"Hendee is very much puffed up over his war record."

"Oh, yes. He comes back a thorough expansionist."—Philadelphia North American.

The Old Adam.

"Oh, how can you go on so; coming home in this condition, night after night?"

"Your own (hic) fault, woman. 'f I was a woman, an' married a man to reform 'im, I'd reform 'im or keep quiet."—Cincinnati Enquirer.

Read the Advertisements.

You will enjoy this publication much better if you will get into the habit of reading the advertisements; they will afford a most interesting study, and will put you in the way of getting some excellent bargains. Our advertisers are reliabl; they send what they advertise.

Time may be a success as a wound-healer, but it seldom removes the scars.

THIS IS THE NEW MAINE, LARGER, FASTER AND MIGHTIER

Just What the Reincarnated Battleship and Her Twin Sisters, Ohio and Missouri, Will Be Able to Do to the Nation's Enemies.

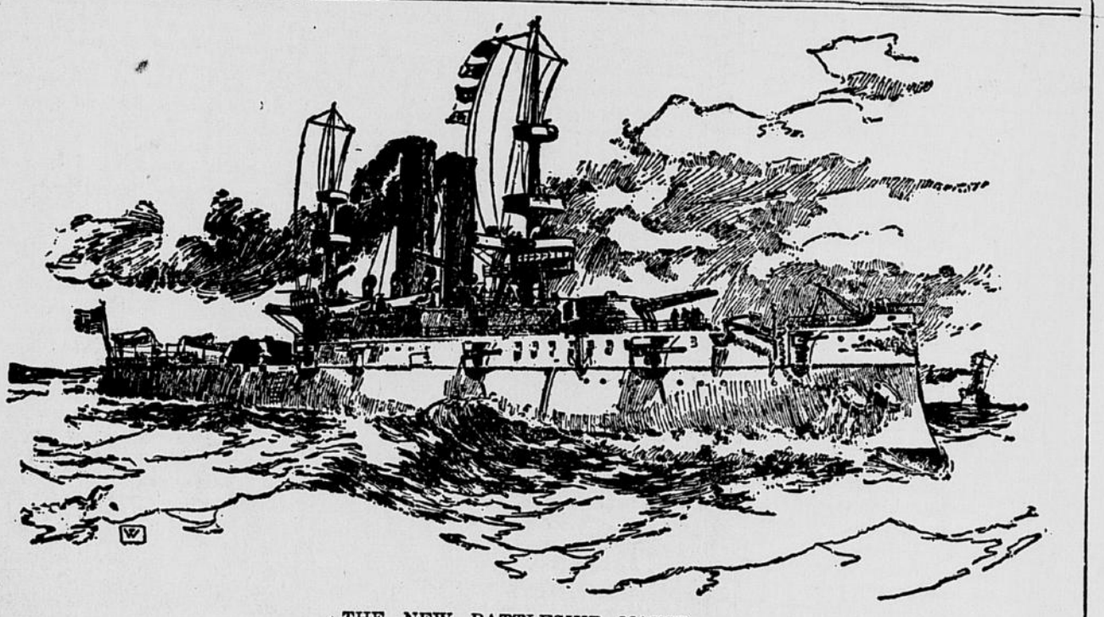
A large and more powerful Maine will take the place of the one blown up by the Spaniards in the harbor of Havana. The next three battleships to be built will be the Maine, Missouri and Ohio. The first of these ships will represent not only the old "Pine Tree State" on the rolls of the navy, but will keep alive the memory of the dastardly work which precipitated the Spanish war, and be a floating memorial of the martyrs who found their death in the original ship of that name. As soon as the ship is finished she ought to be sent to Havana to fire a salute over the wreck of her namesake, which is the coffin of so many of our brave sailors. The Missouri will represent on the waters the great state of the "Middle Valley," and the Ohio the State which has supplied the country so many presidents and statesmen. Not since the civil war have Missouri and Ohio been represented among the fighting ships of the navy. Now that their names are to take the seas once more they will be borne by first-class battleships, sister ships to the new Maine.

The original Maine was a second-class battleships built from plans bought from an English firm. The new Maine will be a first-class battleship, built from American plans prepared by the Navy Department. The plans originally prepared for the Maine and her two sister ships were changed after the battle of Santiago, and advantage taken of the lessons learned in that fight. The principal changes made were with a view to an increase of speed over that originally contemplated.

