

THE GOVERNMENT BUYS THE SUBMARINE DESTROYED LONG ISLAND.

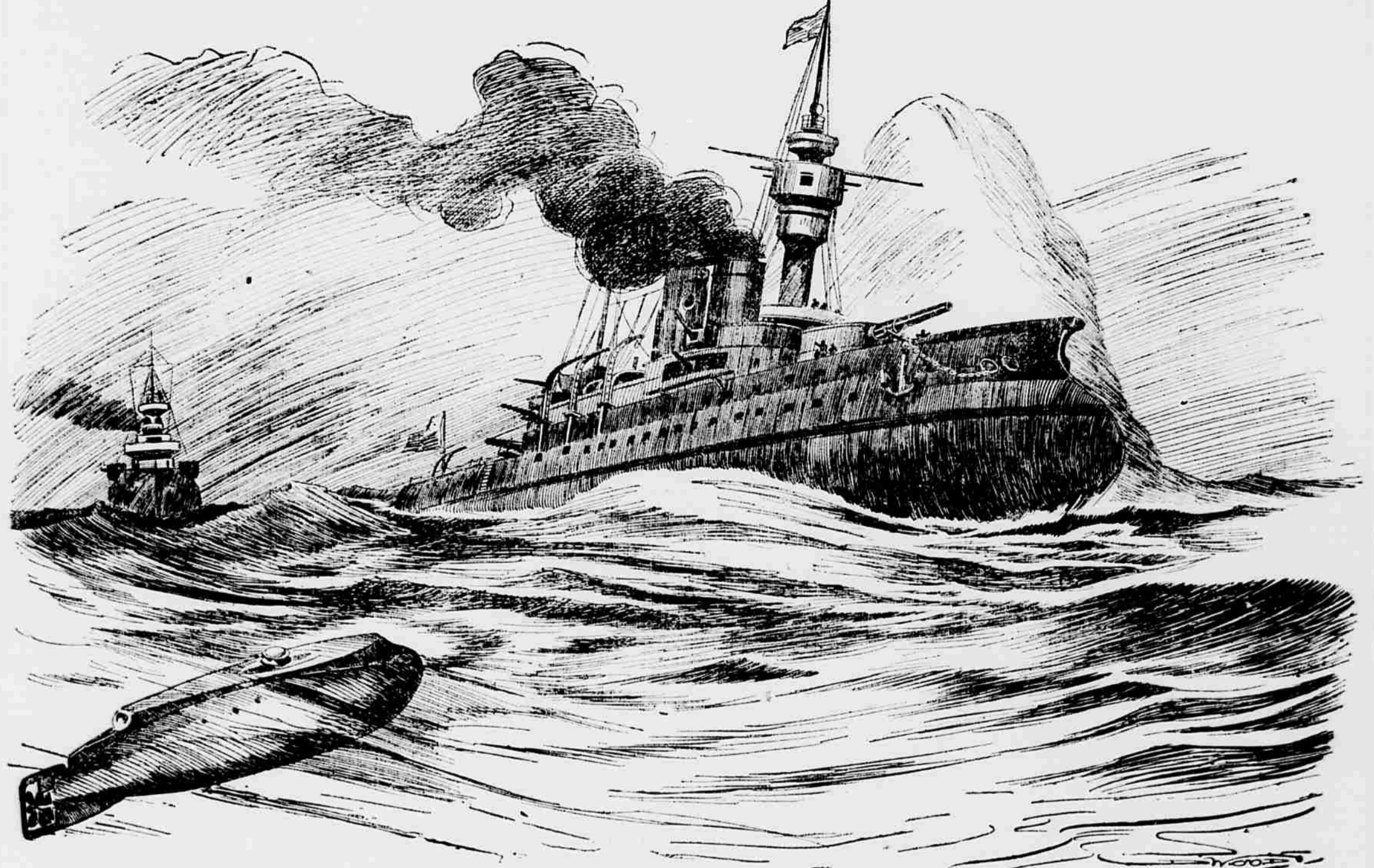
After Many Delays the Contract Has Been Signed for Torpedo Boats of This Class, Which Admiral Dewey Approves.

Admiral Dewey and Rear Admiral Hishborn to the House Committee on Naval Affairs have expressed approval of the Holland type of submarine boats, particularly for coast defense purposes, and for the moral effect such a mysterious engine of warfare would exert, and after many delays the Government has signed a contract with the Holland Torpedo Boat Company to purchase its experimental craft, the Holland, for \$100,000. It also agrees to pay \$175,000 each for other boats of the type it may conclude to purchase, provided that these shall be similar in dimensions to the improved and larger Holland boat now designed.

