

A MODERN MAN OF WAR.

THE NEW FLAGSHIP OF THE NORTH AMERICAN SQUADRON.

A Description of the "Blake," Her Speed, Tonnage and Armament—What a Man-of-War Costs—How the "Blake" Compares With the American Flagship "New York."

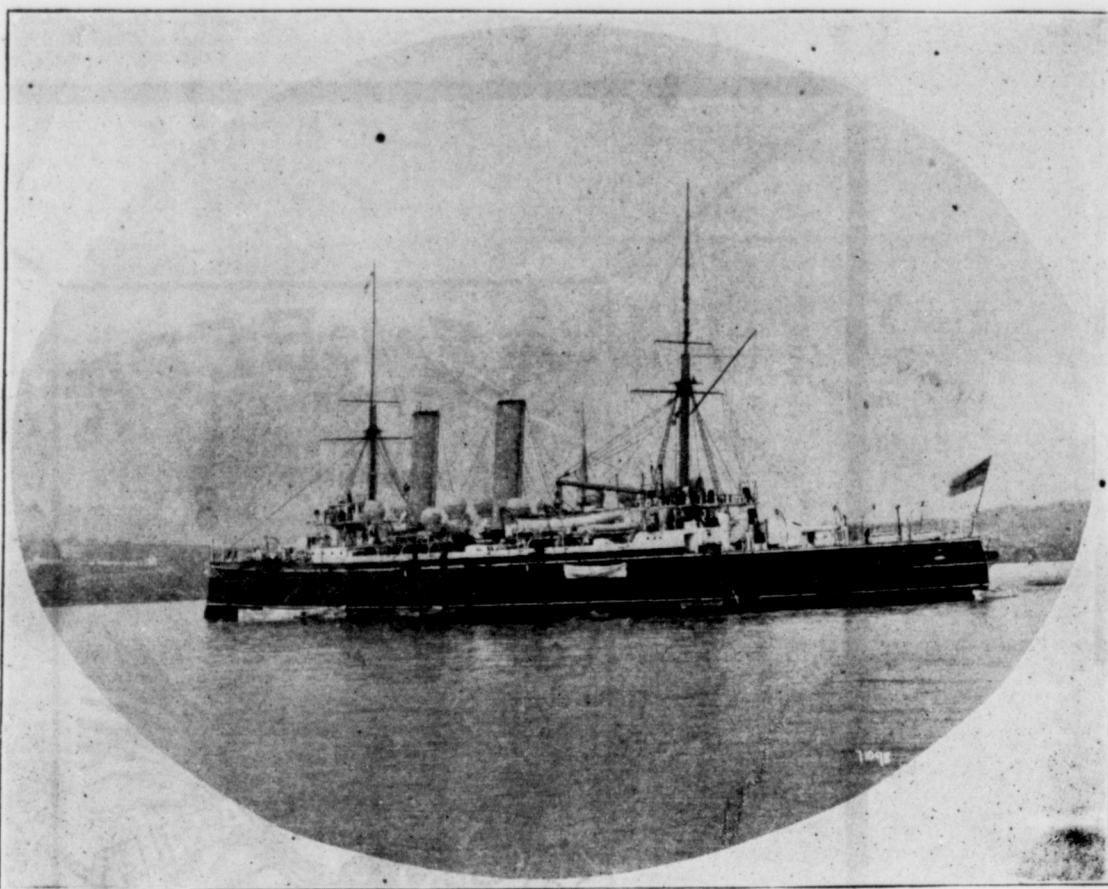
The new British flagship, *Blake*, which arrived at Halifax, May 26, is one of the finest vessels in the Royal navy, and an excellent example of a modern warship. She takes the place of the old third class battleship, *Bellerophon*, which was built in 1865, and for twelve years was flagship of the British North American squadron. The *Blake* is a first class deck protected cruiser. She was launched from the government dockyard at Chatham in November, 1889, and is now in her first commission. Her principal dimensions are, length between perpendicular, 375 feet; extreme breadth 65 feet; mean draught of water, 25 feet nine inches; displacement, 2900 tons. She is built of steel throughout, and has twin screws. Her armament consists of 29½-inch 22 ton R. B. L. guns, mounted in the bow and stern respectively in armoured towers; 10 6-inch 5 ton R. B. L. guns, six mounted on the spar deck and four on the main deck, each gun enclosed in an armoured casemate and shield, these casemates would protect the gun and crew from fragments of shells or from 3-pounder quick firing guns. She has also 16 3-pounder rapid firing guns, and 8 machine guns, and 4 Whitehead torpedo launching tubes.

