

The Oregon was completed and ordered to Puget Sound. While there the war against Spain was declared, and the Oregon was ordered to sail at once for the Atlantic coast.

Milligan, chief engineer of the Oregon, was likewise a mechanic. One day, while going down the west coast, the ship made several knots more than usual. Milligan went at once to the fire room and asked what coal was burned the previous day. He was told, then looking over the bunkers he found two with the same kind of coal and he ordered them sealed up.

When off the South American coast he went to Captain Clark and asked for an order to practice the men in putting on the forced draft. Clark replied: "Oh, it is too warm, it would be too hard on the men."

Then Milligan said: "We do not know what we may run up against on the other side; the men know this and want the order."

The order was given, and what required a half hour to do at first was, after a few days' practice, done in five minutes.

The ship in quick time reported its presence in Jupiter Inlet, Florida. It was ordered to report to Admiral Sampson and without repairs took its place in the fleet. When Santiago was invested by the fleet it will be remembered that Sampson in the cruiser New York was on the east of the line and Schley in the cruiser Brooklyn on the west. Next to the New York was the Indiana, then the Massachusetts, then the little gunboat Gloucester, then the Oregon, then the Iowa, then the Texas, next to the Brooklyn.

The Brooklyn was a 21-knot cruiser, the Oregon a 16½-knot battleship. In that order they pitched and rolled on their anchors for thirty-five days.

Sampson's order was if the Cervera fleet came out of the harbor; not to wait for orders, but to go for the fleet. On that memorable Sunday Sampson went up the coast twelve miles to a little port to consult with General Shafter. The Spanish fleet came out and following the general order all the ships except the Massachusetts, which was away for coal, started for the hostile squadron, "Fighting Bob" Evans could only get a ten-knot pace on the Iowa—the Oregon's sister ship. As the Spaniards came out they turned west.

The Oregon had on her forced draft in five minutes, the right coal was under the boilers. She ran past the Iowa and Texas up side by side with the swift Brooklyn and between her and the enemy and it was the Oregon's shells that drove one after another of Spanish ships ashore until Spain's arm on the sea was broken, her last and finest ship, the Colon, being in the breakers.

It was the Oregon that did the work; the same result would have followed had all the rest of the fleet been absent. It was due to a heroic commander and crew working with the materials that two mechanics had supplied.

The Ships Of The Air

THE submarine has become the terror of the sea, a magnified devil fish or shark. But we suspect that Secretary Daniel's commission of expert inventors will give more attention to the aeroplane than to the submarine, for that surely is to become the most potential of all the instruments of destruction.

A few days ago a fleet of French aeroplanes dropped seventeen tons of shells on a railroad station which the Germans had established for strategic purposes at an important point. There were thirty-five aeroplanes in the squadron and every one got safely away. The squadron worked in the face of a forty-mile an hour gale but it dropped 171 bombs of 90 kilograms each—about 198 pounds.

Huge new German aeroplanes are being built, according to news from Basle. They are stated to have three tiers of planes, with eight Maybach

motors, such as are used in the Zeppelins. The engines are coupled in pairs, each couple driving a propeller, of which there are four. This type of aeroplane is said to be able to carry twenty men. The whole machine is armor-plated. Six of these big machines are declared to have been completed.

When the war began the German cruiser Konigsberg found refuge from the British fleet in the Rufji river, in German East Africa. The ship was concealed by the surrounding jungle, but an aeroplane detected it and directed the range of two river monitors that went up the river and wrecked the ship with shells.

The wonders of the aeroplane are but half revealed as yet and its possibilities should be one of the most earnest studies of the experts who are considering the offensive and defensive measures of protection for our country.

Teddy

TEDDY advises the Progressives to hold together. What for?

Until he makes another contract with the Democratic chiefs to elect for them another president next year? or until he can make a dicker with the Republicans to be their leader next year? He should have added to his advice to hold together the words, "until I can make arrangements to minister to my own desires, for then I shall need all the dupes that I can gather under my standard."