The new Maine is to have a speed of at least eighteen knots. What is said of the Maine applies, of course, to her two sister ships. She will be a ship of over 12,000 tons displacement, and in her main battery will carry four 12-inch and ten 6-inch guns. The original Maine was of 6,682 tons displacement, and in her main battery had four 10-inch and six 6-inch guns. Her speed was seventeen knots. While these figures give some idea of the superiority of the new Maine over the old one, the idea is only partially conveyed in them, for the new ship will be an embodiment of everything that has been learned by experience and experiment, and conceived by ingenuity and study since 1890, when the ship wrecked in Havana harbor was built. Among other things, the new Maine will have under-water torpedo tubes, the first ever put in any ship in the American navy. Torpedo tubes above the water line are so dangerous to the ship trying to use them that it is not probable that they will ever be used in battle. It has been recommended that the torpedo tubes be taken out of all the battleships. A torpedo fired from above water is liable to be hit by the rapid-fire guns of the enemy while it is in the tube, ready for launching, and exploded. This would hoist a battleship "with its own petard." The British asserted some time ago that they had discovered a plan for using submerged torpedo tubes, and have put them in a few of their men-of-war. There were many difficulties in the way of successfully firing a torpedo from a submerged tube, but these have been overcome, and the Maine will be the first to have the advantage of the new plan. A torpedo fired from a submerged tube is not in danger of blowing up the ship which fires it, and is fully as liable as one fired above water to hit the enemy and do its work.

All the guns of the Maine, except the big 12-inch ones in the turrets, will be of the rapid-fire pattern. Her secondary battery will be exceptionally strong and so mounted that no torpedo boat can creep up and get in a "dead-angle"—that is, position where the guns of the secondary battery cannot be trained on her. There will be sixteen 6-pounders and several automatic Colt guns and 1-pounders in the secondary battery. There is only one ship in the navy now using smokeless powder, the New Orleans, formerly the Amazonas, which was bought from the Brazilian government at the outbreak of the Spanish war. The guns of the Maine, however, will be for smokeless powder, as will probably the guns of all warships hereafter. The Spaniards are far ahead of us in this respect. All of Cervera's ships at Santiago used smokeless powder, while the American ships were continually enveloped in a cloud of their own smoke, which interfered with the marksmanship of the gunners. They did excellent shooting as it was, but would have done better if their guns had used smokeless powder. It was at first planned to have the big turret guns of the Maine of the calibre of 13 inches, but 12-inch guns were finally decided upon. This is the calibre of the turret guns of the Iowa, and the new 12-inch guns for smokeless powder which are to be placed in the turrets of the Maine will be as effective as the 13-inch guns on the older battleships. The big guns for the Maine will be slightly longer than the ones now used in battleships. The advantage of the 12-inch gun is that the gun and its mount weigh less than a 13-inch gun with its mount, and another is that more ammunition can be stored for it than for a gun of an inch larger calibre. In looking for speed every ounce of weight in a battleship is a factor not to be despised.

In planning the Maine it was sought to do away with every bit of woodwork possible. What little woodwork will enter into the composition of the ship will be treated by a process which renders it absolutely non-combustible. The battle of the Yula and the battle of Santiago both proved the great danger of woodwork about a fighting ship. Another feature of the Maine will be her comparatively shallow draught, which will enable her and her sister ships to maneuvre in waters where other ships of the same fighting power would be aground. This, it will readily be seen, even by a layman, might sometime give the Maine a great advantage over an antagonist in a fight. It was originally intended to have the armor-plating of the Maine of 16½-inch Harveyized steel, but then came along the wonderful "Kruppized" armor, and after exhaustive tests this armor has proved so good that the Maine will have 10-inch plates of it put on her instead of the 16½-inch Harveyized armor originally planned for. The change will admit of making the armor belt of the battleship broader and of extending it further forward and aft. The Maine will be especially well supplied with electrical apparatus for lighting, etc. Her turrets will be moved by electricity, and the ammunition will be hoisted from below and rammed into the gun by electricity. The new Maine will be 368 feet over the water line, 27 feet beam and will have a draught of 24 feet 7 inches when she has full supplies of stores and ammunition and 1,200 tons of coal on board. The new Maine will at all times and in all places be able to avenge the old Maine, and, with her sister ships, will form an addition to the navy of the United States which will do much to place the navy in the front rank—where it belongs.



THE NEW BATTLESHIP MAINE.

A Return to First Principles.

"I had supposed until yesterday, doctor, that the days of bleeding patients were past." "And so they are. But what changed your mind?" "The bill you just sent me."—Harper's Weekly.

These Kansas Towns All Right.

Two towns in Kansas, Lost Springs and Romana, have not an idle man or boy, or an unoccupied house, or a dog. Each town has a population of about 200.

"ANGEL BARTON."

The Same Woman in the Civil War as Now in the Cuban Struggle.

