

Prominent Figures in the Nebraska Legislature

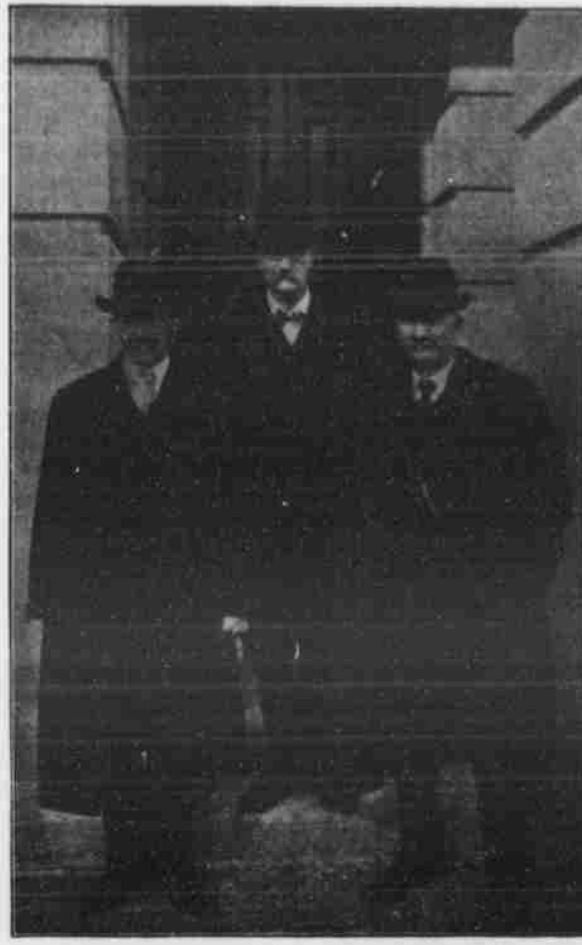
From Photos by a
Bee Staff Artist



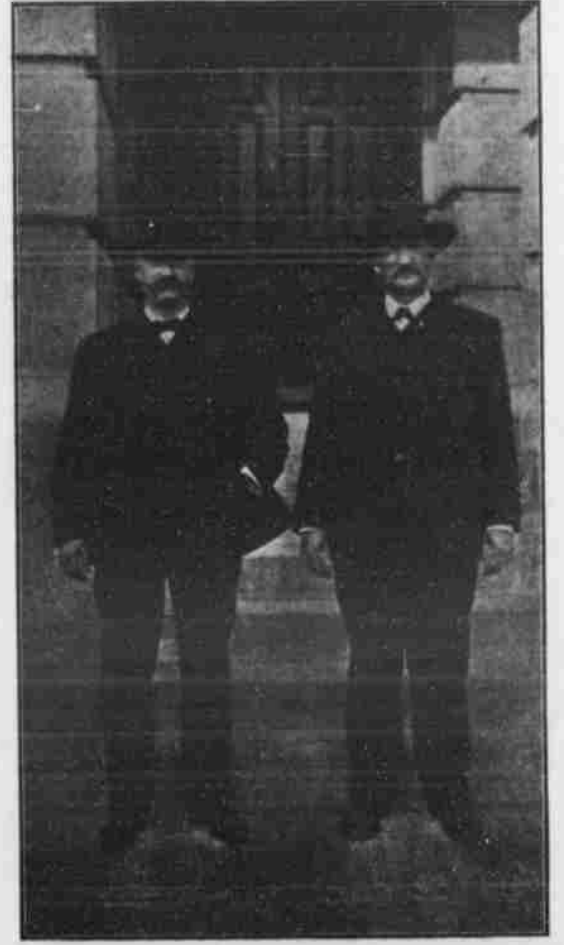
Harrison of Hall. McGilton of Douglas.
LIEUTENANT GOVERNOR AND PRESIDENT
PRO TEMPORE OF THE SENATE.



J. H. MCKETT, SPEAKER OF THE
HOUSE, AT HIS DESK.



GENTLEMEN FROM GAGE COUNTY.



W. Deles Dernier. G. L. Rouse.
TWO OF THE CANDIDATES FOR SPEAKERSHIP.



SENATORS AND REPRESENTATIVES FROM DOUGLAS COUNTY.