He declares that he is a most peaceable and domestic man but in the event of a war he and his four sons would enlist. We believe that, for we believe that he and his sons possess physical courage. But they would all have to go as officers. In that respect he is not a bit above the mongrel chiefs, that have been raising hades in Mexico for three years past. Teddy is rather a winsome fraud.

No Loss

A writer of note thinks that one of the greatest losses of the present war is one that is not much thought of now, that is represented by the empty cradles in all the countries of Europe.

We are not sure that they represent a loss. They are a sorrow to many a devoted woman, but if not better use can be made of men than to kill them, they might as well not be. Wars are necessary sometimes and to die in them is a sublime act of devotion, but behind the present war, there were no sufficient reasons. Down deep it was lust of power, lust for land, and the commercial lust.

If the war could kill those desires on the part of rulers, it would not be fought in vain, but we fear that it will have no other effect on the minds of those rulers than to give them new ideas of how the next war can be so conducted as to avoid the mistakes of this one, and if that proves true, the empty cradles will represent no loss.

We suspect that up to date three millions of brave men have died or been hopelessly crippled; that means that fifteen millions of men and women and little children are in mourning at home. There can be no compensation for that suffering and the young mothers of the old world who have empty cradles should decorate them with flowers and thank God that they are empty, rather than being occupied by rosy children who would grow up simply to be sacrificed to feed the lusts of brutal rulers.

Becker

BECKER has been electrocuted. Maybe he was guilty, but his face was that of a resolute and kindly man that could be trusted. The proof was so direct that the governor of New York would not interpose to save his life. But is it sure, absolutely sure that the evidence was not manu-

factured? He was surrounded by the most adroit criminals in the world and was in their way, what could they not manufacture. Is not the whole story a good argument against killing men convicted of felonies? Would it not be better to make the punishment of such men a life imprisonment from which there could be no release save the discovery that they had been wrongly convicted? A living death is not much preferable to a swift one, but it makes it possible to sometimes correct a wrong, and the law would help to make convictions.

BELLA GARDA

By Clinton Scollard.

Over Riva La Rochetta rises with its craggy crown,

On the quiet mountain village from its summits sheer looks down,

Flings the sunlight, flings the moonlight, back from climbing cliffs of brown.

At its base the olives silver, and the fleet barks come and go,

With their sails of tawny saffron, with their slanted sails of snow,

Straining in the winds of morning, drooping in the even g'ow.

All along the blue lake's borders toss the red buoys with the tide,

Ever shifting, ever changing through the luring hues that hide

In the bosom of the sapphire, in the turquoise glorified.

Oleanders in the gardens with the bland blush roses vie,

And the palm trees throw their shadows, and the lizards laze and lie

In the sun whose golden sceptre rules an arc of stainless sky.

You may hear the boatmen calling, you may hear the boatmen sing

Songs of love and songs of longing as the swallows wing and wing,

And the air that breathes about you is the air of endless spring.

And that titan, Monte Baido, with its heights of shine and shade,

Looms beyond the fair lake's bosom, in its majesty arrayed,

Crests and bastions, sheer abysses, and the furrows God has made.

Bella Garda! Bella Garda! Set forevermore apart

In that temple we call beauty, far beyond the reach of art,

While I tread the world of mortals you will hold in thrall my heart!—New York Sun.

Inasmuch as the Minnehaha had on board only 1,000 cases of cordite, 2,800 cases of loaded shrapnel shells, 1,400 cases of trinitrotoluol (a chemical of great force which goes into high explosive shells), 65 barrels of petrolatum, 723 cases of loaded cartridges, 66 barrels of frum, 10 barrels of salicylic acid, 95 barrels of boracic acid, you can plainly see how the military experts were driven to the conclusion that nothing could have caused the explosion but a bomb of the late Frank Holt.—Indianapolis Star.

Henry Ford has started a campaign to discourage gluttony, by which millions a year may be saved. The more money saved on foolish luxuries like groceries the more one has to expend on necessities like gasoline.—New York Morning Telegraph.