EARLY VOYAGERS.

A Study of Shipbuilding in Prehistoric Centuries.

BY LIEUT. LUCIEN YOUNG, U. S. N.

THE advancement made within the last century in the art of shipbuilding and the application of steam as the means of propulsion afford a most easy and rapid means of communication to the once isolated portions of the world, facilitating extensive examinations into the various monumental remains of a forgotten age. From the archeological and mythological information thus obtained, there are unmistakable evidences that the art of shipbuilding and the science of commerce and navigation had reached an advanced stage in prehistoric times, the knowledge of which had been swept away in the wreck of empires and the extinction of races long before the dawn of our present civilization.

The extent of this prehistoric communication by water is shown in the traces of the Mosaic history found among the nations of the world unknown to Christian priest-craft, agreeing in almost exact accord with the account of the flood and what was saved in the Ark as stated in Genesis.

The originals of the stupendous and elaborate remains found in America were evidently suggested by emigrants from older and distant centers of civilization, and certain analogies between them and those of the Old World indicate beyond all dispute that in prehistoric times these countries were known to each other.

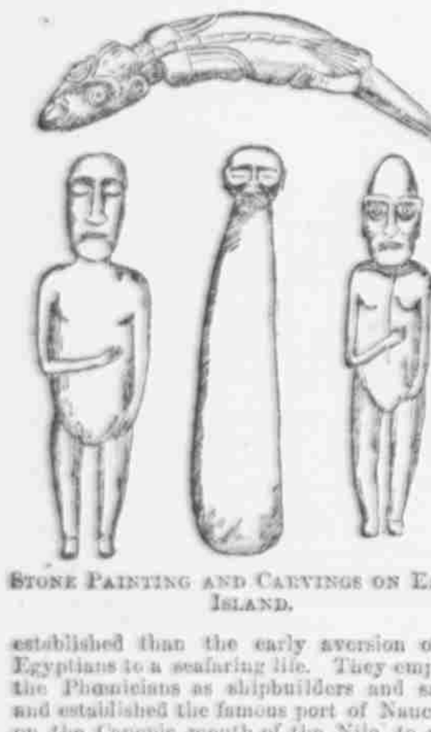
A tabular view of a number of words in the Malayan, Asiatic, Polynesian and American languages would probably show that at some remote period the inhabitants of these distant parts of the world maintained frequent intercourse, and that long and difficult voyages were made from one to the other.

The striking analogy between the numerals and other parts of the language, as well as the customs, of the aborigines of Madagascar, those of the Malays who inhabit the Asiatic Islands

THOUSANDS OF MILES AWAY

in one direction, and of the Polynesians more remote in another, authorizes the conclusion that they were in frequent communication with an ancient and powerful nation which cultivated maritime habits and had a most accurate knowledge of navigation.

From the great similarity in the hieroglyphic drawings, maps and canals, immense pyramids, and civilization, it would appear that the vast operations of the ancient nations of America correspond with the time and manners of the early Egyptians, which are also beyond authentic history. However, it is improbable this ancient navigation was controlled by the Egyptians, since there is no reason to suppose that the native population of Egypt was at any time of its history accustomed to nautical pursuits. In truth, few facts in history seem to be better



STONE PAINTING AND CARVINGS ON EASTER ISLAND.

established than the early aversion of the Egyptians to a seafaring life. They employed the Phœnicians as shipbuilders and sailors, and established the famous port of Naucratus, on the Canopic mouth of the Nile, to which foreign merchants and sailors were restricted, a practice recalling the custom of the Chinese up to a recent period.

This ancient means of communication cannot be ascribed to the Chinese, although every means is afforded to carry on the crudest form of voyages known as coasting from that country to America, as there is a vast range of islands in the Pacific Ocean which would assist coasting to such an extent that a vessel may make the trip to and from America and never be out of sight of land more than a few hours on her voyage, save in a thick fog.

This coasting would be severe and difficult in consequence of the cold and heavy frosts, and from modern researches the early period of Chinese civilization is of a date comparatively recent; however, it is likely some of their ships did reach the American Continent at an early date, the evidence of which is found in the relics of the Northwest Indians, but these relics indicate a very recent period as compared with those of the more southern section of the

AMERICAN CONTINENT.

In Hindustan there are many reasons for supposing there was at a very early period an accumulation of wealth and a lucrative commerce, as there are numerous elements of natural products of India found scattered over the various regions of the earth. One of the most ancient Hindu books gives an account of Ayodhya, one of the leading commercial cities of India, filled with merchants and artificers of all kinds as well as commodities of various countries.

Bactra, founded before the dawn of history, was a most flourishing mart of early commerce. But the people of India, like the Egyptians, were not as a nation sea-faring.

Again, Phœnicia, the leading maritime state at the earliest period to which any reliable records ascend, was peopled by emigrants from the shores of the Persian Gulf, whence they carried with them the nautical taste and knowledge they had been maturing, perhaps for centuries, to develop in a new and enlarged sphere. But as the maritime habits of the older nations in the East had frittered down into detached local interests unknown to each other, the Phœnicians confined their commercial pursuits to the coast of Africa, the adjacent shores, and the Mediterranean Sea, and did not extend their trade routes to distant islands of the Pacific or to the borders of the American Continent.

