proud of her, too. She is Mrs. Henrietta BROOKLYN'S Campbell. Wichita is erso very proud of her name, because as a rule people in Wichits don't have many names. Mrs. Camp-bell's mother was a sister of Admiral Camara's father. Her father was of Scotch descent and was named Campbell. She was born at Granada, Spain, where the best known members of the Camara family live. Mrs. Campbell's father had large business interests in America and she was educated here. Her father died when she was quite young and her mother had arranged for her to marry a Spanish cousin, but she eloped with a young Pennsylvanian. Her mother disinherited her and very soon her young husband died. She married again, but ob-tained a divorce and the restoration of her maiden name. Her mother has never communicated with her since their separation and lives in Spain with her Spanish relatives. The daughter is described as hand-some, a first-class dressmaker and a thorough-going American.

They Learned in Ouban Waters.

EFFICACY OF THE RAPID-FIRE GUNS

Advantages of High Speed and Tall

Praise for the Gallant

Work of the Crew.

of good luck for which we are all thankful.

The speed of the Brooklyn had something

to do with it, of course. And you can give the praise for that to those who designed

it, and the faithful crew below in the engine

and fire rooms. They worked as never men

worked before. You wish me to give your

readers an idea of the efficiency of the

The rear admiral smiled and glanced to

ward a number of navy yard officials just

boarding the ship, adding in his character-

istic, genial manner: "I am afraid I must

FIGHTING

Towar

by the Brooklyn's experience?'

armored cruiser class of war ships as proved

Frills of Fashion.

Steel and malachite form a combination noted in the newest buckles. Gloves in mushroom shades are the fad for the share of the crew and this ship in of the hour, the newest tint being called

"oyster the victory of the Santiago fight, only one Girdles and belt buckles in metal, set with a variety of gems, appear to be gainthing can be said-they did their duty as Americans and American ships always have ing in popularity.

and always will. In all my experience l Note pads with silver or ivory covers ornamented with silver are more popular than ever as articles for the chatelaine. have never before witnessed such fatally accurate and deadly shooting as was done by our fleet as it closed in on Cervera's The latest patriotic design is a crystal button with a spread eagle on a shield. The coloring of the eagle is especially atsquadron during the battle of July 3. But all this is an old story. That we happened to be in the thick of the fight was a piece

tractive, It is the proper thing to wear embroidered silk stockings to match the gown. Very exculsite hosiery is worked in tiny rosebuds, violets or for-get-me-nots. Superb white watered silk, such as de-

lighted the stately dames of olden times, will be a favorite material for bridal dresses next season. The moire fabrics of today, Ribbon trimmings will be much used in autumn millinery on both hats and toques. This is a sensible fashion, since ribbon is not easily hurt by uncertain autumn weather. The wide directoire toque still remains popular.

The newest bathing suits are made of bunting, with a coarse lace yoke and neck, waist, knee and sleeve bands of cream milicary braid. Bunting sheds the water more readily than brilliantine, but the best ma-terial of which a bathing suit can be made is all-wool or wool-and-silk Jersey cloth.

Yellow is a color that appears to be gaining constantly in fashionable favor, particularly in the realm of millinery -yellow tulle, lace, Spanish blonde, crepe lisse and deep orange and rich olive velvets are mingled with double yellow hollyhocks primroses, honeysuckle sprays and large yelprimroses, honeysuckle sprays and in low-hearted water lilies and roses.

Many of the English serge dresses worn on the beach are in colors of tan, gray, ma-rine blue, cadet blue and Cuban red, and a number of the red gowns are made up with guimpes or yokes of tan crepon, shirred above the low-cut full blouse, which has deep, turn-down revers at the top. The small shoulder puffs are of red serge, with closely fitted forearm portions of tan color. however, show much smaller waves.

A method much employed in trimming autumn foulards is to carry frills of inch-wide ribbon round the silk to suggest a deep flounce and its heading, and to supplement a yoke collar, high stock epaulets and cuffs with two rows of frills in the same fashion. Foulards are now made with tight backs showing few seams, but the front is always full.

A pretty little gown of tea-rose pink French zephyr goods, with tiny raised lines of white, worn by a very pretty debutante at a noted summer resort, is made with one of the popular two-story skirts, the lower one cut with a decided flare and set on to the upper half with two very small ruffles bordered with very narrow pink ribbon. The ledge of the large flower flounce has three matching frills. The waist is in surplice form, shirred into yoke shape; and also at the waist, where a soft pink silk sash is carried twice around and knotted on the left side at the back. Shoulder ruffes trimmed with rows of the ribbon outline the yoke and lace pleatings and folds of pink silk form the becoming collar and wrist trimmings.

