

proud of her, too. She is Mrs. Henrietta Victoria Isabella Wilhelmus Marty Boyce Campbell. Wichita is also very proud of her name, because as a rule people in Wichita don't have many names. Mrs. Campbell's mother was a sister of Admiral Camara's father. Her father was of Scotch descent and was named Campbell. She was born at Grenada, Spain, where the best known members of the Camara family live. Mrs. Campbell's father had large business interests in America and she was brought 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 Pennsylvania farmer. Her mother died and she married again, but she obtained a divorce and the restoration of her maiden name. Her father has never communicated with her since their separation and lives in Spain with her Spanish relatives. The daughter is described as handsome, a first-class dressmaker and a thorough-going American.

Fritts of Fashion.
Steel and malachite form a combination noted in the newest buckles.
Gloves in mushroom shades are the fad of the hour, the newest tint being called "candy."
Girdles and belt buckles in metal, set with a variety of gems, appear to be gaining in popularity.
Note pads with silver or ivory covers ornamented with silver are more popular than ever as articles for the chateleine.
The latest patriotic design is a crystal button with a spread eagle on a shield. The coloring of the eagle is especially attractive.
It is the proper thing to wear embroidered silk stockings to match the gown. Very exquisite hosiery is worked in tiny rose and violet colors. The water worn Superb white watered silk, such as delighted the stately dames of olden times, will be a favorite material for bridal dresses next season. The more fabrics of today, Ribbons 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 director's toque still remains popular.
The newest bathing suits are made of busting, with a coarse lace yoke and neck, waist, knee and sleeve bands of cream military braid. Busting in this way is more than brilliant, but the best material 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 its heading, velvets, are mingled with double yellow hollyhocks, primroses, honeysuckle sprays and large yellow-hearted water lilies and roses.
Many of the English serge dresses worn on the beach are in color of tan, navy, marine 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 fern fronds of tan color, however, show much smaller.
A method much employed in trimming autumn foulards is to carry frills of inch-wide ribbon round the silk to suggest a deep founce and its heading, which is supplemented by a yoke collar, high stock epaulettes 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 pluk 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. The skirt is very narrow, ruffled bordered with very narrow pink ribbon. The ledge of the large flower founce has three matching frills. The waist is in surplice form, shirred into yoke shape, and also at the waist, where a soft pink sash is carried twice around and knotted on the left side at the back. Shoulder ruffles trimmed with frills 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 *Vicaya* mourns the loss of a collection of nearly 2,000 postage stamps, including the rarest European varieties, which were destroyed in the Spanish ship.
A locomotive of the Pennsylvania railway recently drew a train about three-quarters of a mile long, made up of one loaded coal car, from Altoona to Harrisburg, 132 miles, in twelve hours. The weight of the train behind the tender was 8,212 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 step of exercise. The late Nanking viceroy (father of the Marquis Tseng) was considered a remarkable character because he always walked 1,500 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 leading 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 Iowa are making successful a system of insurance against hail, a 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 9,000,000 acres of farming land. It has paid in losses \$1,900 in 1893, \$25,000 in 1894, \$81,000 in 1895, \$281,000 in 1896, and \$204,000 in 1897, or a total of \$600,000. The average annual assessment has been 7 cents per acre a year. The concern is mutually co-operative. Members pay a fee of \$2 and 2 mills on the amount on which insurance is taken and the association insures its members, their heirs or assigns against loss or damage by hail to the growing crops to an amount not to exceed \$500 on 100 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 a pecuniary compensation gets one bushel of the kind of grain destroyed for each 100 bushels raised by the other members of the co-operative company.

BROOKLYN'S WAR LESSONS

Officers of the Gallant Cruiser Tell What They Learned in Cuban Waters.

EFFICACY OF THE RAPID-FIRE GUNS

Advantages of High Speed and Tail Smokestacks—Admiral Schley's Praise for the Gallant Work of the Crew.