To what country, then, should be assigned the merit of commanding this great commerce in prehistoric times, extending, it would appear, over immense oceans to the most distant quarters of the globe? The Chaldeans were a race older than the Egyptians, and, like them, of Hamitic origin; hence the similarity of all the forms and customs common to the most ancient races of the East that had their origin at this great

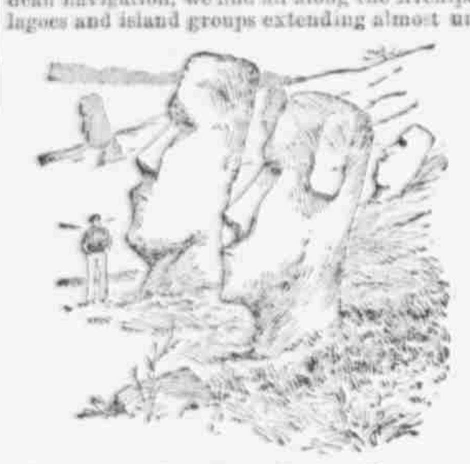
CENTER OF LEARNING.

They were the true inventors of the alphabetic writings, astronomy, navigation, and other sciences. The latest interpretation of the Cuneiform inscriptions indicate the Chaldeans as the greatest people even before Babylon and Nineveh sprang into existence. This greatness was no doubt due to their extensive maritime commerce, as shown by succeeding Nations of the world which possess the largest amount of sea traffic being the most prosperous as well as powerful.

Chaldea was centrally located along the shores of the Persian Gulf, toward which the caravan routes of Asia concentrated, and her ports of entry had easy access to the Indian Ocean. Within the prescribed limits of this ocean the periodical winds change their direction twice a year, affording great facilities for early navigation; and of those versed in the antiquities of past ages it is contended by a majority that the first people who settled America came directly from Chaldea immediately after the confusion of languages at Babel.

In some of the historical picture writings of the Mexicans a certain person named Votan was present at that building, which was made by order of his uncle that he might mount up to heaven; that then every people were given their language; that he made no less than four voyages to this country, and that others of his family had gone before him. Agreeing with this account there were found in some ruins of Central America engravings representing Votan on both continents.

To trace the route of this prehistoric or Chaldean navigation, we find all along the Archipelagoes and island groups extending almost un-



IMAGES ON SHORE OF EASTER ISLAND.

interruptedly from the southeastern extremity of Asia to nearly across the Pacific Ocean, and on the American Continent in line with these islands, forms of the most ancient works similar to the most ancient found in the East, which belong to a period coeval with that of the forgotten sciences of the Old World and to the first ages of man.

SOME OF THE SKELETONS

found in the caverns of Kentucky and Tennessee were wrapped in feather blankets characteristic of the Sandwich and Fiji Islands, and the best-defined specimens of art among the antiquities of Ohio and Kentucky are clearly of a Polynesian character, from which it would appear that there existed at one time a communication between the continents of Asia and America by way of the Polynesian Islands. All over the Pacific Islands the domestic animals were found to be the pig, dog, and fowl, as was the case with those nations of Hamite origin, especially so in Egypt.

In Ceylon there was found by the earliest discoverers an extensive commerce, where the nations of the then East met the ships of the West and exchanged commodities. So great was this commercial depot in pre-historic times that the maritime nations of the then commercial world met here to worship the god of the sea, for which purpose great temples were erected and dedicated to the Neptune of pre-historic ages. Here, too, are to be found wonderful remains of ancient cities, tanks, and deserted water courses, in which rivers were diverted from their natural channels; opposing hills were cut through, and immense aqueducts leaped the valleys, carrying the water to large reservoirs for distribution to the lands for irrigation, the most perfect system of agriculture conceivable, similar to the Egyptian methods of distributing the waters of the Nile. In Java and Peru the people used identical means of irrigation, and extensive valleys and mountainsides were terraced or leveled in steps, so that every spot could be flooded or dried at pleasure. In Sumatra we find the same system again.

On the Tonga Islands there was found an ancient monument consisting of two perpendicular rectangular blocks of stone almost 40 feet high, supporting a large slab across the top, the stone of which is said to be not found on the island.

THE REMAINS FOUND IN JAVA

were most extensive, both in number and size, and were constructed mainly of flat brick without mortar or cement, crowded with bas reliefs, and covered with figures elaborately executed in hard stone, as was the case in Peru.

In Java some temples were built on pyramids, having a staircase on the slopes leading to the edifice like those of the Toltecs in Mexico. Coming to the outpost of the Pacific Islands on this route we find Easter Island, only 11 miles long and four miles wide, on which there were no trees, yet decayed trunks of trees and paddles, as well as other wooden articles, were found covered with hieroglyphics. Here too were found the ruins of stone houses built in a regular line, with doors facing the sea, the walls of which were five feet wide, 20 to 30 feet high and two or three hundred feet long, were lined with slabs of stone like tiles, painted with figures of birds, faces and mythic animals and geometric figures. Back of these houses was an extensive platform, upon which stood pedestals to a number of colossal images, some more than 30 feet in hight.

