

FLOOD OF GOLD INCREASING.

The activity in the mining world today is much greater than was ever known in the history of this old globe, the bowels of the earth are giving up their riches to the more advanced ideas in mining machinery and newer and better plans adopted for saving finer particles of the precious metal in a way and to an extent not dreamed of a few years ago. The fabulous wealth of the Klondyke, the increased output of the Black Hills, and the recent great discovery's in Colorado, have caused well informed men to pause and wonder what will be the outcome of all this vast production of gold. And when we turn from the mines, we find that from the middle of Feb. the imports of the yellow metal to this country has been just about \$1,000,000 per day, and the amount of it that had accumulated in the treasury up to the time the fifty millions was appropriated for the defence of the country, had reached the enormous amount of 225 million dollars. It was once said that "all roads lead to Rome," and from the present status of the gold influx one would think that all streams led to Washington. That the world is swayed by gold there is no use trying to deny, and that it will continue to be is a certainty. Then as Americans we should ever be on the lookout to keep course toward our shores, to do this should ever be our aim not because we wish to worship it as a deity but from the fact that possession of it is power to our country and comfort to our people. That the civilized world is striving to turn the mouth of the coin sack into their own respective coffers is true today as it ever has been, but that with the right policy held to by our government, the magnet of attraction is bound to be the United States. It is an undoubted fact that a war will take away much gold from our country, but with our great facilities for producing about all we need at home this will be reduced to a minimum, and when the smoke of battle has cleared away we will find ourselves stronger than ever and the lessons we will learn by a great conflict will only better fit us for our inevitable supremacy in the commercial world. A mistaken idea in the administration of our government is always liable to cripple us for the time being and the prospects of it should always appeal to our reason and never allow us for one moment to lose our better judgment.

Party should be a secondary consideration, and the welfare of our country is always paramount. That our present policy wisely administered as it has been in the past year has raised us from the down grade of debt and deficiency there is no disputing, and every voter naturalized or native should well consider these things before he casts his vote.

At the instigation of the great powers of Europe, Spain granted an armistice of five days in the Cuban war last Sunday with the proviso that the United States withdraw their fleet from Key West, and also from the vicinity of the Philippine islands, and as usual immediately proceeded to send two more war vessels from Cadiz to Cuba, loaded with six thousand new troops. How imaculate is the ways of the don, five days more to prepare for war, that's getting old.

The Bryanites declared that the tariff in the last Presidential campaign was not an issue, but the people would not have it that way. They made it an issue and by their vote elected Mr. McKinley President because of his protective ideas, and the result is that the treasury of these United States is in a very healthy condition. Before the appropriation of \$30,000,000 for naval purposes there was \$225,000,000 in the treasury. Now there is a gold surplus of \$175,000,000. How does that strike you for an issue.

OUR NAVY IN A NUTSHELL.

The United States is the first naval power in the world. The navies of Great Britain, France, Russia, and Italy rank ahead in the order named. Germany and the United States are about tied.

Our present effective fighting force consists of 4 battle ships of the first class, 1 of the second class, 2 armored cruisers, 18 cruisers, 15 gunboats, 6 double terreted monitors, 1 ram, 1 dynamite gunboat, and 8 torpedo boats.

The Iowa weighs about 12,000 tons, and, as 20 tons is the average load of a freight car and 12 cars is a good load for a locomotive, it would take 50 locomotives to haul the great steam structure.

The powder used is brown and in chunks the size of a caramel. A charge for the biggest guns weighs 500 pounds and is hoisted to the breach by a derrick, the powder being sewed up in burlap bags, says the Chicago Times Herald.

Armor plates are tested by firing steel projectiles weighing from 100 to 1,500 pounds at them from guns charged with 500 pounds of powder and at a distance of about a city block.

Our battleships have a speed of from 15 to 17 knots an hour. Cruisers make from 19 to 24 knots, while the monitors can travel only from 5 to 7 knots.

The biggest guns in the navy are 49 feet long, big enough for a man to crawl into: 4 feet in diameter at their largest part and weigh 135,500 pounds or theirabouts.