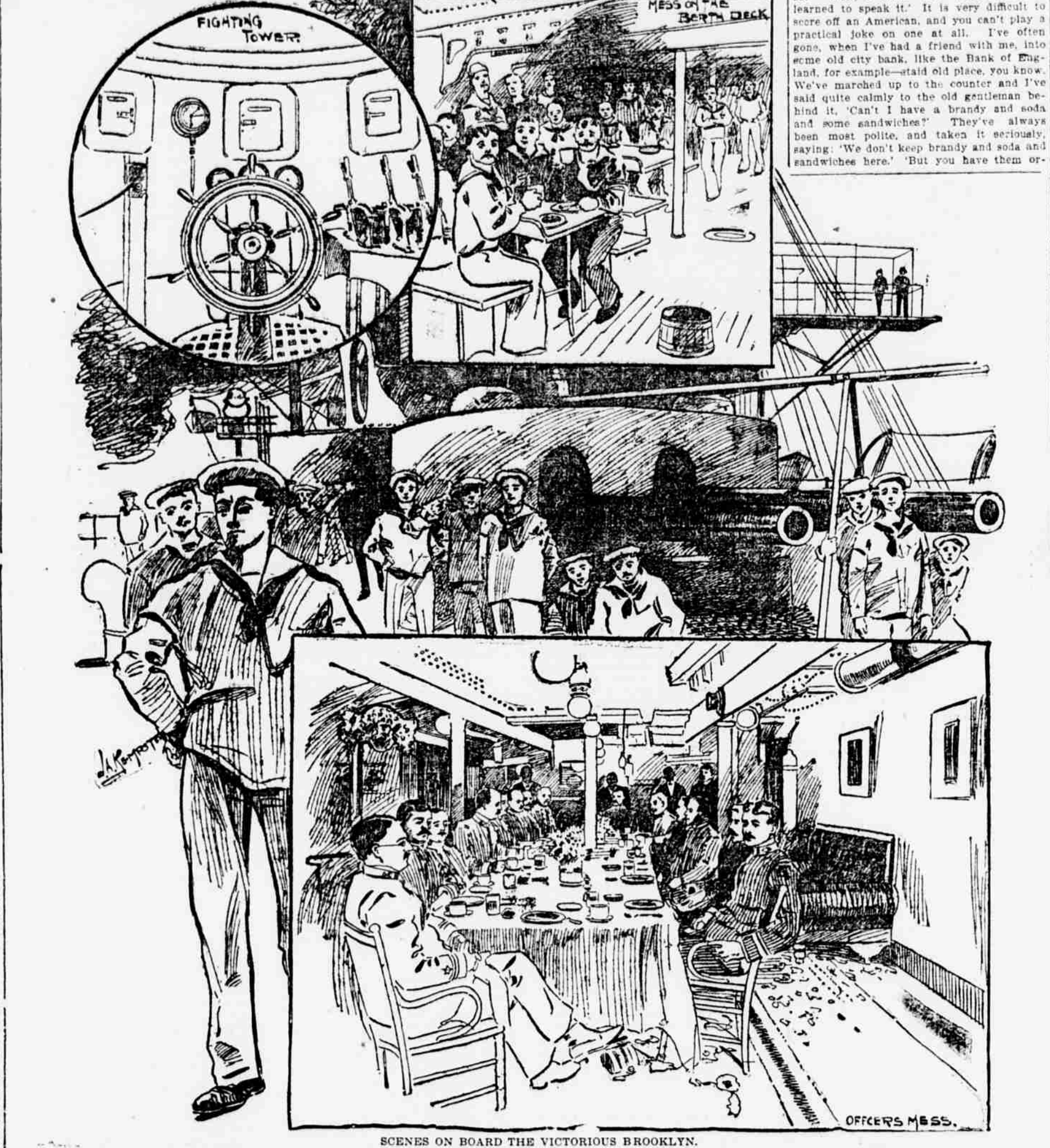
(Copyright, 1898, by S. S. McClure Co.)
NEW YORK, Aug. 23.—"You can almost read the lesson learned by the Brooklyn during this war in the stars," said Admiral Schley with twinkling eyes. He waved one hand suggestively toward the American ensign flaunting from the taffrail staff of the famous armored cruiser as he spoke. "As for the share of the crew and this ship in the victory of the Santiago fight, only one thing can be said—they did their duty as Americans and American ships always have and always will. In all my experience I have never before witnessed such fatally accurate and deadly shooting as was done by our fleet as it closed in on Cervera's 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 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 armored cruiser class of war ships as proved by the Brooklyn's experience?"
The rear admiral smiled and glanced toward a number of navy officials just boarding the ship, adding in his characteristic, genial manner: "I am afraid I must

vessels of the Brooklyn type find ample protection in the protective deck, which is three inches on the flat and six inches on the slope, in the three-inch belt and in the eight inches guarding the barbette turrets. It is evident that the constructors were happy in their selection of the armor. The injury reported to have been sustained during the Santiago fight, when one of the compartments was flooded below the water line, was due to a water valve being opened through some unknown cause.
"In regard to the question of armament it has been claimed in some quarters that a battery consisting entirely of 6-inch rapid-fire guns would be more efficient than the Brooklyn's present battery, which includes eight 8-inch and twelve 5-inch rapid-fire guns, and a secondary battery of twelve 6-pounders, four 1-pounders, four Colts and two field guns. The question is susceptible to argument of course, but I think the 8-inch guns of the Brooklyn did their share in the Santiago fight. We fired 100 rounds of 8-inch shells. Those combined with the 5-inch projectiles fired by the Iowa, Oregon

