

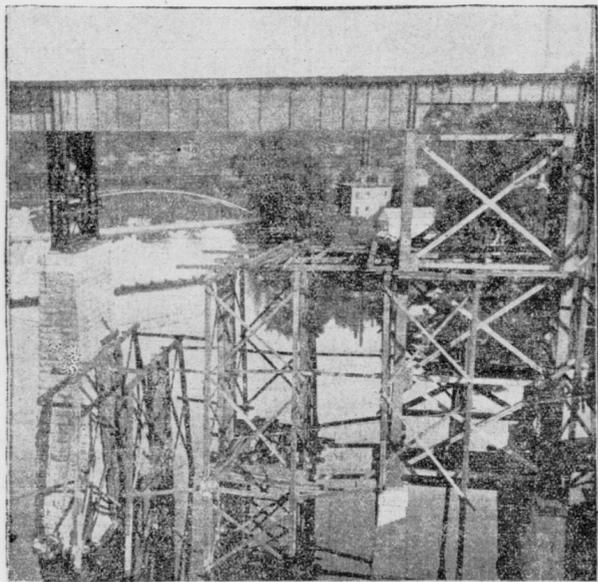
THINGS NEW, QUAIN, ODD AND INTERESTING, GATHERED HERE FROM ALL QUARTERS OF THE HABITABLE GLOBE.



A CRICKET FIGHT IN CHINA. (The Graphic)

ARMORY'S HUGE TOWER. Lights from Top of 71st Regiment's New Home Will Sweep City.

The work of clearing away the debris of the old 71st Regiment armory at Thirty-fourth-st. and Fourth-ave. is almost finished, and work on the new armory will be begun within a short time. There will be no delay in starting the new building after the site is cleared. Clinton & Russell, the architects and contractors for the construction of the armory, say they are ready to start the work as soon as the ruins have been removed. The distinguishing characteristic of the new building will be its giant tower, which will rise to a height of 236 feet, and be surmounted by the copper statue, in heroic size, of an infantryman. This statue will be nine feet high. The tower is not to be a mere ornament. It will be utilized as an observatory and for heliograph signals. It is said that heliograph signals from this tower can be read from the most distant portions of the city. The signalling elevator will be reached by means of an electric elevator running from the main entrance in Thirty-fourth-st. The drillroom will be on the main floor, a few feet above the Thirty-fourth level. Its dimensions will be 150 by 136 feet. On the same floor will be brigade and regimental headquarters, with separate entrances. The quarters of the field and staff officers will be directly above headquarters, on the floor level with the first balcony. The rooms for the memorials and for the veterans of the regiment will be on the same floor. On the third, or gallery, floor, the quarters of the signal corps, a large lecture and assembly room, a drill hall for the corps, and locker rooms will be situated. In the basement, the floor of which is a little above the grade of Thirty-fourth-st., will be found



NEW WEST SHORE RAILROAD BRIDGE AT CATSKILL. Showing work in progress without interruption of traffic.

order to make them. The forging press, which we are erecting for the company on their grounds, will, when completed, weigh 12,000 tons, and the castings are proportionately big. We could not possibly ship the entire press at once to the owners, as no car that would be large enough to hold it could safely cross bridges and traverse tunnels, so it was decided that several consignments would be made. "That question settled, another one arose. There

\$5,000 for another expedition. Should it prove successful, Mr. Rothschild says, the glory of his triumph will repay many times over the expense and self-sacrifice involved in the achievement. The flea will be added to the collection of these insects in the Zoological Museum in Tring Park, London, where already there are thousands of fleas obtained from birds and beasts the world over. At