This is certainly a long step in advance for the advocates of the submarine boat theory, because it ranks this country alongside of France as an official advocate of the system. The wisdom of the decision can be decided only after more extended and satisfactory experiments have been conducted. At the present stage of development the performance have fallen short of the promise, and the principle still seems open to such doubts that experts radically disagree upon the question of its practical usefulness.

Contrary to general belief, this is not the first encouragement, direct or indirect, given by the Government to submarine navigation. Robert Fulton borrowed an idea conceived by Bushnell of Connecticut, and made numerous tests of various model craft both at home and abroad. During the civil war the Confederates experimented successfully with submarine boats, and in one notable instance sank the United States steamship Housatonic. Our Navy Department has, despite the crackings of partisans of the idea, always been keen in watching the tentative efforts made by American and French inventors, and has stood ready to carry forward the work when its practicability was assured. It may be added that France is the only foreign sea power interested in the development, and that there it has become a mania. England ridicules the idea, and within a fortnight the First Lord of the Admiralty has declared his disbelief in its value, and even if called upon to meet an attack by such a type, the British Admiralty would seek its weapon in other directions.

At this moment another vessel of the Holland type, nominally belonging to the Government, is awaiting completion at Baltimore. This craft, now known as the Plunger, was authorized by Congress in March, 1885, and in 1886 the contract for the construction of her hull and machinery, at a cost of \$100,000, was signed. Over a year later the keel was laid, and since then her vicissitudes have been many. The work was so much interrupted, owing principally to the difficulties encountered with her electrical apparatus, that the Navy Department was led to withhold further disbursements of her construction. It is now proposed that the Plunger be made manifest, indeed, within a few months the Secretary, in reply to invidious criticisms upon his failure to encourage the invention, explained that no hostility existed to it among the naval officers; that all charges of professional jealousy were purely, and that the refusal to give official recognition to the idea was based solely upon certain ques-



The Holland in Action, Destroying a Battleship by Means of a Torpedo Discharged Beneath the Surface of the Water.

tions that had arisen with the contractors and builders of the Plunger. The acceptance, therefore, of the Holland, and the agreement reached as to future boats of the type, indicate a change of policy in the department. Inspired by this long delayed recognition, the contracting company will doubtless produce superior vessels, and should their sanguine prophecies be realized, produce a type that will have a definite war value.

George Holland, inventor of the Holland boat, has been experimenting with submarine craft for more than a quarter of a century. His original boat was given many trials, but never gave satisfaction, and at last the Navy Department joined him in the building of the experimental submarine boat Plunger, which is still unfinished, at Baltimore. The naval experts and Mr. Holland were unable to agree, however, and Mr. Holland finally withdrew, declaring that the Plunger would never be a success, and that he would build a new boat to demonstrate the feasibility of his own ideas. This he did, and the final trials were on November 6, at Peconic Bay, at the eastern end of Long Island. Six naval officers were present, and the requirements of the Government were that the boat should sink and proceed a mile under water, rise to the surface, make an observation from the conning tower, discharge a torpedo at a target while at full speed and return to the starting point under way.

At two o'clock on the afternoon of the trial the Holland was reported in readiness, and Captain John Low and Commander John Emory went on board of her, making with the crew a total number of eight persons. Rear Admiral Rogers and three other officers remained in the tender to watch the proceedings.

At 2:28 p. m. the Holland signaled with her whistle that she was afloat, and on the return trip the boat was submerged at 2:41, she passed the half mile at 2:49, and at 2:53:28 completed the mile. Time 4:25. The time occupied in making the entire trip was twenty-five minutes and forty-three seconds.

The Naval Committee reported these facts and advised that during the run the air inside the vessel was quite fresh and that there was no disturbance at the surface of the water except such as was caused in time

charged, missing the target by only seven feet. The record for the mile was thirteen, seven minutes and five seconds. On the return trip the boat was submerged at 2:41, she passed the half mile at 2:49, and at 2:53:28 completed the mile. Time 4:25. The time occupied in making the entire trip was twenty-five minutes and forty-three seconds.

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NEWS FROM THE AUTOMOBILE FIELD.