There are six rear admirals in active service. The offices of vice admiral and admiral are unfilled, so there is no head of the navy excepting Secretary Long.

Barnacles form on the hull of a ship impeding its speed. A six months cruise will decrease the speed of a ship 15 per cent, and it must go into dry dock.

Sixty-one merchant vessels belong to the auxiliary navy. These ships are subsidized and by the contract must be given to the United States on demand.

Some of the guns in the navy can fire a shot 12 miles, farther than a man can see, for the guns are aimed and sighted by machinery.

The amount expended by the navy department in 1897 was \$34,561,545 This is a larger sum than has been expended in any one year since 1866.

In a battle the woodwork and all articles of wood are either stowed below or thrown overboard lest the men are injured by flying splinters.

The origin of the navy department may be said to date from October 13, 1775, when Congress authorized the equipment of two cruisers.

The fastest vessels in the navy are the torpedo boats Porter and Dupont, each of which can travel 27.5 knots an hour.

Battleships cost from \$2,500,000 to \$3,750,000. A good torpedo boat costs over \$100,000.

Battle ships are for heavy work; cruisers are commerce destroyers; monitors are used only for coast defense.

The Indiana could lay outside San-

dy Hook and throw 1,200 pound shots into New York at the rate of four a minute.

Those artists who show smoke in their pictures of naval battles are wholly wrong. Smokeless powder is used.

All of the cruisers are named in honor of cities, and the battleships, except the Kearsarge, in honor of the states.

The "grog" ration was abolished in 1863, and since then the crew has been forbidden to drink while on duty.

Marines are the police on board ship. Originally they were employed to prevent mutiny among sailors.

The guns of a battleship can carry from 6 to 12 miles hurling a shot weighing half a ton.

Only 60 per cent of the enlisted men are Americans, and a smaller per cent yet are native born.

Projectiles thrown by naval guns are shaped much as the bullets shot by the ordinary rifle.

A big battleship has on board an electric plant capable of lighting a town of 5,000 inhabitants.

The boilers of the Iowa have a heating surface of 8 acres and hold 30 tons of water.

Great Britain has 294 torpedo and torpedoboot destroyers; Uncle Sam has only eight.

Five hundred and twenty six men and forty officers are required to man the cruiser New York.

Battleships are covered with armor of nickel steel from five to seven inches thick.

We have four armored battleships—the Indiana, Iowa, Massachusetts and Texas.

A submarine torpedo boat known as the plunger is now under construction.

At present the total enlisted force of the naval militia is 3,870 officers and men.

Behind the heavy armor there is a padding of either cork or cocoa husks.

It costs \$500 every time one of the big guns on board a ship is fired.

The Brooklyn and New York are our armored cruisers.

Sailors are paid from \$9.50 to \$12.50 per month and board.

An act of congress in 1872 abolished flogging in the navy.

The American navy has practically all been built since 1883.

A captain in the navy ranks with a colonel in the army.

The oldest iron vessel is the Michigan built in 1844.

We have the only ram—the Katakhdin.

The ships are painted white except in time of war when they are changed to a dirty green.

F. A. Howser, who has been working in the northwest part of the state, as an alleged evangelist, has come to grief. By an investigation it is shown that he preached stolen sermons and did many other things unbecoming an honest man and Christian. He represented himself to be a Modern Woodman and secured financial aid from the order, when as a matter of fact the degrees were never conferred upon him. The people of Butte, where he last held forth, are very indignant and the tar barrel is empty.—State Journal.

The writer made the acquaintance of the above named son-of-a-gun in the Black Hills last summer, where him and a Miss Runk, were doing the Moody and Sankey act, he doing the preaching and she the staging. They made a great onset against the hosts of satan for several weeks, until one day a lady and two small children made their appearance in Lead, and announced themselves as the family of the "Rev. Howser" which precipitated matters for the time being and caused a general ruckie in the previous evening in the dove cot, but his unalloyed gait brought him out of that scrape all right.

If the McKinley administration accomplishes as much in each remaining year as it has achieved in its first year it will be the greatest success of the century.—Kansas City Journal.

The St. Louis citizens are organizing a troop of cavalry to ship Spain. They will all be mounted on Missouri mules.

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