in the shade it is necessary to use some particular seed, or whether the only cure is to cut out some of the surrounding trees and thus lighten the shade. A park expert says that grass can be grown in shady places, provided good seed is used and the soil is not sour. To settle the last question it is only necessary to take a piece of blue litmus paper, turn some of the soil, and after wetting it, place it on the top of the paper for ten or fifteen minutes. If the paper turns red, the soil is sour. The remedy for sour soil is from one to two bushels of lime per 1,000 square feet, according to the degree of acidity shown on the paper by the test. To preserve a growth of grass close to large trees, fertilization will be necessary every year. A particular brand of seeds is also desirable, and on this point the advice of a good seedsmen had better be taken.

Advertisement for Old Crow and Hermitage Whiskies, including a small illustration of a bottle.

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HELP FOR INVALIDS.

When a woman has female diseases for three or four or five years she begins to think she will never get well. She comes to regard herself as an incurable invalid, who will always be afflicted. Every such sufferer ought to know that nine out of ten of such cases can be cured by a simple vegetable wine now used extensively by women everywhere—McEree's Wine of Cardui. It

was never intended that half the wives and mothers in America should be semi-invalids. They need not be invalids. They can be well and strong. Why will any sufferer hesitate with certain relief so easily attained? Get Wine of Cardui. Get it to-day. You can leave that invalid's chair. You can take Wine of Cardui in the privacy of your own home. There is nothing

offensive about this treatment.



I have used two bottles of McEree's Wine of Cardui, and it has done me lots of good in many ways. It is surprising what this medicine will do for women.

SARAH C. BAIRE.

UNIONTOWN, Ky., Oct. 9th.

I was sick for four years, and nothing did me as much good as McEree's Wine of Cardui.

HATTIE S. GRAVES.

McCorry, Ark., Jan'y 29th.

My health has been greatly improved by the use of Theodor's Black-Draught and McEree's Wine of Cardui, and I am better now than I have been three years.

MATTIE FARRAS.

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