In Peru, Mexico, Central America, and Yucatan the massive ruins were in form and character almost identical with those of the East; castes of Asiatic origin existed with the Toltecs of Mexico and the Incas of Peru; the commonwealth of each was divided into classes: priests, warriors, and tillers of the soil, whilst the land was held in common. In Peru and Mexico, copper was employed to make agricultural tools, and was used in the mechanic arts, and they had a process of tempering it as hard as steel, a lost art of Egypt.

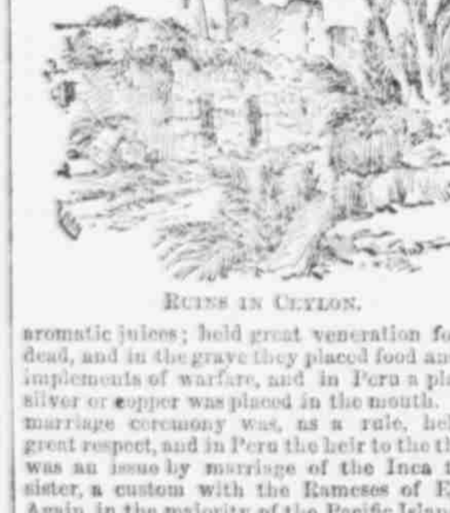
In religion we find in most all the Pacific Islands and with the ancient races of America a striking similarity to that of the Egyptians. They had a belief in one supreme being, the creator of all things, and a class of

SECONDARY GODS

who owed their existence to the supreme god, and who dwelt in the elements and in all manner of animals, and when these animals died they were embalmed and deposited with unusual honors. In Java the serpent is beautifully sculptured on the temples, and it was commonly worshiped throughout the Pacific Islands as the god of crops, a marked connection common to all mythologies between the old serpent and the fruits of the earth. In Peru as well as in Egypt the supreme god acted in the sun, which they worshiped with the highest titles of honor.

In Egypt the sun god was expressed by a circle and the asp, and in Peru this same form of a snake is to be found in some of their religious signs. The single snake in Egypt was the representative sign of the evil god, and more than likely the single serpent met with in many of the temples of Peru represented the same spirit.

In most of the Pacific Islands and in Peru especially they embalmed the dead and anointed the body with a mixture of oil and



RUINS IN CEYLON.

aromatic juices; held great veneration for the dead, and in the grave they placed food and the implements of warfare, and in Peru a plate of silver or copper was placed in the mouth. The marriage ceremony was, as a rule, held in great respect, and in Peru the heir to the throne was an issue by marriage of the Inca to his sister, a custom with the Rameses of Egypt. Again, in the majority of the Pacific Islands, as well as on the American Continent, they believed in future rewards and punishments, and had a similar form of circumcision.

In many of the islands, even in New Zealand, they had four seasons and divided the year into 13 months; had names for all the chief stars and constellations, and the son of every chief had to learn the traditions of his tribe and be a seaman. In Peru, Mexico, and Central America they possessed a

KNOWLEDGE OF ASTRONOMY

little inferior, if at all so, to that of the Chaldeans. They knew how to measure and calculate the fitting seasons for various religious ceremonies, and observed with much accuracy the courses of the heavenly bodies, particularly those of the sun and stars; at the same time they kept a careful registry of their movements by means of the sundials and great calendar stones, most ample proofs of a water communication in remote ages with the pivotal seat of learning in Chaldea.

It is also evident the navigators in pre-historic ages had developed their science beyond that of the coasting trade, and made their voyages across the broad Pacific, as their line of communication extended along the Pacific Islands.

On both Continents of America the evidence of the earliest civilization was situated upon the most accessible portions by water; on the Southern Continent along the slopes of the Andes to the Pacific Ocean, and on the Northern Continent, in Central America, Yucatan, Mexico, and along the banks of the great rivers and their tributaries.

The means by which they reached the remote and isolated stations against the constant trade winds prevailing within the tropics, with transient and uncertain interruptions from east to west, implies a most accurate knowledge of navigation. To make these extensive voyages at sea they must have had large and well-constructed ships adapted for the purpose and provided with labor-saving propulsion, as well as instruments for steering their course.

In and about the vicinity of Chaldea magnetic ore was in abundance, and it is likely a race so far advanced in other sciences should be acquainted with the properties of that metal, and it is extremely probable the directing powers of the needle were used to guide them safely into a designated harbor.

IN A CHINESE WORK

of great antiquity a reference is made to the magnetic car intended to point out the way across the country. Also in a history of China nearly 3,000 years before Christ an instrument is spoken of that was used, which, placed in a car, pointed to the south and enabled the imperial army to direct its march during a thick fog and surprise an enemy. Again, from an Arabian manuscript a sea-compass is described, and the manner of communicating magnetism to the needle was to make it float on the water so as to "form the shape of a cross," which may no doubt be the cross of worship, which is of great antiquity and almost universally found in Peru, Central America, and in India on pottery of the bronze period.