OUT OF THE ORDINARY.

Midshipman Morris of the Vizcaya mourns the loss of a collection of nearly 2,500 postvarieties, which were destroyed in the Spanish ship. A locomotive of the Pennsylvania railway recently drew a train about threequarters of a mile long, made up of 137 loaded coal cars, from Altocna to Harrisburg, 132 miles, in twelve hours. The weight of the train behind the tender was 5,212 tons, the locomotive weighing 104 tons. Even locomotives have a big "pull" occasionally. Most Chinese mandarins pass the whole of their lives without taking a single yard of exercise. The late Nanking viceroy (father of the Marquis Tseng) was consid-ered a remarkable character because he always walked 1,000 steps a day in his private garden. Under no circumstances whatever is a mandarin ever seen on foot in his own jurisdiction. An unusual instance of mountain railway construction, which at the present time is being carried on with remarkable rapidity, is the line from Scheidegg, Switzerland, round the great glacier of the Eiger, past the Monch, up to the very topmost point nearly of the Jungfrau, the height of the station near the summit being 13,668 feet above the level of the sea, and this is justly considered one of the most notable of modern engineering achievements. During the last season travel has been practicable from Interlaken to Scheidegg by rack railways already in operation, one of these leaving the adhesion road at Zurei Lutschinen, the other at Lauterbrunnen. The new railway will, when completed, take passengers 7,000 feet above Scheidegg. The locomotives are to have cogwheels fitted into a rack, the openings in which correspond to the teeth of the wheels, the rack being placed between two steel rails of the ordinary adhesion pattern. The motive power is to be supplied by electricity, while the tunnels and galleries will be lighted throughout by incandescent electric lamps. It is expected that the line will be in operation to the top of the Jungfrau in three or four years. The farmers of lows are making suc-cessful a system of insurance against hail, company organized for that purpose at Des Moines five years ago having now more than 30,000 policies and more than \$10,000,000 in risks, covering over 2,000,000 acres of farming lands. It has paid in losses \$7,000 in 1893, \$35,000 in 1894, \$81,-000 in 1895, \$281,000 in 1896, and \$204,000 in 1897, or a total of \$600,000. The average aspessment has been 7 cents per acre a year. The concern is mutually co-operative. Mem-bers pay a fee of \$2 and 2 mills on the amount on which insurance is asked, and the association insures its members, their heirs or assigns against loss or damage by hall to the growing crops to an amount not to exceed \$600 on 160 acres, according to government survey. No loss is paid which occurs later than September 20. This form of insurance protection against a danger which constantly menaces western farming has been found as satisfactory in practical test, it is said, as the tornado associations of the same region. A farmer whose crops are injured and who does not receive pe-cuniary compensation gets one bushel of the kind of grain destroyed for each 100 bushels raised by the other members of the co-operative company.

WAR LESSONS vessels of the Brooklyn type find ample ning the secondary battery must not be loaded torpedoes from decks above the water line whenever it is practicable

protection in the protective deck, which is forgotten. They handled the light guns three inches on the flat and six inches on coolly and extilituily, notwithstanding their the slope, in the three-inch belt and in the exposed position, and the question as to eight inches guarding the barbette turrets. the advisability of utilizing the marine Officers of the Gallant Cruiser Tell What It is evident that the constructors were guard in such work should be considered happy in their selection of the armor. The settled.

injury reported to have been sustained dur-Pattleships and Cruisers. ing the Santiago fight, when one of the compartments was flooded below the water The licutenant was asked how, in his opinion, armored cruisers compared with line, was due to a water valve being opened | through some unknown cause. "In regard to the question of armament

has been claimed in some quarters that astic advocate of the Brooklyn class. Smokestacks-Admiral Schley's a battery consisting entirely of 6-inch rapid-fire guns would be more efficient than "Both battleships and fast armored cruisers are necessary in every fighting the Brooklyn's present battery, which inflect," he said, "but, I think, from the cludes eight 8-inch and twelve 5-inch rapidgreater range of the latter and their higher firers, and a secondary battery of twelve speed, they are really of more value than 6-pounders, four 1-pounders, four Colts and the battleships. The moral effect on an two field guns. The question is susceptible enemy naturally exerted by craft like the to argument of course, but I think the Indiana or lows must be admitted, but for 8-inch guns of the Brooklyn did their share quick, sharp work, great speed and cruisin the Santiago fight. We fired 100 rounds ing range and effective action the armored of 8-inch shells. Those, combined with the cruisers cannot be beaten. What better 8-inch projectiles fired by the Iowa, Oregon fighting machines can be found in any famous armored cruiser as he spoke. "As

battleships as proved by his experience on board the Brooklyn. From the manner of his reply it is evident he is an enthusiby

