

Ho, for the New Atlantis, Beyond Dry Law's Reach

Thirsty but Hopeful Promoters Plan an Oasis an Hour's Ride From the Battery

By Fred B. Pitney

THE terrors of prohibition may soon no longer exist for New York. At the worst the "dry" spell may be of certain definite duration and the private may be so fixed that the private of provident citizens will carry over into the coming "wet" sea with a good margin to spare. In mid-September, 1920, may see the end of the drought.

At least, this is the promise of a band of intensive workers, who have been bending their efforts with untiring energy since January 16 last to the solution of a problem with which America is faced on that day. There were those who gave way to gloom. There were others who sought to drown their sorrow while time and the means still remained. Yet others pinned their faith to lawyers, stoutly and steadfastly maintained that no passing whim or fancy could sway the Supreme Court—that bulwark of the Constitution and the rights of a free and untrammelled people.

Not so with the devoted band whose efforts, they would have us believe, have finally been crowned with success. Amidst wailing and lamentation, between lubrication on the one hand and lubrication on the other, silently they worked, ceaselessly they worked, suddenly, as with a lightning flash of inspiration, one of them remembered the new Atlantis—that plan of a great mind brought forward another crisis in the nation's history and permitted to lie dormant because that crisis had passed.

The three men who compose the band struck hands with every appearance of satisfaction on their smiling countenances. "It's the greatest idea ever," they agreed.

Thus was the new Atlantis recovered, and with its discovery, are promised, the dangers of a prolonged drought will cease to terrify the metropolis.

The new Atlantis is nothing more or less than a new land lying without the jurisdiction of any existing sovereignty and yet within an hour's sail by fast steamer from the Battery. It is sixteen miles east of the Highlands of Navesink and sixteen miles south of Long Beach, N. J. Its latitude and longitude are 40 degrees 24 minutes north and 74 degrees 37 minutes 30 seconds west. Its location is given with this latitude in order that those who over the spot between now and then may know that the ancient and beautiful name of Cholera Banks should be discarded and that a lovely island may soon rise from the sea.

Without the Law

Two great advantages accrue to the new Atlantis. The first is that it lies three miles outside of the line demarcating the limits of the territorial waters of the United States, and thus has no constitutional provisions or amendments apply to it. This rests with particular animosity to the Eighteenth, or prohibition, amendment.

The second advantage is that it will not brighten the waters of the sea until after the prohibition amendment goes into effect, and thus "drys" will not be able by any subterfuge to persuade the owners of the island to bring it under the jurisdiction of this government. Atlantis is different from any other island that graces the seven seas. It can be sailed under as well as around. The pleased and smiling traveler approaching its hospitable shores on one of the swift and crowded steamers which are expected to leave the Battery every day, night, and day, for the new land discovers that he will have to be taken off the ship by a traveling crane, for there is a clear thirty feet between the island and the sea.

The new Atlantis was first dis-

covered in 1894. At that time the Rev. Dr. Charles H. Parkhurst was engaged on a vigorous wet cleaning of New York as distinguished from the present dry operation. Many things fell under the ban. The Police Department became quite unrecognizable. Prizefighting was in danger of becoming a lost art. In the endeavor to keep alive their profession pugilists considered giving their performances in full evening dress. But the reformers were determined upon a drastic cleaning, and in this juncture Charles M. Coen came to the rescue of the ring.

Raft Wouldn't Do

Mr. Coen had the brilliant idea of a prize ring pitched outside the jurisdiction of New York State or any other state that objected to pugilism and yet within easy reach of the metropolis. Obviously, the high seas was the site, but a stable foundation was necessary, as fighting on a raft had been tried and failed. At the same time all islands within convenient distance of the coast already had been preempted by the United States. The thing to do was to build an island.

With a map and pencil Mr. Coen delimited the territorial waters of the United States off New York and then, with a small boat, a trusted friend and a coil of hand laid manila rope, went out on a gentle spring afternoon and sounded the waters off New Jersey and Long Island outside the limits of the jurisdiction of the United States.

The Cholera Banks was the site selected for the new home of pugilism. Over a surface approximately five miles square the water was found to vary in depth from ten to thirteen fathoms, while the bottom was of hard yellow and gray sand mixed with broken shells. The line marking the limits of the jurisdiction of the United States was three miles west of the Cholera Banks, while a fast, oil burning, electrically driven steamer could make the trip to the Battery in four minutes under the hour, all stops included.

