

the British sloop-of-war "Drake," near Carrickfugus, Ireland. This particular flag was made especially for Captain Jones by a party of Portsmouth, N.H., ladies who cut up their best silk gowns for the purpose; the stars being made from the bridal dress in which one of the party had been married a few months before.

Under this same flag Captain Jones, then commanding the American ship, "Bon Homme Richard," fought and defeated the British ship, "Serapis," off Flamborough Head, England, September 23, 1779. The Richard was so much injured in this fight that thirty hours afterwards she sunk, and with her this flag, still flying over the dead on her decks, who had died to keep it flying, went down. It is the only flag that has ever gone down flying on a ship which had conquered and captured the ship that sunk her.

General Hall then traced the evolution of the flag from its first form of thirteen stars and stripes, representing the union of thirteen states; the first of which came in 1795 when two stars and stripes were added. This flag was carried during the war of 1812. The next change came in 1817, the number of states then being twenty, and as a flag with twenty stripes would be unshapely, Congress enacted in April, 1818, that the flag should be thirteen horizontal stripes, alternate red and white, and that in a blue field should be a white star for each state in the Union. The thirteen stripes representing the thirteen states which won their independence from Great Britain in the war of the Revolution; the stars the whole number of states in the Union which constitutes the United States of America. This form has continued in use ever since; there now being forty-five states, with two more soon to be added.

General Hall described the manner in which the flag is hoisted daily at military posts and on battle ships, and then briefly outlined important events in its history since the time it was first carried around the world, in 1787, to the recent achievements under it in Cuba and the Philippines.

This flag now belongs to Dickinson School, said Gen. Hall in closing. Remember that it deserves care, and that it cannot take care of itself; that men have always been ready and willing to die for it wherever it has floated. It rests with all the people, with you and us, and with those who shall come after us, to maintain its old-time glory. Mighty deeds have been performed, noble martyrdoms have been won, beneath its folds.

It is a beautiful and holy emblem. It speaks of aspiration and achievement. It links together with the country's past and future the whole mighty family of her living sons. It is a badge of brotherhood and of a common destiny. You should look up to it and see in it the emblem of the country's honor. It stands for majesty and might, and we must keep it the badge of worth as well as the badge of power.



#### THE SCHOOL'S EQUIPMENT.

The school is particularly fortunate in its location, situated as it is upon a little hilllock just back of the negro settlement,

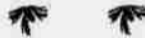
familiarly known as "Smoke." There is perfect drainage, fresh air and sunshine all about which bespeak of health, happiness and cleanliness.

The present buildings include the new school house, a structure of good size, well fitted for its uses, and a cozy five room cottage, the home of Principal Persons. In the rear of the living cottage is the first of a series of laundry buildings, which will be used as an ironing and sorting room. In the rear of this a latticed drying room will be placed, in which the clothes may be dried when it is not possible to dry them in the air and sunshine, and back of this building will be the washing building. An abundant supply of pure spring water is to be secured by rebuilding an old dam on the stream a short distance above, and, when equipped, the laundry will provide for the handling of large quantities of plain washing under the most approved sanitary conditions. There is ample room in the vicinity for the extension of the school in other similar lines of practical work as fast as occasion arises.

#### ABOUT THE BELL AND THE FLAG.

The new bell is the gift of Mr. John H. Converse, of the Baldwin Locomotive Works, Philadelphia, who became interested in the school through conversation with Mrs. Cotter during her recent visit to Philadelphia.

The flag is the gift of Mrs. L. E. Holden of Cleveland, who spent a portion of the season at The Carolina, and who desired to show visible appreciation of the good work the school is doing.



#### OFF FOR THE NORTH.

#### How The Zoo Will be Transported to Boston.

Saturday and Sunday will be the last days of The Zoo, for Sunday at midnight the work of getting the animals ready for shipping North will begin.

This work is by no means an easy task, as the animals must all be transferred from the exhibition to travelling cages, a proceeding which is attended with danger, as the more ferocious of the animals do not take kindly to it.

Three cars will be required to transport The Zoo, and considerable work is necessary to get them in readiness. The camels are the most troublesome of all, it being necessary to build padded stalls and tie the camels in them. Every time the train stops an attendant must hold each camels head firmly to prevent a broken neck or other injury incidental to the jerking motion of the train. This will readily be seen means constant care day and night.

The other animals require considerable care, and there must be plenty of air without draft. They must also be given sufficient room and enemies must not be placed close together.

The Zoo will be on the road some six days, and three men will be kept busy caring for their wants most of the time during this period. Supplies sufficient for the journey will have to be carried, and to furnish fresh meat a live cow and six goats will be taken. One car will be provided with a cooking stove in order that all cooked food may be fresh every day.

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