

# AMERICA IS DOOMED.

### Famous Yacht, First Cup Winner, to Be Broken Up.

#### Pieces of the Celebrated Craft Will Be Sent to Yachtsmen All Over the World—History of the Great Race of 1851.

A calamity is about to befall the yachting world—the gallant old America, which won the America's cup in 1851, is to be broken up. She is no longer seaworthy and her owner, Congressman Butler Ames, of Boston, will have the boat taken to pieces. The different parts will be distributed to yachtsmen all over the world. The last time the old boat was in commission was the day the Defender won the deciding race of the series of 1895 and sent the Valkyrie 111, a defeated boat, back across the Atlantic.

For more than half a century the brave old hulk has fought battles with the sea. She was built in 1851 by Governor Steers for John C. Stevens. Stevens had a very fast yacht, which he believed was the finest afloat, called the Maria. This Maria had a long, hollow bow, and Steers fell in love with its model, but believed he could improve on it. So he offered to build the America for Stevens, and Stevens offered to buy the America from Steers at his own price, if it was better than the Maria. Nothing could be fairer than this, and Steers set to work on this arrangement. The America was built and was a beauty, but she was, nevertheless, at first a failure; for she was expressly built to beat the Maria, but instead of this the Maria beat her, and so Stevens would not take her.

The America was sold to five men, two of whom were members of Mr. Stevens' family, and they took her to England on a cruise. The party arrived in the Salent in 1851, "Exhibition year." A cup had been offered, valued at \$300, for the winner of a race around the Isle of Wight, open to any vessel, of any rig, of any nation, without time allowance. The America was entered. Pitted against her were 14 yachts, the



THE CUP WINNER AMERICA (Famous Yacht Which Is Now Being Broken Up by Its Owner.)

flower of the British yachting navy, the choicest products of transatlantic shipbuilding skill. The starting gun was fired at ten o'clock, August 22. All the yachts were away in an instant except the America. She hung in the water as though anchored. Just why the American yacht should have been the last away has never been explained, but in a few minutes the long black hull began to creep up. The America was sacrificing speed to secure the windward berth. When only three yachts remained between the Yankee boat and the lead the skipper eased the tiller and bore down upon the leaders like a hawk. In half an hour after a bad start the America had shaken loose the last Britisher and was in the lead. Off Sandown bay, the wind freshened to a light gale and carried away her jibboom, but the competitors gained only a few hundred yards. When she finally crossed the line there was no other yacht in sight. Queen Victoria had the news of the race brought to her by a special messenger.

"Who was second?" she asked. "Your majesty, there is no second," answered the messenger. Twenty minutes after the America won, the British yacht Aurora arrived at the stake boat and was awarded second prize. For years the "old timers" at Southampton could not be made to believe that she had sailed fairly. It was alleged that she carried a small wheel in the keel and she was actually examined by several British yachtsmen.

After the race in 1851, the America was sold to an Englishman, and for several years was lost to public sight almost entirely. Her hull lay high and dry on the bank of one of the English rivers. The next that was heard of her was as a blockade runner in southern waters in the civil war, and remained government property for many years. At one time she was sunk in a Florida river to prevent her capture by federal gunboats.

George Steers, who modeled the America, was killed by a horse in 1853. The America is 83 feet long at the water line. She cost \$12,000. As an illustration of the advance made in yachting, it may be said that the Reliance was insured recently for \$100,000, which is much less than her cost. At the time of the race the America carried two masts and rigged as a two-masted schooner. It was not until after the civil war that she was converted into a single masted boat.

One part of the America, says the Kansas City Star, was removed while the boat was in England before the civil war. It was the American eagle which decorated the yacht's stern. It now hangs over the door of the Royal Eagle hotel at Hyde, Isle of Wight.