(Copyright, 1898, by S. S. McClure Co.) NEW YORK, Aug. 23 .- "You can almost read the lesson learned by the Brooklyn during this war in the stars," said Admiral Schley with twinkling eyes. He waved one hand suggestively toward the American ensign flaunting from the taffrail staff of the

prominence. 2. That all wood work so far as possible requisite to an efficient cruising vessel.

MESS ON THE

BERTH DECK

The one peculiarity in the construction of the Brooklyn most prominent to the casual observer is her lofty (and ugly) smoke funnels. She carries three which tower above the decks almost as high as the signal masts. These stacks were advocated by Chief Engineer Melville, and the testimony of the engineering force of the cruiser is in their favor. The lofty funnels really give the result which is usually obtained the use of forced draught-a device which experience has proved liable to lead to the ruin of the boilers. The forced draught system causes severe expansion and contraction strains, and usually start leakage at the tube ends. This is not present in natural draught, and the Brooklyn's experience has shown that as good results can be obtained by lengthening the smokestacks as by the employment of the forced draught system. The lesson learned by the Brooklyn in

the Spanish-American war can be embodied in these recommendations, which will be made by the proper boards: 1. That 8-inch guns and rapid-firers of all calibers should be given the greatest

should be abolished in war ships. 3. That the pipes of fire mains should be laid below the protective deck. 4. That light armor and great speed are

H. H. LEWIS, Late U. S. N. TWO GRADES OF HUMOR.

Comparison of the American and the

English Variety. George Grossmith, comparing American humor with English, says: "A New York gentleman was once chaffing me about my pronunciation of certain words, and I was very much amused at it. So I said to him: 'It's our language, you know. We invented it before you were discovered.' He was a bit abashed at first. Then he said: 'That's Well, I think it's about time you BO. learned to speak it.' It is very difficult to score off an American, and you can't play a practical joke on one at all. I've often gone, when I've had a friend with me, into some old city bank, like the Bank of England, for example-staid old place, you know We've marched up to the counter and I've said quite calmly to the old gentleman behind it, 'Can't I have a brandy and soda and some sandwiches?' They've always been most polite, and taken it seriously, saying: 'We don't keep brandy and soda and sandwiches here.' 'But you have them orLet Faces Come First. If you use Wool Soap for but one purpose, let it be

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harms the face, it means a spoiled complexion.

There is a particular ingredient in Wool Soap that prevents it from shrinking wool. That quality makes it especially desirable for toilet and bath.

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is a white, swimming soap. In washing woolens it is a necessity. In any other use it is a luxury, and it is so cheap that it makes luxury economical. It is an absolutely pure soap. It is the only soap so pure that it won't shrink wool.

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THE OMAHA DAILY BEE: SUNDAY, AUGUST 28, 1898.

Tall Smokestacks Aided Speed.

for the face rather than for wool. a spoiled garment. When a soap

WOOL BOAP





refer you to Mr. Hodgson, the navigator. | and Indiana, worked terrible havoc on the | navy than the New York or the Brooklyn?

Lieutenant Hodgson is the cruiser's struck the latter ship, landed in the wardnavigating officer. Admiral Schley said of room and exploded, wrecking the comparthim in his report of the Santiago battle: ment and killing a number of the enemy. "The navigator, Lieutenant A. C. Hodgson, The Marie Teresa was struck by an 8-inch was most steady and conspicuous in every shell from our ship, which entered the detail of duty, contributing to the accurate side just forward of the port beam. The firing of this ship (Brooklyn) in her part of projectile burst and disabled the four crews the great victory." He seemed to think of the guns on that deck. The 8-inch that his testimony could not be of much breech loader is a formidable weapon and it interest, but he finally consented to talk is certainly not out of place on an armored cruiser.