The following is a description of her heaviest guns, giving the initial velocity, weight of projectile, energy and perforative power of the shot and shell used: Weight of gun, 22 tons; diameter of projectile, 9¼ inches; weight of projectile, 380 pounds; weight of powder, 170 pounds; length of rifling, 217 inches; twist of rifling, 30 inches; velocity at muzzle per second, 2065 feet; energy at muzzle, 11.0 per 1000 foot tons. Will perforate unbacked iron of 19 ¼ inches and under.

Her 5-ton guns are thus described: Diameter of projectile, 6 inches; weight of projectile, 100 pounds; weight of powder, 42 pounds; length of rifling, 129 inches; twist of rifling 30 inches; velocity at muzzle, 1960 feet per second. Will perforate unbacked iron of 12 inches.

When six inch quick firing guns are changed her six inch B. L. guns for the more plentiful in the navy the *Blake* will exonerate. Being a large roomy ship, she can carry an extra large quantity of quick firing ammunition in addition to the 1500 tons of coal that can be stowed in her bunkers. Her 14 inch Whitehead torpedoes have a speed when launched of 26 knots an hour, and a range of 500 yards. Her protection, in addition to that about the guns already referred to, consists of a curved protective deck, the crown of which is 18 inches above the water-line amidships, and the sides 6½ feet below the water-line. This deck is of steel, six inches thick on the sloping sides and three inches thick on the flat top. The casemates of the main-deck guns have six inches of steel on the outside and two inches in the inside sides, giving a total thickness of 8 inches. The armoured conning tower, in which

is the post of the commander when the ship is in action, is 12 inches thick and the ammunition hoists for the upper-deck guns is 8 inches. Her motive power is derived from four triple expansion compound engines in four water-tight compartments, two on the starboard side and two on the port. These engines were designed to develop an indicated horse-power of 20,000, and a maximum sustaining speed of 22 knots, but it is charged that owing to her faulty boilers, she did not realize that speed. The notion is absurd because the *Blake* did make the speed which was expected of her. On her run round from Chatham to Portsmouth, previous to being commissioned, she made 13½ knots in seven hours with natural draught, that is to say with black fires, without pressing the boilers in the least, and only used 13,000 of her horse-power to do it. The engines work beautifully and leave nothing to be desired. The *Blake* has four sets of boilers, each set being placed side by side across the ship, and stoking in a fore and aft direction, a narrow fore and aft passage through the centre of them giving commu-



H.M. FLAGSHIP "BLAKE."

nication between the four stoke holds. The boilers are a vile model of the locomotive or double-ended boilers. Let unscientific readers judge for themselves what would be the effect in a house if the fireplace of one room opened into the chimney of another, when the natural consequence would be that where there was a draught in the one room, the back draught would bring down the smoke in the other and prevent the fire there from burning properly. So it is with the so-called double-ended boiler, for when the furnace doors are opened on the one side to replenish the fuel, the flames almost scorch the unfortunate stokers engaged in the operation, while, on the other side, all the heat that should be producing steam goes roaring through the smoke box, thus only making the funnel and its casing red hot, and wasting the calorific of the outer atmosphere—a complete waste of power and material, as well as a source of danger. The *Blake* is fitted very comfortably for a flagship. The Admiral has a light, comfortable after cabin in addition to two sleeping cabins and a fore cabin. The