### The Coffee Chewing Habit.

The coffee chewing habit is increasing alarmingly. It is easily contracted because of the pleasant taste of the fresh roasted berries, and the exhilaration from the active principle of coffee being similar to that from the alcohol in beer and whisky, the habit is hard to break. The effects of coffee eating are much more marked than those from tobacco using. It wrecks the nerves, yellows the skin, and destroys the appetite.

# THAT BOY "SPOONER."

### His Bright Future Was Predicted Many Years Ago by Gov. Fairchild, of Wisconsin.

John C. Spooner, who was recently given his third election to the United States senate by the republicans of Wisconsin, has had a brilliant political career. This was predicted back in the sixties, when he was private secretary of the late Gov. Lucius Fairchild, of his state. One day, shortly after the civil war, Senator Stark, of Wisconsin, called upon the governor to discuss a bill which he had helped through the legislature. He was afraid that the governor contemplated vetoing it, and was prepared to do some plain talking in its behalf.

The discussion had begun when the old senator caught sight of the pri-



HON. JOHN C. SPOONER. (His Great Career Was Predicted Many Years Ago by Gov. Fairchild.)

ate secretary, Col. Spooner was a young man then of about 22, and had the appearance of one much younger. "Governor," said Stark, "I wish you would send that boy out of the room." Gov. Fairchild glanced around. "I see no boy, senator," he replied. "Step this way, John," said the governor, after Stark had pointed out the secretary as "that boy." "Senator Stark allow me to introduce you to my new private secretary, Col. John C. Spooner."

Then as the senator endeavored to recover from his embarrassment, the governor, who was much given to saying nice things to and about people, added:

"Take a good look at him, senator; Wisconsin is likely to send 'that boy' to the United States senate one of these times."

"That boy," at that time, was a graduate of the Wisconsin university and had served as a soldier in the civil war, winning two commissions—one as captain and the other as major—and was even then a good lawyer, as he is to-day one of the first in the nation.

# PHONOGRAPHIC DRUM.

### Latest Device Used by Salvation Army to Attract Attention of the Careless Masses.

Still another proof has been brought to light to demonstrate that the Salvation Army is a progressive organization. The Springfield (Mass.) detachment has just purchased a remarkable phonographic arrangement, which is expected to attract the attention of the careless masses and halt them in their downward career.



PHONOGRAPHIC DRUM. (Latest Instrument of Torture Employed by Salvation Army.)

Improved phonograph, which will disseminate sacred and popular music as the army marches the streets or gathers on the corner for its regular services.

The drum and its contents have been mounted on a rubber-tired carriage, in order that there may be a minimum of vibration.

If the innovation proves a success in Springfield, the army will purchase a large number to assist in their religious work throughout the country.

# GEN. BURTON ADVANCED.

### Made Inspector General of the United States Army, with Headquarters at Washington.

Gen. George H. Burton has received his commission as inspector general of the army and entered actively on the discharge of the duties of that office. He has been stationed at Governor's Island, N. Y., for several months past as inspector general of the department of the east.

Inspector General Burton was born in Delaware, and was graduated from the West Point military academy in the class of 1865. As an infantry officer he served under Gen. Stoneman three years in the south in reconstruction times, and was in the Indian country on the extreme frontier nearly 14 years. He was actively engaged in the Modoc, Nez Perce and Banook Indian wars, and was breveted major for distinguished conduct at the battles of the north fork of the Clear Water, Idaho, and at Capt. Jack's Cave, in the lava beds of northern California. In 1885 he was promoted major in the inspector general's department by President Cleveland for meritorious service with his regiment. Since then he has served almost continuously west of the Mississippi river and in Cuba. One notable event of his service in Cuba was the unearthing of the frauds in the postal affairs of the island. He carries with him ripe experience for the fulfillment of the duties required in his new sphere, and is probably as well equipped for the position of inspector general as any other officer in the department.