All Mr. Coen now needed was a few enthusiastic backers with plenty of money and an engineer to draw the plans and undertake the job of building the island. As a preliminary to going after the money he wrote to the attorneys general of Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Maryland and Virginia, sending them maps showing the location of the proposed island and asking them to promise him the protection of their states in his project. The officials promptly replied that no protection could be given to him, as the site of the island was outside the jurisdiction of the United States.

This was precisely what Coen was after. He had the written statements of eight prominent lawyers and state officials that there was no government that could interfere with his plans. He could build his island and hold prizefights or do anything he pleased on it, and there was no brand of reformers who could stop him. Coen struck only one snag. He wrote to Richard Olney, at that time United States Attorney General, and asked him for the protection of the Federal government. Mr. Olney replied that he would not give an opinion on a hypothetical case, but that if the island were ever built the United States government would state its position clearly and concisely.

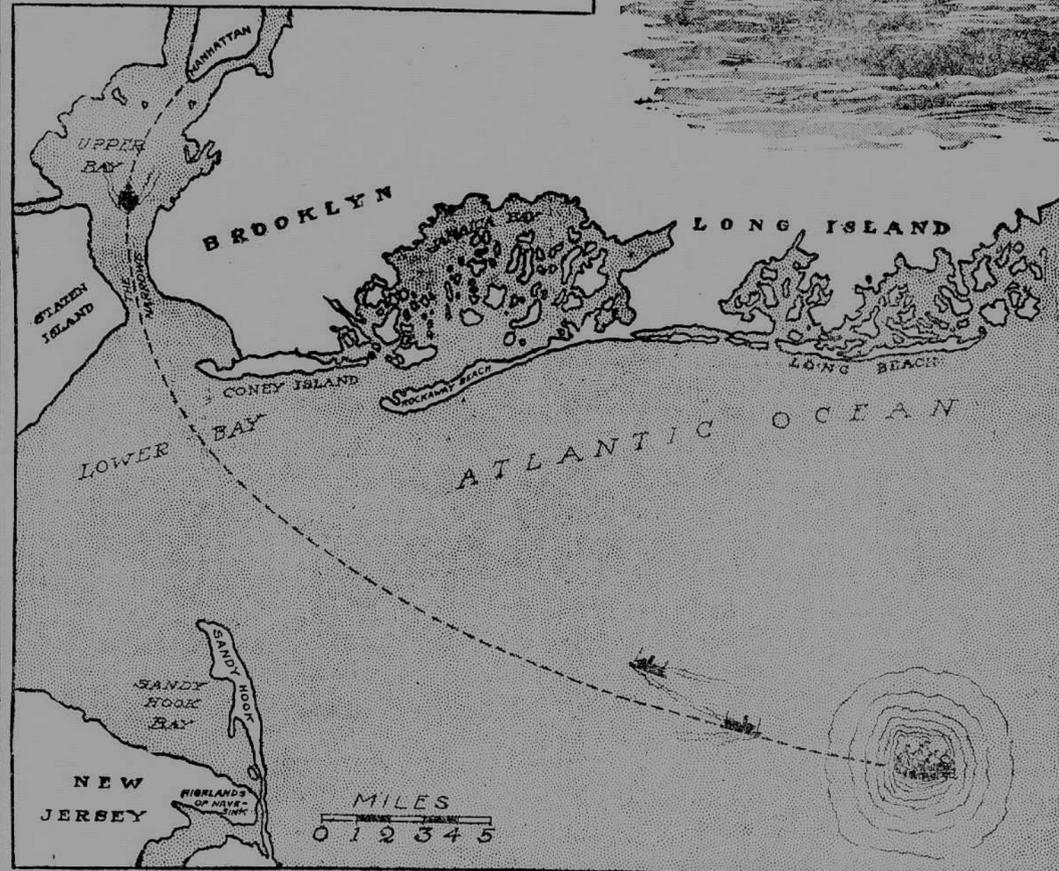
Coen's next step was to try to protect his island against the charge of being a menace to navigation. Accordingly, he planned a lighthouse as one of its principal features and went to Washington to get the Lighthouse Board to certify to the adequate protection to navigation. In the mean time he had failed to find an engineer to do anything more than smile tolerantly

at the whole scheme. Some of the most eminent engineers of the country all told him it would be impossible to build an island on the Cholera Banks.