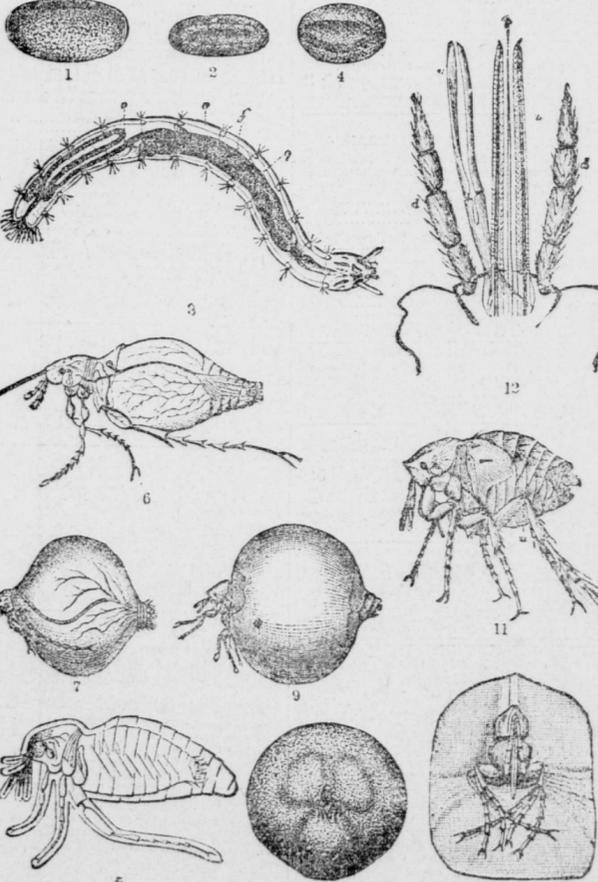


MAJOR FRANKLIN A. DENISON. Colored lawyer of Chicago who has been made a quartermaster.

the company rooms, the lockers for the rank and file shower baths, the quartermaster's department, store rooms, engine room, library, squad drill-rooms, gymnasium and amphitheatre. At the extreme east end of the armament will be the double-decked rifle range. Each deck will have six targets, and above the second will be a revolving range. Adjoining the rifle range will be a clubroom for the rifle club of the regiment. The general style of the architecture is baronial, and the walls will be built of brick and stone with granite trimmings. The construction will be fire-proof throughout and there will be four capacious exits, one at each end of the structure. The 71st Regiment has been made homeless more than once, and has twice lost everything by fire. The first time was in 1863, when the old 71st Regiment armory, which was built in 1842, at Broome and Centre sts. For many years the drillroom was in the block bounded by Sixth-ave., Thirty-sixth-st., Broadway, and Thirty-fifth-st., the old 12th Regiment armory. When that building was burned in 1889, the regiment temporarily moved into the Rink at One-hundred-and-seventh-st. and Lexington-ave. In 1894, it moved into its own splendid new armory at Thirty-fourth-st. and Fourth-ave., which was burned in February of last year. Since then the regiment has been quartered in the Lenox Lozium, at Fifty-ninth-st. and Madison-ave. Among the irreparable losses of the 71st in the last fire were the collection of battle flags of every age since the one with Mexico and other numerous highly prized trophies. The regiment has received from the national government, as well as from the State, numerous silver honor rings for the lance of its flagstaff. The national rings are for especially noteworthy services at Alexandria, Va., May 21, 1861; Mathias, Md., June 1, 1861; Tennessee, June 1, 1862; Gettysburg, Penn., 1863; Kingston, Penn., June 25, 1862; Harrisburg, Penn., June 25, 1862; Cuba, June 18, 1895; August, 1898, and the siege of Santiago, 1898. The rings from the State are for services rendered in the "Dead Rabbit" riots, in 1857; the quarantine riots of 1858; the Orange riots of 1859; the Buffalo strike riots of 1862; and the Brooklyn railroad riots of 1863. The company is honored with the bearing of these colors. The regiment lost its title and by disease in the campaign in Cuba 1895. The designer of the new armory is Lieutenant Colonel J. H. Wells, of the 71st, who is in the employ of Clinton & Russell.

WORLD'S LARGEST FREIGHT CAR.