ing the secondary battery must not be forgotten. They handled the light guns coolly and skillfully, notwithstanding their exposed position, and the question as to the advisability of utilizing the marine gun in such work should be considered settled."
Battleships and Cruisers.
The lieutenant was asked how, in his opinion, armored cruisers compared with battleships as proved by his experience on board the Brooklyn. From the manner of his reply it is evident he is an enthusiastic advocate of the Brooklyn class.
"Both battleships and fast armored cruisers are necessary in every fighting fleet," he said, "but, I think, from the greater range of the latter and their higher speed, they are really of more value than the battleships. The moral effect on an enemy naturally exerted by craft like the Indiana or Iowa must be admitted, but for quick, sharp work, great speed and cruising range and effective action the armored cruisers cannot be beaten. That better fighting machines can be found in any

loaded torpedoes from decks above the water line whenever it is practicable."
Tail Smokestacks Aided Speed.
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 by 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-fire guns of all calibers should be given the greatest prominence.
2. That all wood work so far as possible 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 requisite to an efficient cruising vessel.
H. H. LEWIS, Late U. S. N.

TWO GRADES OF HUMOR.
Comparison of the American and the English Varieties.
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 so. Well, I think it's about time you 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 seen old city folk, 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 or-



SCENES ON BOARD THE VICTORIOUS BROOKLYN.


refer you to Mr. Hodgson, the navigator, who will doubtless give you the information you desire."
Lieutenant Hodgson is the cruiser's navigating officer. Admiral Schley said of him in his report of the Santiago battle: "The navigator, Lieutenant A. C. Hodgson, was most steady and conspicuous in every detail of duty, contributing to the accurate firing of this ship (Brooklyn) in her part of the great victory." He seemed to think that his testimony could not be of much interest, but he finally consented to talk briefly.
"The lesson learned by the Brooklyn," he began, "is the same as that learned by every ship in the fleet. We probably can give better testimony from the fact that we were struck by the enemy's projectiles a greater number of times than any other vessel, but really the only additional knowledge acquired is that Spanish shells of the caliber fired by Cervera's ships are useless 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 afloat."
"The recent war proved conclusively that

and Indiana, worked terrible havoc on the Marie Teresa, the Almirante Oquendo, the *Vicaya* and the *Colon*. One of these shells struck the latter ship, landed in the wardroom and exploded, wrecking the compartment and killing a number of the enemy. The Marie Teresa was struck by an 8-inch shell from our ship, which entered the side just forward of the port beam. The projectile burst and disabled the four crews of the guns on that deck. The 8-inch breech loader is a formidable weapon and it is certainly not out of place on an armored cruiser."
"The official reports made by the ships of Admiral Sampson's fleet prove that the main results of the battle of Santiago were achieved by the 8-inch and lower calibers, and the rapid-fire guns. Too much praise cannot be given to the men at the latter guns for their extraordinary skill and ability. The perfect hall of projectiles showered upon the fleeing ships by the 5-inch rapid-fire was almost beyond belief. Captain Eulala'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 *Vicaya* was hit six times by the Brooklyn's 5-inch breech loaders, the *Infanta Maria* five, the *Cristobal Colon* four and the *Oquendo* five. One of the shells exploded a torpedo on the latter vessel with terrible effect. This shows a total of twenty hits, which, when the fact that the target was moving rapidly is taken into consideration, is really remarkable. No, taking it all in 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-

navy than the New York or the Brooklyn? They have a speed of twenty knots or 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 marvelous.
"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-of-war's man as a fighter. It has not required years of actual practice to place the Yankee bluejacket at the top of the heap. We have men aboard here who, if dressed as citizens, would give a Quaker odd in meekness of appearance, but when that fleet slipped out past Morro castle and made for the west they fought like demons. If you should ask one of the boys what he thought of the fight, he'd probably grip and shrug his shoulders, and say merely a 'scrap.' The question of the torpedoes did not interest the lieutenant. They apparently played such a small part in the late war that it would be useless to discuss their value. The experience of the Oquendo, however, will probably result in banishing

dered in from outside.' Yes, but that, of course, is for competition, 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 hand 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.

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VALUABLE APPENDIX The Appendix embraces: Proper Names in Foreign Words and Phrases in English Literature; Faulty Diction, Disputed Pronunciation; Chemical Elements, Titles and Degrees; Weights and Measures, Historical Data; Arbitrary Signs and Symbols; Common and Metric Systems, etc.

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