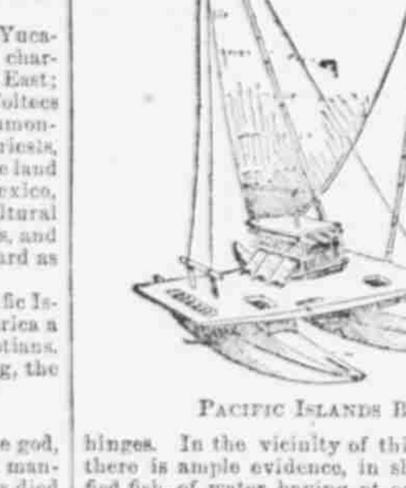
Nor does it seem at all improbable that these people, possessing such a knowledge of navigation as to traverse the broad ocean, and having a secondary god in all things beneficial to them, should worship this little instrument possessing so much magic as well as superstition, and represent that god in their religious signs by the form of the instrument itself, as was the custom in other things.

The form and size of the vessels in which this pre-historic communication was accomplished can only be conjecture, yet some idea may be obtained from the following: In Ireland a diver found at the bottom of the river near Waterford an old canoe made from a single piece of timber 35 feet long and three feet wide; and imbedded in the mud of the Rhine was discovered a Celtic canoe 27 feet long and eight feet broad, made of a single piece of timber hollowed out like an Indian canoe. On draining the lake in Lancashire, England, eight canoes were found resting on a bed of marl imbedded in the mud that were in figure and dimensions like those used in America. In Scotland a canoe 36 feet long and four feet 10 inches deep, made from one piece of oak, was found in the mud, sharp at the bow and broad at the stern; and in another found in Loch Doon was discovered a war club and a

STONE BATTLE-AX.

In Lake Neuchatel a pre-historic canoe was found hollowed out of a single trunk of oak, large enough to carry a dozen men.

These small vessels could not have accomplished the long and stormy sea voyages made in prehistoric ages. Instead, the form and construction of the ships employed in those days were beyond that of the hollow log or small canoe. Cesar in his invasion of Gaul describes the ships of the Britons as using iron chains to secure their anchors, and some miners in Switzerland found 600 feet deep in the earth a vessel provided with iron anchors and sails of linen, evidently Phœnician. But near the port of Lima, Peru, some miners were working a gold mine, and found a ship deeply buried, on which were many characters very different from the others. It was reported a few years ago that two miners discovered a ship deeply imbedded under the soil in Tulare County, Cal., nearly 60 feet long, 30 feet wide, and built of short lengths of camphor wood. The planking was secured by hard copper fastenings, and had two keels. It was turned up at stem and stern and decked over, and provided with two masts, the ends of which were secured by



PACIFIC ISLANDS BOAT.

hinges. In the vicinity of this reported find there is ample evidence, in shells and petrified fish, of water having at one time covered the region.

As there is strong resemblance between the nautical movements of the uncivilized people now and the arts of remote antiquity, some idea of the appearance of the prehistoric vessel may be gathered from the

BOATS FOUND IN THE PACIFIC ISLANDS,

and in the various parts of South America, where so many other forms were common.

These boats were built with a number of planks, some of which were four feet wide, raised from a keel or hollow log, sewed together with cennet, made from the cocoanut husk, and in some cases fastened with wooden pins; made water-tight with the help of a little gum from the bread tree. In the stem and stern they had a deck under which they could stow anything, a form still preserved in the forecastle and poop of the modern ship.

In most cases these boats were double, or provided with an outrigger float, and the hull proper had a cover for the crew; the stem and stern high and pointed, with broad beam. The depth from the upper edge of the midship section to the keel was, as a rule, not less than 12 feet. In addition to the ordinary gunwale, for long voyages at sea, planks 12 or 15 inches wide were fastened along the side after the manner of washboards. The masts were stationary, and supported by a wooden ladder or shroud extending from the sides to the head of the masts, the sails being large and made of fine matting.

In many South Pacific islands the sail is suspended on two upright poles, which could only be used before the wind, as was the practice in Egypt, paddles being used at other times for propulsion. On the Nile and in India large rafts, called "rats," were constructed of logs lashed together, the middle one being the largest and longest. Between these logs several broad planks were let down to give the proper resistance when sailing near the wind. The sail was triangular, and supported by two masts, the keels of which rested on the outer logs, and the heads lashed together in the form of a derrick.

Along the northwest coast of South America the natives used the balza, identical in every detail of construction, indicating a common knowledge and application of the mechanic arts between these two widely-separated people. Again, from

THE CHINESE JUNK,

in many respects constructed as the above, and an exact counterpart of many of the Egyptian vessels that were employed on the Nile, we may form a tolerably accurate representation of the prehistoric vessel. These junks were built of five planks bent to the proper shape, with the edges joined together by wooden pins, and stitched with split bamboo, then smeared with paste of lime. They were strong, standing the repeated shocks of heavy seas, and stiff under sail, and, like the boats of the Pacific Islands, ornamented with sculpture and painted with a variety of designs, a custom practiced by the Grecians and Romans, who borrowed the art of shipbuilding from the Carthagenians, the direct pupils of Phœnicia. The art of shipbuilding was transmitted to the Romans by means of the Phœnicians through the Carthagenians.