The inventors of the mammoth car which has just been built by a big Pennsylvania company consider their achievement a triumph of the car builders' art. It is the largest freight car in the world, they say, and was built especially to carry a huge bed plate casting which was recently completed by a Bethlehem firm for a monster forging press. One wonders how it was possible to build the great car with the use of even modern machinery and appliances, for it is not much shorter than the biggest car shop in the works, and measures almost 161 feet in length. When a reporter gave voice to this thought in the presence of a number of the company, the car builder admitted that it did appear to be a problem not easy of solution. "But," said he, "though it is a cumbersome vehicle, it was not so difficult of construction as it



THE FLEA WHICH CONQUERS ARMIES. Various stages in the growth of the deadly "BEEF," known to science as the Sarcophylla penetrans: 1, egg; 2, embryo; 3, larva; 4, cocoon; 5, pupa; 6, fringed female; 7, the same on the third day from its entrance under the skin of its human host; 8, the same after several days' residence in the skin of its host; 9, fully grown female, enlarged; 10, female before entering skin; 11, male before entering skin; 12, mouth parts much enlarged; m, mandibles; d, maxillary palpi; u, labium (after Kersten and Guyon).

was no car large enough to carry the steel and iron castings, which are the largest that have ever been made. The two iron castings weigh together little less than 200,000 pounds; a bed plate casting weighs over 100 tons, and the size and weight of the steel castings may easily be surmised from the fact that the amount of metal necessary to make one of them was 25,000 pounds, and in providing the metal it required six 8-ton open hearth furnaces. Accordingly, we made plans for the biggest freight car in the world, and this car is considered equally as great an industrial achievement as the press itself. With a length of nearly 161 feet, it measures over 19 feet in height and almost the same in width. It has a weight of about 20,000 pounds and a capacity of 200,000 pounds.

NEW KIND OF WEATHER REPORT.

The Mexican Government has adopted a novel method for sending the weather predictions through the country. The postmasters are supplied with cancelling stamps in which may be placed lines showing the weather predictions for the day following. Thus, if the Mexican Weather Bureau predicts for the City of Mexico "fair weather" in the morning and rain later in the day, all letters sent from the Mexico postoffice on the day before will bear that information in concrete form. The stamps reproduced herewith show how these weather predictions look on a letter. The first one predicts pleasant weather for the morning and rain afternoon. The second imprint warns the people near the Gulf of the approach of a severe "north storm," and the third stamp predicts fog. The new system has become popular in Mexico, not only because people like to see how near the weather authorities can come to the mark, but because it makes the weather chapter, with which many letters are weighted, unnecessary. The system is inexpensive, and has so many points in its favor that our governments are considering its adoption.

FLEAS, COMMON AND RARE

Expensive Expedition to Seek One of the Latter.

While explorers are trying to find the North Pole, certain zoologists are searching for a polar flea. The fleas at home have little attraction for these noble scientists just at present, although the scientists themselves may be star attractions for the fleas. The particular variety which they are willing to risk their lives to obtain is the flea that worries the arctic fox. It was more than a year ago that the arctic whaler Forget-Me-Not sailed proudly away from London in search of this polar insect. The expedition was backed by Charles Rothschild, one of the most noted flea fanciers in England. Months passed by and the Forget-Me-Not returned with drooping sails and a melancholy crew. There were plenty of fleas aboard, but not the flea of the arctic fox. Only one fox was killed, it was said, and before the explorers could reach its carcass all its precious vermin had escaped. Nothing daunted, Mr. Rothschild has now offered

the present time, it is said, there are only two perfect specimens of the arctic flea known to science. One might think that it would be easy to catch this variety of polar flea by limiting the expedition merely to the hide of a polar bear. Nothing could be more fallacious. On the polar bear would be found fleas, no doubt, but they would belong to that particular variety which thrives on this variety of bear. Almost every kind of animal has its special kind of flea. There are the dog flea, the cat flea, the rat flea, the bat flea, the weasel flea, the mole flea, the pigeon flea and last, but by no means least, that exalted species which lives on man. The human flea disdain lower animals, and although forced at times to associate with them it returns to the genus homo at the first opportunity. For the reason, therefore, that the arctic fox is exceedingly hard to catch, and the flea of the arctic fox is so more elusive, the hopes of Mr. Rothschild may be doomed to still further disappointment.