Evans to the Rescue

The late Rear Admiral Robley D. Evans, at that time Captain Evans, was chairman of the Lighthouse Board. He was an engineer of repute. Captain Evans, on leave from the navy, built the first all-steel railroad bridge in this country—the Baltimore & Ohio bridge over

ans's nephew, was engineer of the Treasury Department, in charge of the steel work for all the public buildings in the country. Captain Evans sent Coen to McGuire, and McGuire got to work on plans for the island. The first plan was to build a solid island, resting on the ocean bed, but this was soon discarded in favor of a superstructure on piles driven into the hard sand of the Cholera Banks. William H. Burr and Charles Soysmith both said it could not be done, but McGuire stuck to the job, and finally



If dreams come true, there will be established, fifty-six minutes by boat from the Battery, as indicated on the map, a Mecca for the thirsty where the laws of the United States, including the Eighteenth Amendment, cannot reach. Above is the building which was planned when the project was first advanced in 1894. A convenient shoal, just beyond the three-mile limit, furnishes a foundation for the new Atlantis.

the Susquehanna River, and taught Andrew Carnegie how to cool the huge I-bars needed for that structure without their warping. Coen told Captain Evans his troubles in finding an engineer, and Evans said the island could be built, and he would find the engineer.

James C. McGuire, Captain Evans's nephew, was engineer of the Treasury Department, in charge of the steel work for all the public buildings in the country. Captain Evans sent Coen to McGuire, and McGuire got to work on plans for the island. The first plan was to build a solid island, resting on the ocean bed, but this was soon discarded in favor of a superstructure on piles driven into the hard sand of the Cholera Banks. William H. Burr and Charles Soysmith both said it could not be done, but McGuire stuck to the job, and finally

Colonel Roebling, who built the foundations for the Brooklyn Bridge, showed him how to launch his caissons, and McGuire was ready to start active work.

June 14, 1894, at 5:30 p. m., the cornerstone of Atlantis was laid. At 2 o'clock that afternoon the tug Aurora left West Twenty-second Street. On board were Charles M. Coen, Walter H. Hooker, Edward D. Farrell, Leonard J. Waldron, W. J. Duffy, Richard M. Walters, P. J. Richards, C. M. Reynolds, W. O'Donnell, E. H. Robinson, J. M. Hopson, Captain Howard Patterson, of the Haytian Navy; J. H. Burroughs, Dr. O'Sullivan, J. F. Anderson and

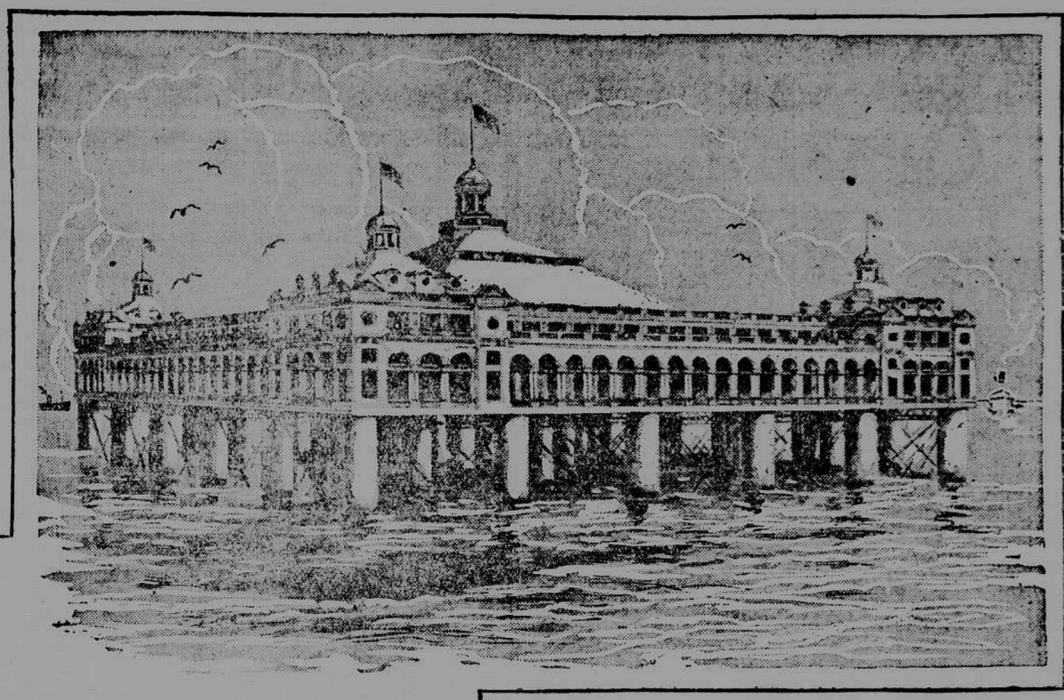
G. B. H. McVay. At 5:30 the Aurora was over the mathematical center of the Cholera Banks, there or thereabouts, and Quartermaster of the U. S. Bache, laid the cornerstone of Atlantis by the process of letting go a buoy supporting a tin cylinder surmounted by a small white flag