ward room is good, and the officers' cabins are light and fairly good. The men's messes on the main deck are good, and the fore part of this deck, which is at present only occupied by the cables, is particularly lofty and light, as is the sick bay just abaft them. Really the *Blake's* sick bay is just as good quarters as there is in Harbor Naval hospital at Garpot. The *Blake's* coal capacity enables her to steam 15,000 sea miles without re-coaling. She carries a complement of 574 officers and men. The combined cost of her hull and her machinery exclusive of her armament and equipment was \$2,103,700. It may be seen from the foregoing that the *Blake* is an exceedingly formidable vessel, though she cannot aspire to the dignity of a battleship, in the strictly technical sense of the word. Like her sister ship the *Blenheim* she was designed to excel in protection, speed and radius of action any cruiser previously built, and at the same time to carry a powerful armament. Some alleged Yankee naval experts claim that the cruiser *New York* carries a more efficient battery, and is better protected though the *New York* is

inferior to the *Blake* in speed and coal endurance. For the sake of comparison a description is furnished of the heaviest guns of the *Blake* and *New York*.

<i>New York.</i>	<i>Blake.</i>
6 8-inch R. B. L. guns.	2 9½-inch 22 ton R. B. L.
Diameter of projectile, 8 inches.	9¼ inches.
Weight of gun, 12 tons.	22 tons.
Weight of projectile, 250 pounds.	380 pounds.
Weight of powder, 125 pounds.	170 pounds.
Length of rifling, 199 inches.	217 inches.
Twist of rifling, 30 inches.	30 inches.
Velocity at muzzle, 2150 feet.	2065 feet per second.
Energy at muzzle, 8 feet.	11 feet.
Perforate unbacked iron of 16 inches.	19 inches.

So that it will easily be seen that the *Blake* in a long distance fight with her superior speed and coal endurance has greatly the advantage. The *Blake* carries the flag of Vice Admiral Sir John Oumanney Hopkins, K. C. B., who was appointed to the command of the North American and West Indies station on the 2nd February, 1892.

The foreman took some assistance with him next time, and on this trip ran into an ambush. One assistant was killed and the other wounded. One of the robbers was hurt, and caught later nursing his wound in a hut. The other robber was picked up in a lonely canon, dead, a bullet through his head, a revolver in his hand and the brick on his breast. Must have been a grimly sarcastic cuss.

"I notice you are having a good many stage robberies out here. Used to have them in Colorado. Abolished the robberies first and afterward the stage. But speaking of robberies reminds me of one highwayman who could give your Black Bart points. He had held up stage after stage in southern Colorado; taken everything in sight. He always gave orders as though he had a whole posse in his gang. When he was captured it was found that he was a cripple weighing about 100 pounds, and never had any confederates except dummies armed with broomsticks. He's in the government pen at Detroit now."

"What's the use of resisting when a man has the drop on you?" This from a fierce-looking individual whose piercing eyes would have scared the ordinary highwayman. "All nonsense, I say. Now in the Redding robbery Messenger Montgomery resisted. What did he get? Why, a system full of lead. He didn't save the treasure. He didn't do himself any service, and the good opinion of the company is nothing to a dead man. I say it's all right to give up when a gun is at your head. There's nothing else to do. Shoot your highwayman as he runs if you can, but look out for your own hide. You'll never get another."

"Are the authorities severe upon stage robbers in California?" queried a Philadelphian.

"Oh, not very," answered the fierce-looking one. "In the first place, they usually do not catch them. Two boys, frightened half to death, stopped a stage near Cazadero the other day. They trembled so that they couldn't get the quaver out of their voices for a week, and this gave them away. They were sentenced to two years each. As to the Redding robbers, the comparatively innocent lad who was led into it was captured. His elder brother, the one who killed Montgomery and got the booty, is still at large. The San Andreas murderer, who shot into a stage a few weeks ago and riddled a young lady passenger, has never come to light. No, California is not particularly hard on stage robbers."

"Coming back to the Berkeley case," remarked the quietest member of the loungers, "the pair of brigands were audacious enough to have been trained under Jesse James. I do not blame the men for yielding. When robbers are so desperate as to make such an attack in daylight and in the midst of a crowd they are desperate enough for anything. I was in the big Blue Cut hold-up on the Rock Island railroad years ago. It was done by the James crowd, and I want to say that

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HAPPENINGS DURING SLEEP.

People Who are Brighter and Can Work Better Than When Awake.