The flea has indeed baffled man in more than one way since Noah took two of them aboard the ark. Scientists have fought many a battle among themselves and occasionally shed blood to determine the exact classification of this warlike insect. Some have said it belonged to the beetles. This argument was vigorously contradicted by an opposite school, that said they had found certain fleas which live on beetles. Then a new zoological order was especially created for the fleas by a middle party. Such an arrangement would have doubtless satisfied the fleas had not another profound scientist announced that he had found a flea which was more closely allied to the flea of the arctic fox than the flea-flea fleas also have fleas, so that the smallest variety may even live in point of size with the imperceptible atom. As was said long ago: Great fleas have little fleas upon their backs to bite 'em, And little fleas have lesser fleas, and so ad infinitum. Among the varieties of fleas which have aroused

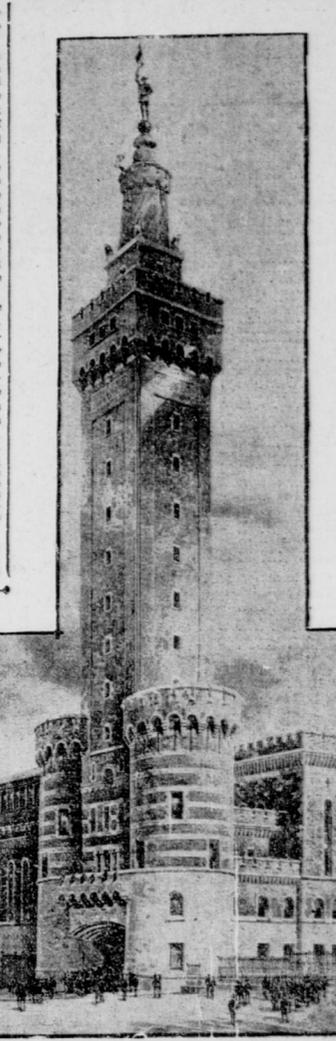
the greatest interest among collectors is the species which lives on the mole. Like its prey, it is blind, yet its sense of taste is so keen that even should it drop off a mole it will find its way back at last to its old hunting ground. The flea of the Italian porcupine is regarded as the largest of its race, and specimens have been found which measured six-tenths of an inch in length. By what is considered a strange coincidence, both England and the Netherlands boast of seventeen different kinds of fleas, which goes to show in the words of a distinguished British zoologist "that it is hard to beat the Dutch. Ordinarily the human flea bites for a living. He has no murderous designs any more than the miner the oil man or any other human being who manufactures the earth to make his livelihood. Nevertheless, there is a species of flea to be found in South and Central America which often kills its victim. It is known as the Jigger or earth flea, and its depredations have often caused the retreat of armies. When the French were in Mexico their soldiers suffered more at times from the Jigger than from the enemy's bullets. It is the female Jigger which causes all the trouble. Before laying her eggs the female flea crawls under the toenail of the human foot, and embeds herself in the soft flesh. With the development of the eggs the sore she makes festers into an ulcer, and unless the intruder and her offspring are carefully extracted death often results. However despicable may be his race, the flea possesses a tremendous strength which many human beings have put to profit. Not long ago there was an exhibition of "educated" fleas in a museum in this city, near Union Square. The insects were harnessed to tiny streetcars and carriages, and they pulled miniature fares up and down long stretches of blotting paper. Others were corked up in pill bottles, which were so finely pivoted that they spun round as the fleas crawled up their sides. Still other performers danced to music and fought duels. The exhibitor said that all of his company were actresses, as the male flea was a drone and benighted creature, and the female flea was an ordinary human being, which he said were much stronger than the fleas of the lower animals. Each night after the performance was over he let them dine on his arm, whose many punctures bore witness to these reports. The weight of a starved flea, which he performed well, could be increased five times by plenty of nourishment. A flea could go for weeks, however, and not see weight if it were fed on water. Some hungry fleas, weighing 31 grains, were shown drawing tiny cars, which he said weighed 12 grains or twelve hundred times their own weight.