A most accurate description of the prehistoric vessel may be obtained in Homer's account of the building of a ship in the supposed infancy of navigation. The wood was cut from the tree, smoothed and given the proper shape, holes were bored for the nails that secured them together when fitted, the bottom was rounded, the bulwarks secured to numerous ribs, and the whole covered on the outside with planks laid across the ribs. To prevent the waves washing over, the sides were still raised by wicker-work forming washboards. A rudder was used to steer with, and stone and sand ballast to give the requisite stability. The masts were stationary and the sails attached to them. It will be seen this description agrees very materially with the descriptions of the vessels of the South Sea Islanders, the knowledge of which was evidently unknown to the Roman sage.

The Bible account of the Ark shows a still more advanced stage of development to which the art of shipbuilding had reached in prehistoric times, at a period anterior to that assigned to the flood.

THIS GREAT VESSEL

was made of gopher wood, supposed to have been cypress, was pitched within and without,

REMAINS ON THE TONGA ISLAND.

and contained rooms; was in length 300 cubits, in breadth 50 cubits, and in depth 30 cubits; divided into three stories, having one window and a door. If we take the cubit of 18 inches, we find the ark to have been a three decker; 450 feet long, 75 feet beam, and 45 feet depth of hold, with a tonnage much less than some vessels of to-day.

The most remarkable feature of this great ship was that the proportions in length and breadth were about the same as that adopted for the large sea-going vessels of the present time, and it was only within a few centuries ago that a fanatical Dutchman, by building a huge ship in imitation of the Ark, discovered the fact that a vessel built on these lines of proportions could carry the greatest amount of cargo with the smallest amount of displacement as well as the employment of fewer men to work the ship.

As to the management of this huge craft, the Chaldean tablet informs us that in this case Noah represented not his immediate family but the whole household and adherents, and with their aid it is more than likely he worked his vessel as any Captain would his ship to-day under like circumstances.

A significant example of how the knowledge of such an extended commerce could sink into obliyion, is furnished by the fact that almost every vestige of Phœnicia has been swept away, that great and enterprising people who brought the art of shipbuilding and navigation from their homes on the Persian Gulf and taught them to the maritime nations of the Western world, is known to moderns only by tradition, and the ruins of her cities, temples, tombs, and a few coins, arms, rings and vessels for domestic use.

World's Fair Notes.

In the interest of the Persian participation in the Exposition, the Persian Government has lifted the export duty on all goods which will be sent to the World's Fair from Persia, and it has also lifted the import duty on all goods which will be purchased at the World's Fair and brought into Persia. These concessions have greatly increased the interest taken in the World's Fair by that country.

The District of Columbia has decided to ask Congress for an appropriation of $50,000 to enable it to make a creditable exhibit at the Fair.

British Guiana has appointed its Royal Agricultural and Commercial Society a World's Fair Commission to represent the Colony, and has appropriated $20,000 for an exhibit.

Hassan Ben Ali, of Morocco, is seeking a concession to make a Morocco exhibit at the Exposition. He said he will spend $50,000 in showing the people, manners, customs, amusements, etc., of his country, and in bringing to Chicago a tribe of Berbers.

Didn't Like the Job.

John Griffith, the Postmaster at Walkersville, Ill., sent his resignation to the Postoffice Department last week, retiring from the position in disgust. Mr. Griffith wrote the Department that during the past six months he had only sold $12 worth of stamps and had canceled $5 worth. As he was only paid a commission on the canceled stamps, he thought there was mighty little money and no honor in the job, and he therefore tendered his resignation.

A Site Chosen for the Davis Monument.

Mrs. Jefferson Davis and her daughter Winnie spent several days in Richmond last week, and selected an eminence on the grounds of the Confederate Soldiers' Home as a site for her husband's monument. The spot is in the beautiful west end of the Capital of the late Southern Confederacy, some five or six squares west of where the Lee Monument stands.

Owned by the Crown.

[*Lancaster (Eng.) News.*]

In China all the land belongs to the State, and a trifling sum per acre, never altered through long centuries, is paid for it by the occupier as rent. The soil in China is so rich that the holdings are generally very small, and it has been estimated that a square mile is capable of supporting 3,840 persons. In this country, nominally, owners of the land hold it of the Crown. Although, however, as admitted by Lord Bramwell in letters to the *Times*, this is technically true, yet it is most misleading, as owners of a fee simple estate in land in this country have for all practical purposes an absolute ownership in the land they hold. If an owner dies intestate without heirs his land reverts to the Crown, though the owner had the power of disposal had he so wished. Under similar circumstances a man's personal property, as well as his land, if he dies intestate with no next of kin, goes to the Crown.

Got the Bounce, Not the Girl.

[*Arkansas Traveler.*]

A banker, while talking to one of his clerks, said:

"Arthur, a man never amounts to much in this life until he gets married."

"I think so myself," the young man replied.

"Glad you are ready to agree with me, Arthur, for I have taken quite a liking to you. How old are you?"

"Twenty-one, sir."

"Plenty old to marry, Arthur, and I would advise you to begin looking around."

"I have been looking around and I have found a young lady and she has promised to be my wife."

"Good. I hope she is worthy of you."