# TWINS FROM COREA.

### They Are More Vigorous Than Their Siamese Predecessors.

#### Also Have More Freedom of Motion and Stronger Mentalities—Have Learned English with Astonishing Rapidity.

The appearance in this country of the Korean twins, as they are termed, has caused them to be the subject of considerable study among scientists who were familiar with the Siamese twins, who attracted such attention when first exhibited in the United States. Comparisons have also been drawn between the Koreans and the female twins upon whom the operation was performed in Paris a few years ago. The latter were also exhibited in the United States, but as will be remembered, the health of one was so affected that it was deemed necessary to separate the natural band which held them together in order to save the life of the healthier child. The twin who was afflicted with consumption died after the operation, but according to the latest reports from France, the girl who lived has entirely recovered, and apparently is in excellent health. It may be added that she has been adopted by the French surgeon who officiated at the operation.

Physicians and others who have examined the Koreans are of the opinion that they bid fair to live much longer than the Siamese, as they are active and vigorous, and thus far have had no ailment of consequence. Liao-Tou-Chen and Liao-Sia-Ne-Chen, as will be noted by the accompanying photograph, have typical oriental features, and might be taken for Chinese, but they were born in Korea. They are a little over 12 years old, and well developed for their age, having no notable physical imperfection except the band which connects them. As in the case of the girl twins, each has all of the usual organs, and it is the opinion of eminent surgeons that they could be separated if desired, with little danger of fatality. Liao-Tou-Chen is slightly taller than his brother, and somewhat better developed, being more muscular. An examination shows that his heart beats much more rapidly, while his respiratory capacity is somewhat greater than that of the other. The smaller twin is left-handed, although from his position he is obliged to use both hands to such an extent that he is practically ambidextrous. He is more susceptible to changes in temperature, and apparently feels pain more than his brother, but in appearance seems to be equally as healthy.



THE COREAN TWINS. (They Are Active and Vigorous and Bid Fair to Live Long.)

The Koreans, says the Scientific American, apparently have much more freedom of motion than the other twins referred to. They can stand nearly side by side, face each other squarely. The freedom with which they can move without injuring themselves allows them to be quite active, and their motions are so harmonious that they not only walk, but run, and play various games without difficulty. One feat which the Siamese were unable to do was that of facing each other, one twin resting his hands on the shoulders of the other. The Koreans can easily assume this attitude, owing to the elasticity of the band which unites them. It is of a membranous character, and measures about three and one-half inches in diameter. When not stretched or pressed in any way, it is about eight and one-half inches in circumference. When the twins are moving in any way, the band swells and diminishes slightly, apparently being connected with the principal trunk muscles of the body.

The Koreans have shown quite remarkable intelligence. When they first came to the United States with their father, they remained in Bridgeport, Conn., and were provided with an instructor, from whom they acquired the rudiments of the English language. Then they took up a number of the primary studies, and have advanced quite rapidly.

### Bridges Built by Cosacks.

Perhaps the most remarkable bridges in the world are the kettle bridges in Russia and Siberia, of which Cosack soldiers are expert builders. They are built up of the soldiers' lances and cooking kettles. Seven or eight lances are placed under the handles of a number of kettles and fastened by means of ropes to form a raft. Each of these rafts will bear the weight of half a ton.

### Cosacks Cause Appendicitis.

An unusual number of serious illnesses and operations, especially for appendicitis, having occurred in ladies of the French nobility, a professor of the faculty of medicine was asked the cause. He said: "It is all due to the present fashionable corset, the pressure of which displaces the abdomen and impedes digestion."

### Statesmen Who Were Soldiers.

Twenty-nine per cent. of the members of the senate and 13 per cent. of the house fought on one side or the other in the civil war.

### Revilian Diet Prohibited.

The eating of snakes, lizards, scorpions, centipedes, tarantulas, and other reptiles is now prohibited by statute in Kansas.

