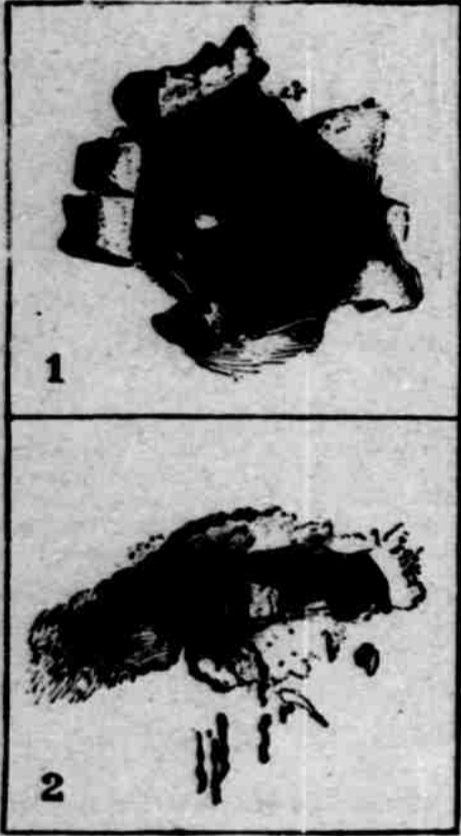


"THE MAN BEHIND THE GUN."

One of the most interesting things in connection with the naval battles of this war, and one of the things that has caused the most comment here and in Europe, is the fact that the superior marksmanship of the American sailor, which has been typified in the saying, "The Man Behind the Gun."

It is interesting to hear from commanders and officers in command of guns on our different ships the reason for this. The method on our ships when approaching the enemy is to fire a small calibre gun, and, as with the use of telescopes, the direction can always be obtained at once, the only difficulty is to find the elevation. This is obtained by first firing short of the object, and then, as the shot strikes the water, gradually raising the gun until the enemy is struck. With the small calibre rapid-fire gun, this is a matter of only two or three shots, and the range is obtained in less than a minute.

The moment any one firing one of the small guns secures the range, it



FIGS. 1 AND 2. HOLES MADE IN THE HULL BY SPANISH SHELL.

is telegraphed or telephoned to every gun on the ship, and with the magnificent machinery for firing the large guns, it is only a few seconds when every weapon of different sizes on board the ship which can be aimed at the object is sending shot and shell of all descriptions straight at the mark, with the consequent result that it is practically impossible for the gunners on the enemy's ship to stay at their guns.

As a result, our ships were seldom hit. Nevertheless, when they were once struck, the frightful execution done by these shots shows what might have happened to our fine battleships if the good American behind the gun had not known and done his work so well.

The illustrations we produce from Harper's Weekly show the damage done by a Spanish shell which struck the Iowa above the water-line and, after passing through the side of the vessel, crashed into the forward turret. Picture No. 1 was taken from the inside of the Iowa looking out, and No. 2 shows the hole made in the turret.

Hard to Please

He (reading the paper)—It certainly is very difficult to please a woman.
She—What makes you think so?
He—Mr. Young of Wabash, Minn., locked his wife in the house; Mr. Potts of Pekin, Wis., locked his wife out of the house, and now both women are suing for divorce.

FIRST OF AERONAUTS.

Blanchard Sailed in Air Before Balloons Were Made.

Eighty-five years ago there died in Paris, Blanchard, the first man to gain celebrity as a balloonist, says the New York Mail and Express. He was born in 1738 and before the balloon was invented he had navigated the air in an atmospheric machine of his own invention, which was propelled with oars and which attained a height above ground of about eighty feet. Blanchard made his first ascent in a balloon at Paris, March 2, 1784. On January 7, 1785, he crossed the English channel in a balloon, accompanied by Dr. Jeffries. Under the circumstances it was a feat of great daring. The aeronauts the trip ended cast away everything but the basket under the balloon, and were about to cut it away when they were carried over the town of Calais and finally dropped in a forest. The officials of Calais gave Blanchard a dinner, presented to him papers of citizenship in a gold box, gave him \$1,200 for his balloon and a pension of \$125 yearly. The king of France also pensioned him. Blanchard boasted that he had risen 13,000 feet higher than any aeronaut of his time. He made sixty ascensions, the last one causing his death. His wife continued the business after him and was killed by a fall from a balloon in 1819. Albert of Saxony, a Dominican monk, is credited with having formed the first correct idea of building balloons early in the fourteenth century, but his ideas never took practical shape. While the scientists were working on the question in 1783 the brothers Montgolfier, paper makers, near Lyons, made and sent up the first balloon on June 5. This balloon was made of linen, was 315 feet in circumference and rose 1,600 feet. It was filled with heated air. About three months later Prof. Charles sent up his balloon, called a "Charliere." It traveled some miles from the starting and fell in a village. The peasants regarded it as a living monster, and fell upon it with pitchforks and flails and tore it to pieces, to the loss and disgust of its owner.

The first living things to leave the earth in a balloon were a sheep, a hen and a duck. They landed safely and the sheep was found grazing. The first ascent in a hydrogen balloon was made by Prof. Charles in Paris, Dec. 1, 1783.

LOW RATE TO OMAHA EXPOSITION FOR MODERN WOODMEN DAY.

On September 21 and for trains arriving in Omaha morning of September 22, the Great Rock Island Route will sell round trip tickets to Omaha, September 23, from points where one way rate to Omaha is \$6.00 or less, at rate less than one fare for the round trip. Minimum round trip rate to be \$1.00. This is a splendid opportunity to visit the Omaha exposition at a low rate, and you should not fail to make the trip via the Great Rock Island Route. For rates and full information apply to ticket agent, or address JOHN SEBASTIAN, G. P. A., Chicago.

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SPEND AUGUST IN THE BLACK HILLS.
Go first to Hot Springs. There you can bathe, ride, bicycle, climb mountains, dance and play tennis to your heart's content. If your limbs are stiff, your kidneys out of order or if you are troubled with eczema or any other form of skin disease, a month at Hot Springs will make a new man of you.
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During August, the Burlington route will run two low-rate excursions to Hot Springs; one on the 9th, the other on the 26th of that month. Tickets Will be sold at one fare—half rates—and will be good to return any time within 30 days. Organize a party. Arrange about your hotel accommodations at Hot Springs; arrange for ticket at B. & M. depot or city ticket office, corner 10th and O streets.
G. W. BONNELL, C. P. & T. A.
Aug. 26.

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