LANCASTER'S DELEGATION IN THE LEGISLATURE.



SCENE IN THE HOUSE WHEN CHIEF JUSTICE SULLIVAN ADMINISTERED THE OATH TO THE MEMBERS.

Building Battleships

(Continued from Fourth Page.)

sparks as it falls ponderously in response to the foreman's sing-song of "Blow! Blow! Light Blow!"

All these points of battleship building are the more interesting, of course, because of the tremendous importance of the result. There is little satisfaction, either, in building a battleship unless it is to be a better ship and a more powerful fighter than all those that have gone before it. Consequently battleship designers must be engineering pioneers hunting for new facts and new ideas and employing new methods and materials to accomplish results beyond what have already been achieved. Consequently, also battleship builders must be mechanical pioneers to carry out the designers' ideas. So here we are face to face with one of the world's biggest steam hammers actually at work, and down in the yards we saw rivets driven by compressed air in cramped spaces where it would be impossible to swing a hammer to

drive them in the old-fashioned way, and we may watch dozens of things like hoisting and lathe running and drilling and transportation being done here by electricity, which along the old lines would have been carried out in slower and more expensive ways, while in the huge stern posts we have seen the very latest thing in cast steel, for casting in steel is not only a new art not yet reduced to a science, but stern posts and rudder frames for battleships are among the very most difficult things that the steel caster has so far attempted.

Imagining our two fighters as they will appear when complete, we see two white, wall-sided warships, 445 feet long, proceeding with a pile of foam at their bows at the rate of nineteen knots an hour, at an expenditure of twenty tons of coal and the conversion of 150 tons of water into steam. Below the gracefully sheered main deck is visible a row of small guns, forming the "secondary battery." At both Manila and Santiago it was observed that, although big guns were of the greatest ultimate advantage, most of the fight, when the distance

allowed, went on and with the greatest execution among the smaller rapid-firing rifles, which may well account for the strength and importance of the secondary batteries of these twin ships. Above the main decks rise the main turrets fore and aft, topped by smaller ones. A pile of upperworks intervenes between them, surmounted by two stout military masts, with fighting tops and signal yards, and three funnels pouring out volumes of smoke—all contributing to a very solid, castle-like effect.

Finally, the all-important question of what these two battleships can do and how they compare with similar craft in other navies, can be effectively answered by quoting a recent paragraph from one of the best known scientific weeklies. A vessel's guns, for purposes of comparison, are often spoken of in terms of a standard gun, just as electric lights are measured in "candle-power." Speaking of the new French battleship Republique, this scientific weekly says: "The artillery predominance of Republique is here very marked, save against

New Jersey. If, however, we reduce all guns to the common denomination of the 12-pounder, we get the fire values for one broadside as follows: New Jersey, 99; King Edward, 78; Republique, 71; Vittorio Emanuele, 61; Suffren, 60—all of which means, in non-technical terms that in a given time and under equal conditions Rhode Island and New Jersey could throw more metal and make the other fellow sorrier for it than the premier ships of any of our friends the enemy. And the article goes on to say that "by dividing the displacement into these figures we can place the values of the ships in gun fires per thousand and tons of displacement as follows: New Jersey, 6.3; Vittorio Emanuele, 4.8; King Edward, 4.7; Republique, 4.7; Suffren, 4.7. In other words, we have not only the greatest artillery strength on these new vessels—for what is said of New Jersey applies just the same to Rhode Island—but have obtained it with the least proportionate amount of vessel. This, provided no other important feature has been sacrificed, is the very ideal to be sought—

greatest fighting power with least dead weight.

"So far as paper comparisons are concerned," continues this critic, "compare them by whatever system we may select, they will always come out at the head of the list." And so, in the light of previous events, it seems but reasonable to assume that they will do in time of war.

Talk with Alleged Spook

Strange developments came last week at the Griggs house, Port Huron, Mich., where spooks have been in possession for a week, and in the presence of several prominent spiritualists the spirit-knocking conveyed the message that the spirit was that of Mrs. Griggs' first husband, and not the second one, whom she is suing for divorce. Briggs was Mrs. Griggs' first husband's name, and he is dead. Bert Remwick, a prominent spiritualist, deciphered the spirit knocks and received a message of cheer from Briggs for his widow.