# INTREPID NAVIGATOR.

### Capt. Howard Blackburn Has Made Several Big Journeys in a Very Small Boat.

Capt. Howard Blackburn has the record of making longer voyages in a small boat than any other sailor in the world. He has just returned from a trip in which he traveled several thousand miles over the inland waters of the United States. The route he took was, indeed, interesting. He sailed around Cape Cod and through Long Island sound, and then down the Jersey coast as far as Atlantic City and Cape May. Then he went to New York and up the Hudson to the Erie canal, and through to Buffalo. He kept on through the lake to Detroit, and then to Chicago. He was in Chicago the latter part of August, and



CAPT. BLACKBURN'S BOAT. (Only Twenty Feet Long, But Strong Enough to Cross the Atlantic.)

after a stay of about two weeks went down through the old Illinois and Michigan canal to the Illinois river and to the Mississippi. He kept on the latter river to Columbus, reaching there in November. From Columbus he went by rail to Mobile, Ala., and thence through the Gulf of Mexico to St. Joseph bay, Pensacola, Tampa and Key West. From Key West he started for Miami, but in the Biscayne bay he went ashore, and later decided to sell his boat.

John R. Strong, of Cambridge, a summer resident of Gloucester, gave him a rowboat, which he named the Laura R. Strong, after Mrs. Strong. In this he rowed up the creeks, canals and the Indian river as far as Titusville, where he hauled across to Salt lake, on the St. Johns river, and from there went to Jacksonville, where he sold the rowboat and took a Clyde steamer for New York.

The first boat used by Mr. Blackburn, says the St. Louis Globe-Democrat, was the same in which he left Gloucester, Mass., a few years ago, crossing the Atlantic ocean and returning safely. He considers the inland trip recently completed far more difficult and almost as dangerous. The boat which he used is a little craft which is less than 20 feet in length. Mr. Blackburn is known as the "fingerless navigator," as a number of years ago he lost all of the fingers of one hand in an accident.

# OFFICIALS ALARMED.

### Large Influx of Criminal Foreigners into United States Should Be Stopped, They Say.

The United States immigration officials are becoming alarmed at the continual large influx of criminal foreigners into the United States. As a result it is extremely probable that the most



FRANK P. SARGENT. (United States Superintendent of Immigration.)

rigid measures will be adopted under the new law to bar out immigrants who are suspected of criminal tendencies. It is stated that the worst class of immigrants to this country come from southern Italy. They now outnumber the immigrants from every other country of Europe, and at the present time are coming at the rate of 30,000 a month. Ninety per cent. of them remain in the big cities, where they enter all kinds of cheap industries, such as banana selling, etc. In New York the complaints against low-grade Italians are constantly growing, and they are regarded as the most dangerous class of residents found there.

It is stated at the treasury department that good proof exists that there is a regular padrone system in operation in the United States and Italy for bringing large numbers of Italians into this country. In fact, it is believed that the bulk of the Italians that are now flocking here are brought over under contract. The officials have been of this opinion for some time, but the tracks of those engaged in the enterprise have been covered up so skillfully that it has been exceedingly difficult to get hold of the evidence necessary to secure convictions.

The scheme is a big one, and involves people both in Italy and in the United States. It may be stated on authority, also, that a special agent is now abroad in search of facts that will warrant the government in taking steps to break up the importation of Italian workmen and punish those engaged in the business.

# Dislike for Work.

"Yes, leddy," whined the tramp, "I am a victim of heredity."

"Do you mean to say that your dislike for work has been inherited?"

"Sure. Me father once had a perfitical job a-workin' fer de city."—Baldy more Herald.