"The lesson learned by the Brooklyn," he "The official reports made by the ships began, "is the same as that learned by every of Admiral Sampson's fleet prove that the ship in the fleet. We probably can give main results of the battle off Santiago better testimony from the fact that we were were achieved by the 8-inch and lower struck by the enemy's projectiles a greater calibers, and the rapid-fire pleces. Too number of times than any other vessel, but much praise cannot be given to the men really the only additional knowledge at the latter guns for their extraordinary acquired is that Spanish shells of the skill and ability. The perfect hail of procaliber fired by Cervera's ships are useless jectiles showered upon the fleeing ships by against the three to eight-inch armor carried by the Brooklyn. The marks and scars show that we were reached about twenty-five times, but, as you see, we are still affoat. "The recent war proved conclusively that

the 5-inch rapid-firers was almost beyond belief. Captain Eulate's testimony that 'the Brooklyn's fire on our broadside was frightful and the men could not stay at their guns' proves how the crews worked the pieces. Although twelve of these terribly destructive guns are carried, only six could be used during the running fight, as only that number would bear on the broadside, but the six guns did their work nobly. The the Cristobal Colon four and the five,

Oquendo five. One of the shells exploded a torpedo on the latter vessel with terrible effect. This shows a total of twenty hits, all. I do not believe the battery of the Brooklyn can be improved. Results naturally speak for themselves and the results obtained by the ship in the recent war are eloquent.

"The efficient work of the marines man-

He will doubtless give you the information Marie Teresa, the Almirante Oquendo, the They have a speed of twenty knots or you desire." Narie Teresa, the Almirante Oquendo, the They have a speed of twenty knots or Vizcaya and the Colon. One of these shells more, splendid batteries, ample armor, a coal supply of 1.461 tons and a radius of action of 6.088 knots at a ten-knot speed. With the new colonial policy of the United States, to which they are not yet committed of course, but which is surely bound to follow, such vessels as the New York and Brooklyn will be of the greatest value. Future naval building programs will certainly include that type of ship."

Men Cool as Though at Practice.

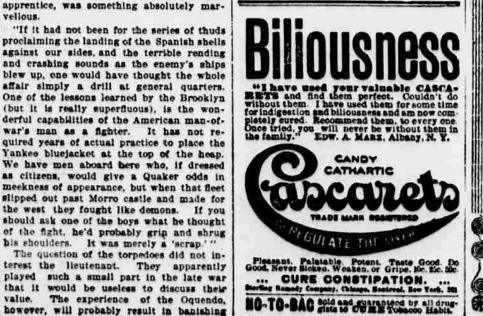
In reply to a question as to the conduct of the Brooklyn's crew during the Santiago action, Lieutenant Hodgson spoke in warm praise. The coolness and daring. the utter sangfroid shown by all on board from the oldest man down to the youngest apprentice, was something absolutely marvellous.

"If it had not been for the series of thuds proclaiming the landing of the Spanish shells against our sides, and the terrible rending and crashing sounds as the enemy's ships blew up, one would have thought the whole affair simply a drill at general quarters. One of the lessons learned by the Brooklyn (but it is really superfluous), is the wonderful capabilities of the American man-ofwar's man as a fighter. It has not required years of actual practice to place the Vizcaya was hit six times by the Brooklyn's Yankee bluejacket at the top of the heap. 5-inch breech loaders, the Infanta Marie | We have men aboard here who, if dressed as citizens, would give a Quaker odds in meekness of appearance, but when that fleet slipped out past Morro castle and made for the west they fought like demons. If you which, when the fact that the target was should ask one of the boys what he thought moving rapidly is taken into consideration. of the fight, he'd probably grip and shrug is really remarkable. No, taking it all in bis shoulders. It was merely a 'scrap.' The question of the torpedoes did not interest the lieutenant. They apparently played such a small part in the late was that it would be useless to discuss their

value.

dered in from outside.' 'Yes, but that, of course, is for ourselves,' and so on, all quite gravely and without the suspicion of a smile or the slightest quiver of the muscles of the countenance to indicate a sense that a practical joke was fooling around." "And in America you would have fared differently?" "Rather. I went once to the State house in Hartford, Conn. There was a man standing at the entrance, an official with a band around his hat; so I stepped up to him and said: 'Can you tell me if this hotel is conducted on the European plan?' He simply looked at me and calmly said: 'Any more?' Then there was a moment's awkward pause and I had to walk out."

Dr. Pentecost affirms that the churches in this country are overfed and underworked.



VALUABLE APPENDIX The Appendix embraces: Proper Names in Biography, Fiction, History, Geography, etc.; Foreign Words and Phrases in English Literature; Faulty Diction, Disputed Pronupol-ation; Chemical-Elementa, Titles and Degrees; Weights and Messures, Historical Deta; Arbitrary Signs and Symbols; Common and Metric Systems, etc., etc.

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