"I think she is, sir."

"Glad you think so. Who is she, Arthur?"

"Your daughter, sir."

The young fellow does not work at the bank now.

"Golden Medical Discovery" cures those diseases which come from blood impurities—scrofula and skin diseases, sores and swellings.

But does it? It's put up by the thousands of gallons, and sold to hundreds of thousands. Can it cure as well as though it had been compounded just for you?

Its makers say that thousands of people who have had Tetter and Salt-rheum, Eczema and Erysipelas, Carbuncles and Sore Eyes, Thick Neck and Enlarged Glands, are well to-day because they used it.

Suppose that this is so. Suppose that a quick-witted man was far-seeing enough to know that to cleanse the blood was to cleanse the life. Suppose that by many experiments, and after many failures, he discovered this golden key to health and that his faith in it for you is so strong that you can go to your druggist, buy a bottle, and if it doesn't help you, you can get your money returned—cheerfully. Will you try it?

The remedy to have faith in, is the remedy the makers themselves have faith in.

MOUNTAINEER LONGEVITY.

People Who Grow Old in the Highlands of Virginia and Don't Know It.

"Do these people live forever?" I found myself exclaiming. We were camped for the night at the "clearing" of old Tod Hunter—I will call him—about a mile down the west slope from "Pickle Nob," the highest peak of the Alleganies in Highland County, Va. It had been a toilsome, all-day tramp of just seven miles, March 2, '63, on the "wilderness route" (not daring to try any roads traveled by troops); the snow was from knee to waist-high, and our "blaze" an indiscernible path that we could not have kept ten rods only by following Guide Johnson, an old mountaineer of 65 Winters, to whose instinct and keen eye the snow-covered path was plain as in Midsummer. It would lead along a two-feet-wide precipice—over which one of our single file would occasionally tumble and flounder in the snow until we would fish him up—then would jump a sharp ravine down its other side, then down the ravine itself awhile to avoid the matted laurel, then up a rocky bank, over century-old fallen oaks, up a spurt, then down. So all that weary day, in the "untrodden snow," we followed old Johnson, 65 years old, five feet eight, with legs about as long as my arm; but, Lordy! how he could travel. It was while sitting around old Tod Hunter's log fire, listening at these two old mountaineers exchange their reminiscences of three or four generations, and recollecting Johnson's pedestrianism of the day, that I exclaimed to myself:

"Do these people live forever?"

Tod called Johnson "boy," and Johnson reverently answered Tod as "Dad." But 'twould be hard to tell from their short grizzly-gray hair and beard which was elder, or from their sharp, keen eye which was junior.

Tod told us he "was borned t'other slant of the Nob jist arter the big fire of '79, afore thar war another family 'ithin 50 miles." He alluded to the great fire—long remembered—which swept the East Alleganies in 1779, a few years after the Colonial Government had banished a lot of Hessians—prisoners captured from the British during the Revolutionary war—and from whom are descended many of the families now in Pendleton and Greenbrier Counties, W. Va. Tod Hunter was evidently not one of them, as his vernacular indicated. Many natives found their way as hunters to the "mountings."

Tod must have been 84 years old. And yet this adolescent youth of 84 Summers volunteered to take us to the "overlook-ledge" (three miles away) that evening, after we had rested. But my duties did not require this extra exertion. So we spent the evening around the cheerful log fire.

The vigor and sprightliness of these two old men—especially Tod—led me to question the latter. There's no "Mister" up there, so I set out with:

"Tod, you say you are 84 years old; you must be thinking about dying out of the way pretty soon."

"Well, Cap., we're not much crowded; it's nigh onto seven miles to the neardest clearin', so I'm not in the way yit. I kin shoot as clar as ever; kin outwalk you; kin eat more or do 'thout any feed longer. Old 'oman thar [his wife sat in the corner smoking a laurel-root pipe] 's sprightly yit an' she's a leetle older 'n I be. Our oldest gal 's with her man over the divide. She's 66, and runs over to see us unce a week. 'Tother one is only 60, but has no man and stays with us. Our three b'ys are in the army a-shootin' at each other. For Lije swowed he'd never go aginst the old flag. T'other two are with the rebs. The youngest is purty nigh 60"——

"Lije's older'n Liz, an' Liz's 60," put in the old lady between whiffs.

"Our baby is a reb, too, and come next chesnut 'll be 49"——

"Nigher onto 59," interjected the wife.

"No, Cap'n, we're not thinkin' of quittin' yit."

"You people do not die very young," I remarked.

"Thar's not been many of our people to die. Last passon I holped to put under war Daddy. A log rolled over him when he war aloggin' for Spring clearin', somewhar nigh onto 14 years ago, an' he war then jist 98. Mammy fell wnen k'yarrin' a back log in the old cabin 'bout 30 years ago, and spiled her back, but is still livin'; down all the time though. But she's gittin' poorly and I reckon 'll go next. No, Cap'n, thar's not many clearin's hereabouts, and the few of us live 'bout's long 's we choose."

I spread my blanket on the floor, and was soon dreaming of a mountain full of Methusalehs.—Capt. W. F. GORDON, 905 Eighth street N. W., Washington, D. C.