It is reported that a young French clergyman frequently arose in the middle of the night, whilst asleep, and wrote several sermons. Not only did he compose them, but he spent much time in making grammatical and other corrections in his manuscript.

In the swampy districts of France, the men are accustomed to walk over the marshy ground on stilts. A sleep-walker on one occasion buckled on his stilts, and crossed a swollen torrent in the dark. On awaking, he had not the courage to perform the same feat in daylight. A young girl, too, some time ago, was observed to be perambulating the house-tops in a certain street of one of our large towns. Her parents were communicated with, and steps were at once taken to prevent any mishap befalling her. She successfully walked the length of several houses, then returned and passed through the window into her own room.

A nobleman who was subject to fits of somnambulism was seen to leave his bedroom in the middle of the night, fully equipped for riding. His servant, who had been instructed to watch lest any harm should befall him, followed him to the stable. The gentleman having procured the key, unlocked the door, singled out his favorite horse, saddled and bridled him, and at length mounted. The servant, seizing another horse, followed his master for several miles. The sleeper eventually returned home, put his horse in the stable, and went back to bed. He had no recollection of his midnight ride on waking in the morning.

Several years ago a Hampshire baronet was amazed to find that although he went to bed clothed as is customary, yet he invariably awoke naked in the morning, and could not find any trace of his missing garment. A great number of shirts disappeared in this explicable manner, and as every nook and corner in the room was searched without result, the baronet at last told one of his intimate friends, and requested him to sit in the room all night and watch developments.

This friend did, and, after the baronet had for some time given audible evidence that he was asleep, the watcher was surprised to observe him get out of bed, open the door, and proceed at a quick pace along a corridor, and emerge into an open yard.

Suddenly the baronet, divesting himself of his only garment, seized a pitchfork, and buried the linen in a dunghill. Afterwards he proceeded leisurely back to his bed. In the morning the baronet, incredulous at what his friend related, repaired to the dunghill, and after digging for a short time, found several shirts stowed away in this anything but pleasant receptacle.

An Amsterdam banker once requested a professor of mathematics to work out a very intricate and puzzling problem for him. The professor, thinking the matter good exercise for the intellectual faculties of his pupils, mentioned it to them, and requested them to work out the enigma. One of the students, who had pondered deeply over the subject during the day, retired to bed. Sometime afterwards he arose, dressed, and, seating himself at his desk, worked out the problem accurately, covering several sheets of paper with algebraical figures and calculations. He had no recollection in the morning of having done so.

A remarkable case is given by Weinhold. A musical student was in the habit of rising in the middle of the night, and, going to the piano, would arrange his music and sit down and play correctly the piece before him. As showing the acute intelligence which existed in him during this sleeping state, some of his fellow-students one night watched him, and suddenly turned the music upside down. The sleeper, however, detected it, quietly restored the sheet to its proper position, and went on playing. On another occasion one of the strings of the instrument being out of tune, the discordant note so jarred upon his sensibilities that he stopped his playing, took down the front of the piano, and tuned the offending note before continuing his practice.

Another student was accustomed to translate passages from Italian into French during his sleep. He used a dictionary, and was most assiduous and correct in his searches after the words needed. Touching the sense of sight which is brought into play during such sleep efforts, a remarkable case is recorded of a young lady who would rise from her bed, and write intelligently and legibly in complete darkness. The most curious feature in connection with her efforts was, that if the least light was admitted into her room she was unable to continue. A ray from the moon, passing in at her window, was sufficient to disturb her. She could only continue so long as she was enveloped in perfect obscurity.

The Origin of Mrs. Grundy.

It is said that once a farmer's wife was very jealous of a neighboring farmer's wife named Grundy. She was always talking to her husband about Mrs. Grundy, and saying that Mrs. Grundy's husband got more for his wheat, that Mrs. Grundy's butter was better than theirs—and what not. One day she said to him: "If our Nelly were to marry a great baronet, I wonder what Mrs. Grundy would say?" The husband replied: "Why don't they let Mrs. Grundy alone? I do verily think that when they goest to 'other world, the verst question thee'll ax'll be if Mrs. Grundy's there?"

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