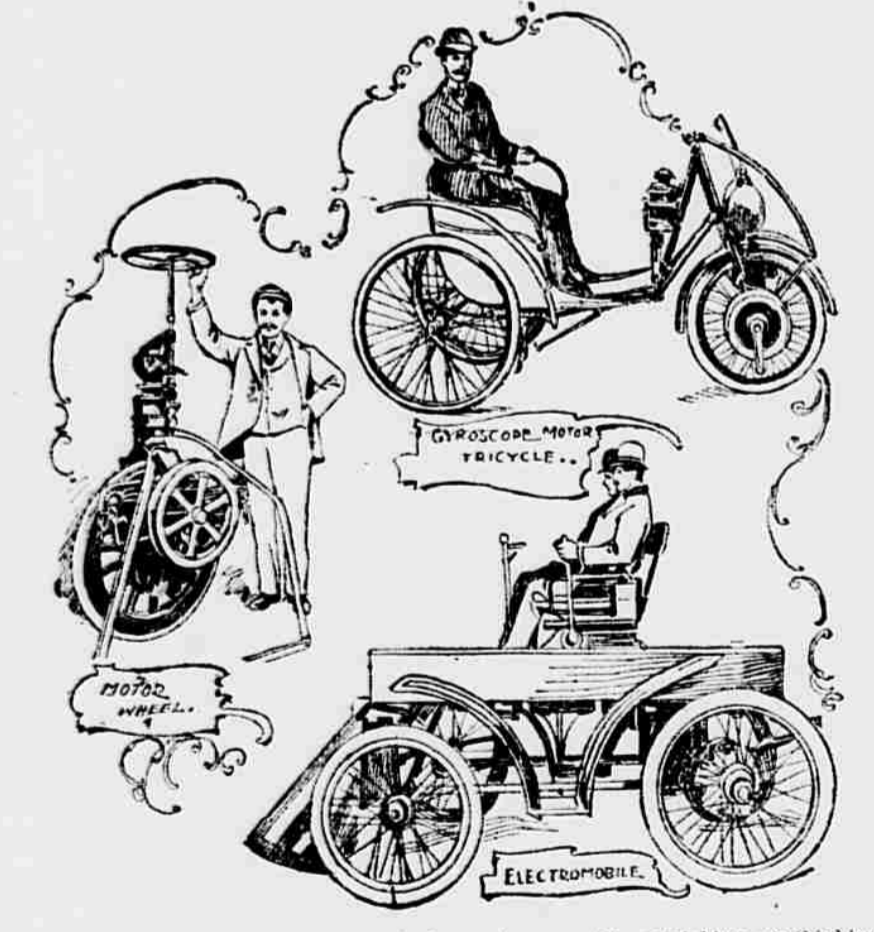
Twenty-Five Years Ago a State Offered Prize Money for "Mobs" Inventiveness.

The "gyroscopic" motor in its application to the vehicle was covered at length in these columns some time ago. The company which is now engaged in its manufacture also proposes placing on the market a tricycle, an illustration of which is herewith shown.

The front wheel serves the double purpose of driver and steerer, and, being subjected to greater strains than the two rear wheels, its construction is made substantially. All levers for controlling the machine are conducted along the steering bar to within easy reach of the operator. The brake is worked by foot pressure, the tread being so set as to enable the operator to exert direct force, bringing the vehicle to a full stop in three times its length.

Offered a \$10,000 Prize for "Mobs" a Quarter of a Century Ago.

On March 5, 1875, the Wisconsin Legislature appropriated the sum of \$10,000, to be used as a bounty on any man, woman or child of the State who shall invent, and after five years' continuous trial and use, shall produce a machine, propelled by steam or other motive agent, which shall be a cheap and practical substitute for use in place of horses and other animals on the highway and farm. The machine further required that the machine should perform a journey of 200 miles on the common roads, and be able to negotiate a grade of 20 feet to the mile, by way of showing its pace. The bill has never been repealed, and it now transpires that there are several residents of that State who have built automobiles which more than fulfill the stipulated requirements. It is just barely possible that at the end of five years Wisconsin will be compelled to make good to some one of these inventors who shall be able to prove the identity of his patent.



Gyroscopic Motor Tricycle.

MATTIE FEERNAN'S TERRIBLE THIRST.

Tells Jerry Hannigan His Experience at the Different "Coaling Stations."

Jerry Hannigan was vigorously salting down the pickled herrings and the Ohio Caves which he had placed on the counter for lunch, when Mattie Feernan started in for his regular "mornin's mornin'." There was a "shanty" over Mattie's left eye bigger than the one he was born in, and he was as nervous as a man who has ordered a round of drinks in a strange German saloon and discovers that the half dollar he thought he had in his pocket is an Egyptian pocket piece, the time of James III.

"Good mornin', Mattie," said Jerry. "It's a poor night you passed, but the looks you've got, I guess I don't look like a pickled baby with a premium around his neck at the baby show," said Mattie, thickly.

"I know I feel like a man the looks of up, get a drink on them wooden shelves of yours, Jerry, and chase out that cut glassware, quick. I got a thirst on me that'd make a bunch of smokers feel like they were leeching human water bottles."