On growing confident the exhibitor finally admitted that the insects were not educated as children, but that their tremendous energies were exerted merely in their efforts to

persons as well as colored among his clientele. At the beginning of the Spanish American War Major Denison joined the 8th Regiment, Illinois National Guard, and was soon after commissioned major, and took command of the 2d Battalion. He went to Cuba with his regiment, and there General Lawton made him president of the general court-martial of the district of the 2d Battalion. Later General Lawton appointed him one of the three judges of the court of army claims at Santiago. It was this tribunal before which all claims for damages done to the property of Cubans by the invading army were brought. After being mustered out of the service with his regiment in 1899, Major Denison resumed the practice of law in Chicago with greater success than ever. He is married, has a family and a handsome home.

WEST SHORE BRIDGES. Strengthening Structures at Catskill and Kingston.

Passengers on the West Shore Railroad, should they look down from the car windows in crossing the deep valleys, through which mountain streams flow into the Hudson at Catskill or Kingston, will see armies of workmen just beneath the car wheels. The workmen are in no danger of death from depredation. Their beds, although a few feet from the wheels, are below the rails. After the train passes the men crawl up on the track from beneath, and the roar of their hammers and riveting machines again drowns the murmur of the streams they are bridging. Train follows train, and yet the work on the bridges goes on unintermittedly. Each of the two great structures is being rebuilt, with new towers and new abutments and new truss work. Steel beams and girders are being bolted together in place of the old ironwork. Yet still traffic rolls northward and southward through these valleys uncheckered. Each of the two tracks, although the whole structure beneath them is being transformed, is kept clear. When the bridge builders in the employ of the



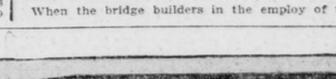
PLANS FOR THE NEW SEVENTY-FIRST REGIMENT ARMORY. Clinton & Russell, architects.

quished cricket, if still alive, crawling away quite selected, while the victor struts about, congratulating his triumph by chirruping. (The Graphic)

ANCIENT RELIC OF CREEK INDIANS.

According to Charles Gibson, Indian journalist of Eau Claire, the two most sacred relics of the Creek or Muskogee tribe are in the keeping of the To-ka-par-chee clan. One of them is the treaty made between the Indians and Great Britain in the time of George II. When a custodian of the relic is dying he appoints his successor by will. The Indians look upon this relic as next to brass or copper plates that To-ka-par-chee owns—these plates are hard to describe, as they are kept in a very sacred vault where none are allowed to enter except the medicine man or some old chief. The history of these plates is as follows: One old medicine man who has been noted for being the greatest among the Creeks, before dying, told some of the other medicine men that so many days after the day of his death, if they would meet him on the highest mountain peak—naming the mountain—he would bring them something very sacred and it would strengthen their medicine and add to their happiness. The medicine men then appointed a day and waited. When the last sick man was thrown away each wended his way to the top of the mountain. They waited long and well. When the sun became low in the West a great snake came from the west and darkened the country around about the mountain. The medicine men were frightened, but stood their ground. When the plates were introduced into their fevilities. That is some thousand years ago, and they are still in possession of the Creeks. The custodians of these plates are what are called the wild clan. There are a great many of these plates, and the largest ones have characters of some kind on them. They are exhibited only on state occasions, once a year. Each one has a beautiful sound or ring. It is said, when they are used in the dance, making great music, that the dance they are taken out, one to each man, and are scored very bright and played away until

When the bridge builders in the employ of the



BIGGEST CAR IN THE WORLD. Nearly one hundred and four feet long.