In the Antietam campaign of September, 1862, a brigadier-general hurried back from the front with a force to rescue a wagon train of hospital supplies which had been ambuscaded and shelled by the enemy, says the St. Louis Globe-Democrat. To his surprise he found the teamsters mending their harness, rearranging their broken teams and getting ready to move on. The train had been attacked, but had not stampeded, as usual under such circumstances. The brigadier surveyed the scene of order and discipline with amazement. He turned to the presiding genius and asked: "How in the world did you keep these men from running away?" "They stayed because I did," Miss Barton replied, simply. She wore boots, and her skirts were tucked up in wet weather fashion. She had been out in the storms and the mud for ten days in the Maryland mountains. What a sight she was! This was the first time a nurse corps had gone into the field with a union army, ready to work among the wounded as soon as the fighting began. The idea was Miss Barton's. She had been in the peninsular campaign and had seen the need. When the army started to head off Lee on his Maryland raid Miss Barton got a detail of wagons from Assistant Quartermaster General Rucker, filled them with supplies which she had collected, but not from the government, and started after the army. She traveled so vigorously and kept so close to the fighting end of the army that the prudent mule drivers became alarmed for their precious skins. One night they revolted against petticoat government. Under the leadership of a stalwart teamster they resolved as they sat around the camp-fire that they would refuse to drive forward in the morning. News of the crisis reached Miss Barton when the hour came to start. She climbed down out of the wagon where she had slept and went to the camp fire, around which the mutineers were clustered. She laid her hand on the arm of the big conspirator and asked him if he was not going to hitch up and start forward. "I don't know about that," he growled, with a scowl on his face and a shake of his head. "Yes, you do know," she said. "You will obey, because I give the orders." Ten minutes later every man was hitching up his mules, and in half an hour the nurse corps train was on its way to the front. Until this time the sanitary commission had limited its relief work to camps and hospitals. Clara Barton at Antietam carried the work upon the battlefield. That was where Sergt. William McKinley drove a mule team with a wagon load of hot coffee along the firing line. To the poor, shattered soldier on his cot she showed the tender heart of a woman. She was "Angel Barton" to him and to all the rest of the wounded men. The mutinous mule drivers who set her wishes at defiance discovered that those boots and tucked up skirts went with a mind born to command.

Otter Is a Speedy Swimmer.

The otter is the fastest swimming quadruped known. In the water it exhibits an astonishing agility, swimming in a nearly horizontal position with the greatest ease, diving and darting along beneath the surface with a speed equal, if not superior, to that of many fishes.

IRONICAL IFS.

If a man has one little vice it hides lots of big virtues from the eyes of his neighbors.

If time is money one ought to realize more on a cheap watch at a pawnshop.

If a man refuses to see his errors he is playing against himself with loaded dice.

If the teacher flogs a girl pupil he hits a miss; if the girl dodges she misses a hit.

If you would discover words not found in the dictionaries read magazine poems.

If a man thinks he knows it all it always hurts him when he happens to learn the truth.

If people would frankly admit their ignorance lots of useless argument might be avoided.

If you want to borrow trouble you will always find people willing to lend it without security.—Chicago News.

Further Explained.

"Did you say that gentleman made his fortune by some important discoveries in medical lore?"

"Yes," answered Miss Cayenne. "He discovered a new way to advertise a reliable recipe."—Washington Star.

Better Than a Scandal.

"So," said the famous manager, "you would like to go on the stage, would you? Well, what are your qualifications? Have you ever had a divorce?"

"No," replied the beautiful applicant, "but I have been asked to christen a boat and I think I can stir up quite a fight over the question of using wine or water."—Chicago News.

Not a Quiet Talker.

She—Is your wife talkative still?

He—No; but she's still talkative.—Chicago News.

A Depth Yet to Be Reached.

"You boast of your greater civilization," exclaimed the Indian, contemptuously.

"Haven't we a right to?"

"No, sir. The Indian has been dragged down by your influence, but he is still your superior. He may drink intoxicating liquor, but he doesn't smash the bottles on the asphalt for bicycles to run over."—Washington Star.

Shall We Keep the Philippines?

While public opinion is divided as to the wisdom of keeping the Philippines, it is, however, all one way in regard to the wisdom of everybody keeping their health. For this purpose Hostetter's Stomach Bitters is widely used. This medicine is both a preventive and cure for malarial fevers and stomach disorders.

As She Understood It.

He—Why did you fail to recognize me on the street to-day?

She—I didn't see you.

He—That's strange. I saw you twice.

She—Oh, that probably accounts for it. I never notice a man in that condition.—Chicago News.

PATENTS.

List of Patents Issued Last Week to Northwestern Inventors.

Lars M. and A. G. Anderson, Moorhead, Minn., sled; James H. Bird and G. P. Carroll, Mankato, Minn., clutch sprocket; Richard H. Cullum, St. Paul, Minn., gasometer; Mary A. Etsell, Minneapolis, Minn., hat box; John G. Gunvaldson, Cyrus, Minn., fence gate; Ole H. Hanson, Litchfield, Minn., combined anvil, vise and drill; Sarah F. Hardy, Minneapolis, Minn., buttonhole opener; John Mueller, Lisbon, N. D., hay fork; Albert R. Penprase, Duluth, Minn., separator; Victor Rieke, Franklin, Minn., stump burner and insect exterminator; Louis O. Sunde, Northwood, N. D., corn planter; William H. Becker, Cando, N. D., badge (design).

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