# RELICS OF VIRGINIA.

### To Be Preserved by a Society of Patriotic Women.

#### Occupation of Jamestown Island Dates Back Three Centuries—Old Church in Which Pocahontas Was Worshipped.

On reaching the north end of the historic island, work done and being done by the federal government was discovered. It seems that the island has been crumbling so rapidly of late years that the Virginia senators have secured appropriations for the purpose of preventing the entire destruction of the island by the swift current which sweeps unobstructed for eight miles, and fiercely carries away tons of clay and sand. Barges and jetties along shore may divert the channel a little, but if the island is to be fully protected it will prove to be a very costly proposition. The northern portion of the ruins of the town are said to be under water, and the covered foundations of former habitations can be seen from the side of rowboats. Alongside the north end of the island there are big blocks of stone just beneath the surface of the water. They are held together by cement, and evidently formed the foundation of some big official building.

The biggest ships of the olden time used to come up the James and anchor at the wharves of Jamestown, but they could not do so now. Indeed, when the capital was moved to Williamsburg in 1723 the channel was becoming visibly more shallow. Thus was business affected in the beginning of the decline of Jamestown. There were big financial and political battles in those days, preceding the removal of the capital; and tradition hath it that several hot-blooded Virginians emptied their guns at and into the bodies of each other. However, the inevitable came, and Jamestown was abandoned, and Williamsburg flourished. We have seen just such rivalries and battles between rival towns, far in the interior of the new world, within our own generation.

The brick church, of which only the tower is left, was built in 1838, when the colony was only 30 years old. Previously the people had worshipped in a large wigwam made of logs. The new brick church was 56 feet long and 28 feet wide, furnished lavishly with donations from England; everything in it being as rich and regal as the trappings and vestments of the best churches in the old country. Gov. Dale wrote: "There is

some comfort in religion now," as though his religion had been no comfort to him in the commodious log wigwam.

But for the removal of the capital to Williamsburg there might have been a great educational institution at Jamestown, because Parson Blair, the Scotchman from the University of Edinburgh who founded William and Mary college, was assigned to the parish at Jamestown in the new brick church, just before the transfer of the capital. He had for a short time been pastor of the parish of Varina, where Pocahontas was one of his parishioners. She was the wife of John Rolfe; an extensive tobacco planter, and was known as Rebecca Rolfe; quite English, you know, as compared with her aboriginal name when she hurried into history by her rush to the rescue of Capt. John Smith. Parson Blair often said that if he had remained at Jamestown he would have founded the college there—an institution which has endured until this day, and will ever endure.

The celebrated educational institution was originally built of bricks made on Jamestown island. They were made in the style of the imported bricks, but were not imported; neither were those which were used in the church at Jamestown. Parts of the ancient structure remain in good state of preservation, and the old church at Jamestown would still remain intact, if civilization had not deserted it.

The ladies' association for the preservation of Virginia antiquities recently held an important meeting, at which it was decided to memorialize the Virginia legislature to make appropriations to aid them in their work. They hope also to induce the Virginia senators and representatives to interest the congress, so that sufficient appropriations may be obtained to save from complete ruin this relic-remnant of the original settlement on the soil of the United States by the Anglo-Saxon freebooters; the aggressive ancestry of which we are all so proud; an ancestry of El Dorado-seeking marauders who plunged half-way across this continent and blazed their pathway with the blood of innocent aborigines.

But they had their good points; and, anyway, they made history which it might be well to preserve, even in relic form.

SMITH D. FRY

# INTELLIGENCE OF FISHES.

### Fisherman Sees Evidence of It in an Acre-Wide School of Menhaden.

"You will see birds flying in great flocks and never touching wings," said an old fisherman, according to the New York Sun, "and it is just the same way with fishes about their fins."

"There might be a million menhaden moving along in one school, but they keep their distance so perfectly that they never touch fins. Let bluefish get after the menhaden, or anything

# CAUGHT ON TO THE JOKE.

### The Chinese Secretary of Legation Was Not Much Perplexed by American Wittedness.

"Have you ever been naturalized?" "Yes; but it didn't take." "Now, that is what we Americans call a joke," explained the Washingtonian to the Chinese secretary of the Chinese legation, who has indicated his desire to become naturalized with the customs of this country. In spite of the alleged humor, however, he failed to laugh, and his informant considered a full explanation proper, relates the Washington Times.