New-York Central Railroad first began their work at Catskill on the viaduct which spans the valley for more than one-fifth of a mile, many were the questions which the curious farmers asked them. "Ain't yer going to stop all the trains?" "If yer ain't, how 'er yer goin' to keep those tracks up in the air?" "Ain't the old bridges good enough?" "What be all the rowdy-dow for, anyhow?" These were some of the questions which the iron-smiths sought in vain to answer. It was not until they had begun work that the countrymen understood the secret. The bridge at Catskill is nearly finished, and that at Kingston is rapidly nearing completion. Each is more than a fifth of a mile long, and both are remarkable exhibitions of the bridge builder's skill. Each is also a mute but mighty testimonial to the progress and prosperity of the age, and tell of bigger harvests, heavier loads of manufactured goods and an ever increasing tide of traffic, which the old bridges, built twenty years ago, were found too weak to carry. Even a few hours' delay to the freight business on the West Shore, which last year brought into Weehawken 375,000 tons of freight, would cause demoralization, if not disaster. A train like a shoe, cannot be repaired "while you wait."

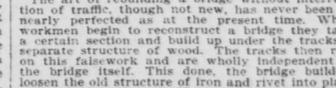
When the bridges are completed the stevedores and clear sky. The old men took their charge back to have twice as much work to do. The road will be able to bring in twice as much freight as at present. A new bridge of steel will be constructed to interrupt traffic, though not new, has never been so nearly perfected as at the present time. When workmen begin to reconstruct a bridge they take a certain section and build up under the tracks a separate structure of wood. The tracks then rest on this structure, and are wholly independent of the bridge itself. This done, the bridge builders loosen the old structure of iron and rivet into place a new bridge of steel. New foundations are sunk in the river bed below and new towers are built up and made firm with the new span. Then the track is fastened into its new resting place, and the falsework is torn down. Piece by piece the whole bridge is rebuilt in the same way, and all the time the trains are kept running as usual, except that an engineer "goes slow" when he runs his train over the falsework.

At Catskill the bridge, which measures 1,222 feet from shore to shore, has been made three times as strong as before. The spans of the old structure were 170 feet apart, their ends resting on stone towers. Between these old stone supports towers of steel thirty feet square have been built, reducing the spans to seventy feet. The maximum height of the structure is 140 feet, and its weight of steel 2,500 tons.

The bridge at Kingston is being reconstructed in a similar way, and while these two are the more striking engineering achievements in the improvement of this railroad, they are a small part of the whole work. If all the new bridges and viaducts of the West Shore were built in one it would com-

the next year. It is said that in the polishing process the work hands are very cautious, and it is known that the least slip will result in a sure loss of the plate, as it is said the plates are supposed to be part turtle or fish, as they came to be called in the dance, making great music, that the dance they are taken out, one to each man, and are scored very bright and played away until

Those who have attended the big banquet at Delmonico's, such, for instance, as the one given to Cyrus Field upon the completion of the Atlantic cable, and which cost \$3 a plate, had the privilege of smoking the choicest Havana cigars, costing perhaps, 50 cents each. But what would the dinner cost with cigars at \$4 apiece? Yet there are such costs with cigars at \$4 apiece? Yet there are such cigars being made in Havana to-day. The cigars have a long history. In 1850, J. Fonseca, a friend of President Polk, and who was born near where he lived in Cuba, received one of these cigars from a Cuban friend, and he was so impressed with the quality of the paper and the taste of the smoke that he decided to import a quantity of the cigars into New York. He did so, and a quarter in diameter at the middle. It is said that the tobacco can only be grown on one plantation in Cuba, and the duty on each is 68 cents.



WEATHER PREDICTIONS ON CANCELLING STAMPS. A novel and practical plan now in operation by the postal authorities of Mexico.