"I'll give you a drink, Mattie," said Jerry, with his eyes glued on the drink Mattie had poured out.

"You mean, you'll give me a drink, Jerry, but I'll give you a drink, Mattie," said Mattie, looking at the drink Mattie had poured out.

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ST. ANN'S ASYLUM AND GOOD IT DOES.

Mother Superior Frances's Work to Build a New Home.

The proposed removal of St. Ann's Asylum from Tenth and Fallon streets, where it has been located for almost half a century, attracts attention to an institution whose work is but little known to the general public. It is conducted by the Sisters of Charity on nonsectarian principles, and provides shelter for the unfortunate babes of the city whose parents are unable or unwilling to give them a home.

When the foundlings arrive at the age of 5 years they are sent to various orphan asylums.

Ground was broken for the new home on January 2 last. The building is to be located on Union and Page boulevards. The sisters own a tract of seven and seventy-six one-hundredths acres at the northwest corner.

The work of grading and excavating for the foundation of the new building was interrupted by the bad weather for a time, but was renewed in March and is being pushed rapidly. The new edifice will be three stories high and will consist of a main building and two wings. The main building will front 200 feet on Page boulevard and will set back 100 feet from the street. The wings will extend 100 feet back from the main building and will consist of a hall with rooms on either side.

The old building, which had been in use for many years, will be sold and the proceeds used to complete the new building. The new building will be completed in about one-fourth the amount, or enough to pay for the grading and excavating and to complete the foundation work.

Free to the Ruptured.

Dr. W. S. Rice, the Well-Known Authority, Sends a Trial of His Famous Method Free to All.

Dr. W. S. Rice, 426 W. Main St., Adams St. Y. will send free to anyone who writes for his experience. Dr. Rice's method is a new and original method of curing cases of ruptured hernia, which he has perfected after years of study and practice. He has cured thousands of cases, and his method is now being used by many of the best surgeons in the world.

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Does the Work of Ten Horses.

In the accompanying illustration, taken from the Cycle and Automobile Trade Journal, is shown a ten-horse-power "motor wheel" for heavy truck work, manufactured by the International Wheel Company of New York City. The device consists of a wooden wheel driven by a two-cylinder gasoline motor, mounted on a side of the wheel. The wheel is placed between the two sides of a heavy axle or fork, on one side of which the motor is hung, the other being devoted to the gasoline tanks. The steering is done by means of a hand wheel, shaft and gearing, and the controlling lever is conveniently placed. The application of this motor to any light or heavy vehicle is well within the ability of an average mechanic, and consists simply in removing the front wheel and substituting the "motor wheel." The company is now turning out these wheels in sizes varying from one to ten horse-power.

An American Contestant for Automobile Blue Ribbon.

In the coming international contest for automobiles, to be held in connection with the Paris Exposition, the United States will be represented by three machines. In the accompanying illustration one of them is shown, the Eber, which won the fifty-mile race on Long Island on the 17th of the present month. It is of the electric type, and is exceedingly powerful. It is whispered that its operator, not desiring to give foreign automobiles a possible "chance" as to the capabilities of his machine, purposely won by the smallest possible margin.

The advent of the self-propelled vehicle has brought to the front necessary stimuli to those in connection with the bicycle, but larger, stronger and more powerful. Thus, there are now on the market electric, gas, lamp, belt, chain, bodies, canoes, and so on, and all of them specially adapted for the fitting or furnishing of automobiles.

An automobile authority advises those who contemplate buying horseless vehicles to look to those in connection with the bicycle, but larger, stronger and more powerful. Thus, there are now on the market electric, gas, lamp, belt, chain, bodies, canoes, and so on, and all of them specially adapted for the fitting or furnishing of automobiles.

BONAPARTE AND THE BRITISH.

First Consul of France Once Wanted to Join the English Navy.

From the London Globe.

There are, we fancy, very few people who know that the great Napoleon once applied for permission to enter the British Navy.

Such, however, according to the Naval and Military Record, is the fact, and Mr. Goschen has recently discovered in the archives of the Admiralty the original letter in which the request is made.

The letter, which is written in French, is a very interesting document, and is now in the possession of the Admiralty.

Low Rates to Denver.

Via Burlington Route.

One fare plus \$1.00 round trip, May 1; limit twenty-one days. Two through trains daily.

Keely's Cure.

Dr. J. E. Blaine, Manager and Physician.

Keely's Cure is a new and original method of curing cases of ruptured hernia, which he has perfected after years of study and practice. He has cured thousands of cases, and his method is now being used by many of the best surgeons in the world.