"You see," he continued, "the word naturalized has been confused with vaccinated. The meaning of the two words was then defined, together with the phrase didn't take."

"When we say the vaccination didn't take, we mean that the virus didn't have the desired effect," explained the Washingtonian to the Chinese secretary of the Chinese legation, who has indicated his desire to become naturalized with the customs of this country. In spite of the alleged humor, however, he failed to laugh, and his informant considered a full explanation proper, relates the Washington Times.

"The conversation," he continued in a general way, "was the wise resident of Washington suddenly fancied it would be humorous to relieve himself of a joke at the expense of the Celestial, and a patronizing smile put a query to the attaché in jaw-breaking words, and then laughed at his own brilliancy."

The secretary stared blankly at him for a moment, utterly bewildered by the question. His face was expressive, but he gave a faint smile when the American explained he had been joking; but it didn't take," he replied, with a naive smile.

### Birth of a Great American Railroad.

May 17, 1863, marked the fiftieth anniversary of the incorporation of the New York Central Railroad; a fact interesting in the history of the State of New York. With this the consolidation of the ten separate roads into one line, that formed a continuous route from Albany on the east to Buffalo on the west, was the beginning of that possible and enormous development of the country contiguous to it.

Articles of agreement were filed May 17, 1863, the first Board of Directors was organized, and the whole line delivered to the new company August 1, 1863; insuring better service, more complete connections between all points, and a more general stimulus to development than was possible under separate and rival corporations. This also opened the way for the consolidation of the New York Central with the Hudson River Railroad in 1869, which ever since has been the backbone of the great system.

It is a far cry indeed from that primitive line of the New York Central of fifty years ago to the great Railroad of to-day with its Twentieth Century limited, speeding like the wind, carrying its passengers of all nations in air-conditioned coaches with a scarcely perceptible jar, and fifty years of progress could not find a better illustration than is afforded in an interesting letter of reminiscences written by Mr. Joshua Wilcox of Lockport, New York, describing railroad travel in New York in 1838.

The writer says: "We took the cars on State Street in Albany; these cars were drawn to the city line by horses, for locomotives were not then allowed in the city. The cars were of the ancient pattern, built of heavy iron on the sides, with seats across the car, the passengers facing each other, as in the old-fashioned stage coaches.

There was tremendous—about twelve miles an hour. Arrived on the ridge opposite Schenectady, our cars were left down an incline plane, secured by a heavy cable. The cars, being attached to flat cars weighted with stones, which were drawn up on a parallel track as we went down. At Schenectady we passed cars and loaded down on the side, reaching there in the afternoon. That was then the end of railroad travel.

A canal packet was boarded which landed at Syracuse next morning. There another packet was taken for Rochester, which we reached early the following day. A third packet brought us from Rochester to Lockport in sixteen hours.

The time consumed in coming from New York City to Lockport was nearly four days. After the move all the time, except the night spent in Albany.

"Not long after the roads built from Albany westward, and from Buffalo eastward, met, and a continuous line was formed, but with many changes of cars and other inconveniences.

"Then the Hudson River road was opened, and Buffalo and New York became neighbors."

"A Still Hunt—Nervous Wife—"I hear a burglar, Nervous Husband—"Wool I'll draw under the bed and see if he is there."—N. Y. Weekly.

Always look for This Trade Mark: "The Kitchen—Bleaching Kind." The Stoves without smoke, ashes or heat. Make comfortable cooking.

Mr. Clubman—"Will you be home early, Jack?" Mr. Clubman—"We'll see, but don't wait breakfast for me."—Brooklyn Life.

Stop the Cough, and works off the cold. Laxative Brown Quinine Tablets. Price 25 cents.

A mile kicks back because he can't swim.—Detroit Free Press.

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