The First Interment at Arlington.

EDITOR NATIONAL TRIBUNE: I had been to Washington in March last, and visited the Arlington Cemetery. The newly-made grave of Admiral Porter awaited its distinguished proprietor. Gen. Sheridan's beautiful monument was duly examined, and all the pomp and circumstance of war was reviewed in my mind as I vainly searched the register for my lost, and never found, during that terrible struggle, and the impression of the day wore so vivid that upon returning home the conversation to a friend resulted in the following relation of his experience:

"I was in the Army of the Potomac, stationed at Fairfax Courthouse. My duty took me to the Capital. I had performed my mission, and was mounted, and rode along, crossing the Potomac River. Coming to the meadows near the Lee mansion, or what looked like an open field, I saw a man digging, and where he had a considerable earth thrown out. Halting, I asked him: 'What are you doing?'

"The response was, 'Don't you see?'

"'You seem to be digging a hole.'

"'Yes, I am,' and he continued to work.

"My curiosity being aroused, I questioned him further, 'For what purpose?'

"Deliberately he replied, 'To bury a man.'

"The manner and evident reluctance of the grave-digger rather piqued me, and I felt something unusual imminent, and as I was in no haste to return, concluded to await developments. In the course of half an hour an ambulance appeared, bearing the remains of a solider, and with the aid of the driver the grave-digger laid the poor fellow to rest, and to my inquiry 'Who is he?' they could only say, 'Unknown to me, sir.' But before I had time to ask another question the grave-digger turned his face full upon me, and asked:

"'My dear sir, do you not know this is a National Cemetery?'

"I replied, 'I do not.'

"'Then, you can say, sir, you have witnessed the first burial in the National Cemetery at Arlington Hights.'"

This gentleman was Gen. E. T. Nelson, afterwards President of Delevan College, O.—E. R. BEEBE.

RECENT LITERATURE.

ELSIE'S VACATION AND AFTER EVENTS. By Martha Finley. Published by Dodd, Mead & Co., New York, and for sale by Ballantyne & Son, Washington. Price $1.25.

For years Martha Finley has interested the girls with the "Elsie Books." Those who began to read them when they first appeared are now in their womanhood. Seventeen volumes of delightful, honest, sensible stories have been written so far, and they will continue to charm the little women in the future as in the past.

THE LITTLE MILLERS. By Effie W. Merriman, Editor of "The Housekeeper," Minneapolis. Published by Lee & Shepard, Boston, and for sale by Ballantyne & Son, Washington. Price $1.

This is uniform with "Pards" and "A Queer Family," being the third volume in the "Street Arab Series." Mrs. Merriman has opened up a mine of undiscoved treasure in these bright, original stories of child-life among street urchins. They have already placed their author in the foremost rank among writers of children's stories.

THE HEIRS OF BRADLEY HOUSE. By Amanda Douglas. Published by Lee & Shepard, Boston, and for sale by W. H. Morrison, Washington. Price $1.50.

Miss Douglas is sure of a wide and hearty welcome whenever she comes before the public. This is her 20th novel, and yet her hand has not lost its cunning nor her imagination its power to create. There is the same ingenuity in the construction of the plot, the same abundant resources in its development, and the same power to arouse an absorbing interest that marks all her work.

WHITE SLAVES. The Oppression of the Worthy Poor. By Rev. Louis Albert Banks. Published by Lee & Shepard, Boston, and for sale by Ballantyne & Son, Washington. Price $1.50.

Rev. Dr. Banks has made a personal and searching investigation into the homes of the poorer classes of Boston, and in the "White Slaves" the results are given. The work is illustrated from photographs taken by the author, and the story told by pen and camera is startling. It should be borne in mind that the author's visits were made to the homes of the worthy poor, who are willing to work hard for subsistence, and not to the homes of the criminal and vicious. The facts given are such as to amaze the public, who have fancied that while such things were common in large cities of Europe, we were particularly free from the evils depicted.

THE BRAVEST 500 OF '61. A History of Heroism of the Rank and File of the Union Army, compiled from the Records of the War Department by Bvt. Brig.-Gen. T. F. Rodenbough, U. S. A. Published by G. W. Dillingham, New York.

Under the above title is produced a wonderful book of plain, unvarnished tales. It is wrong to say that the age of chivalry is passed; rather it has but just begun; for as we advance in civilization there come nobler phases of the same old love for principle and unhesitating sacrifice. The history of the armies of this country, Volunteer and Regular, furnish a thousand-and-one incidents, recorded and unrecorded, that put to shame the Spartan performances of old. For many of these performances the United States bestowed the "medal of honor," and, although presented unostentatiously and without the knowledge of the average citizen, it is held in higher esteem than the decorations of the other Governments of the world. Gen. Rodenbough has edited a spirited selection of chapters, contributed for this work by writers of experience in scenes of daring, and the artist has illustrated them with spirit and skill. It is a book that ought to be not only in everybody's library, but at everybody's right hand; for though one may have too much of scenes of strife, he can never be too familiar with the noble traits of self-sacrifice for principle. Gen. Rodenbough and his coadjutors have presented the subject as it has never been presented before. In the name of a people whose bulwark must be, above everything else, stout hearts—in the name of liberty, which such acts seem to be necessary to preserve in purity—we confess an indebtedness that only purchase and continuous study will remove.

AN OLD SWEETHEART OF MINE. By James Whitcomb Riley. Published by the Bowen-Merrill Co., Indianapolis.

The admirers of James Whitcomb Riley's poetry will find in this volume a charming holiday gift. It is handsomely illustrated in water colors and crayon, and bound in boards, with illuminated title.

THE SCARLET TANAGER AND OTHER BIPEDS. By John T. Trowbridge. Published by Lee & Shepard, Boston, and for sale by Ballantyne & Son, Washington. Price $1.

In this we have the fourth volume in the daightful "Start in Life" series. The hero is a boy's boy, with his share of faults; and because he is a boy, with one absorbing interest, through which his innate manliness may be and is finally aroused. What this interest is we leave the boys to guess.

THE PILOTS OF POMONA. By R. Leighton. Published by Charles Scribner's Sons, New York. Price $1.50.

This is a most entertaining story for the boys. The scene is laid in the Orkney Islands, and the incidents, while not improbable, are thrilling enough to satisfy any lover of adventure.

MR. ZINZAN OF BATH; OR, SEEN IN AN OLD MIRROR. A Novel. By Mary Deane. Published by E. P. Dutton & Co., New York, and for sale by Robert Beall, Washington. Price $1.50.

A PAGAN OF THE ALLEGHANIES. A Novel. By Marah Ellis Ryan, author of "Told in the Hills," "In Love's Domains," etc. Published by Rand, McNally & Co., Chicago. Price in paper 50 cents.

OUR BESSIE. By Rosa Nouchette Carry. Published J. B. Lippincott Co., Philadelphia, and for sale by Brentano's, Washington. Price $1.25.

The hundreds of readers who enjoyed "Merle's Crusade" and "Aunt Diana," know without being told what a treat awaits them in this little story.

LITTLE FOLKS EAST AND WEST. Comprising Prairie Stories, Mother Goose Stories, Fairy Stories, and True Stories. By Harriette R. Shattuck. Published by Lee & Shepard, Boston, and for sale by Ballantyne & Son, Washington. Price 75 cents.

Magazines and Notes.

Current Literature for November is appetizing in all its departments. The famous chapter for the month is The Death of Col. Newcome, from The Newcomes, by Thackeray. The readings from new books comprise: Fighting the Waldensians, from Monk and Knight; The Murder at the Quarry, from the Blacksmith of Voe; and Setting Forth to the Wars, from Conan Doyle's The White Company. Among the hundreds of other selections in poetry and prose are: The Actors' Art, by Sarah Bernhardt; The Theaters of Europe, Remodeling the Face, The Distribution of Ability, and The Rowdy Novel.

Short Stories for November gives as the famous story of the month the old-time tale of the Texas regulators—Jack Long; or, Shot in the Eye, reprinted from the first number of the *American Whig Review*. The Suicide of Julian Sorel, from the Italian of Matilde Serao; Mary Gotrie's Lad, a pathetic story in the Scotch dialect; and Honey and Human Nature, by John Habberton, are among the best tales of a select and varied program of fiction. The Current Literature Publishing Co., 30 West Twenty-third street, New York.

The *Home-Maker*, which has established its claim as the only high-class household publication in the popular magazine form, will bring forth its November number finely illustrated, and will be highly appreciated by all those who are interested in literary articles, home art, fashions, domestic culture, etc. It is also the established organ of the Federated Women's Clubs of America, and a specimen copy will not fail to convince of its features, which can be had for 20 cents from newsdealers, or at the office, 44 East Fourteenth street, New York.

The Arena for November contains: Protection or Free Trade, by Hon. Henry Cabot Lodge; A Paradise of Gamblers, Edgar Fawcett; Bismarck and the German Parliament, Emilio Castelar; The Doubters and the Dogmatists, Prof. James T. Bixby, Ph. D.; The Sioux Falls Divorce Colony, James Realf, jr.; Turning Towards Nirvana, E. A. Ross.

The Acme Haversack of Song and Patriotic Eloquence. A quarterly periodical. Published by Comrade J. C. O. Redington, Room 3, 318 Broadway, New York City. Price per copy 10 cents.

The November number of the *Catholic World* is at hand. Nominally Roman Catholic, it should find place with all students. Rev. Wm. Elliott finishes The Life of Father Hecker. We trust it may appear in book form. No biography of the day excels it in matter and style. We notice in this number of the *Catholic World* The Burmans and Buddhism, D. A. Amandoline; The University of Cambridge, Katharine Tynan, The Warfare of Science, Very Rev. A. F. Hewit; Lessons of the Irish Census, J. MacVeagh; Saint Bernard, B. B.; The Reindeer Age in France, W. Seton; A Convert's Story, a poem, G. P. Parsons. Send $4 to Rev. W. D. Hughes, 120-122 W. 60th street, New York.

The Banking Law Journal contains instructive talks relative to currency, depositors and stockholders. Published at 63 Pine street, New York. Price 20 cents a copy.

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