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with a red border and the letter A in the center.

"Harper's Weekly" for June 23, 1894, said:

"Atlantis is the name that will hereafter dignify and distinguish a location in the Atlantic Ocean about sixteen miles east of the Highlands of Navesink and thirteen miles south of the Long Island shore. The old and somewhat ill-flavored title of Cholera Banks will surrender to that of the classical Atlantis of Grecian mythology. Here a palatial structure is at once to be erected on huge iron stilts.

"The foundations of this building will consist of thirty-six iron cylinders fifteen feet in diameter and one hundred and twenty feet in length. The piles will extend thirty feet below the bed of the ocean and will be secured to each other, according to the claim of the engineers, by girders, cross bracings and in other ways so as to defy the mightiest storm wave that ever rolled in the Atlantic. After the great tubes have been placed in position they will be filled with concrete, and the foundation as a whole will represent three dozen iron incased pyramids of rock, rising from the depth below the ocean bed and towering thirty feet above the level of the sea.

"In the construction of the building, wood and other inflammable material will not be used, but the entire superstructure will consist of bronze, steel, iron, glass and tiling, thus making it fireproof in the fullest acceptance of the term. The style of architecture will be imposing. There will be an amphitheater calculated to accommodate 15,000 persons and a roof garden holding 3,000. From the latter place will be witnessed a marine panorama of majestic transatlantic liners passing near by and every other character of water borne craft entering and leaving the great harbor of the Western world. Several private piazzas for permanent hotel guests and four extensive promenades are other features of the plans, which also call for a fishing pavilion, telegraph and telephone offices, Turkish, Russian and sea baths, a photograph gallery and various bazaars.

"The consideration of creating a building out in the sea opens up a peculiar line of thought. As the structure will be situated more than a marine league from the nearest shore, the United States can exercise no jurisdiction over it either in the sense of interference or protection. Atlantis may become an independent power, with every right, according to international law, to form its own government and to prescribe its own laws. Thursday, June 14, the flag of the new Atlantis was raised on a buoy anchored on the site selected, and a new autonomy was established on a submarine sand bank."

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Hard Work Her Recipe for Longevity

Watertown, N. Y.

AN ARDENT horseback rider and a firm believer in all kinds of outdoor sport and hard work in early life as the things productive of long life and good health is Mrs. Mary Amelia Fonda, who celebrated her eighty-eighth birthday December 17. She is a guest at the Henry Keep Home, in Watertown, a private home for aged persons.

Mrs. Fonda is an optimist of the most cheerful kind. She gets up with a smile in the morning, smiles when her playful saddle horse tries to dismount her and is still smiling when she bids "good night and pleasant dreams" to her fellow guests.

Seated in a regulation man's saddle, wearing masculine coat and trousers, Mrs. Fonda is a familiar figure each morning riding about the residential sections and through the parks. Her mount is as spirited as his mistress, for he is Harry, the thoroughbred English show horse, formerly owned by Frederick S. Flower, of New York, nephew of the late Governor Roswell P. Flower. The horse is a handsome animal, beautifully proportioned and milk white in color. He was given to the institution by Mr. Flower some years ago. Harry is one of the most noted horses in this part of the state and has a reputation that is nearly national, for with other animals from the Flower stables he has appeared in the Madison Square Garden show, at Newport and Orange. It is said that he has won more blue ribbons in

his time than any other horse of his kind.

Mrs. Fonda is a native of Watertown, but has lived in New York and Detroit. She was born here December 17, 1831, the daughter of Benjamin K. and Lydia Mack Burnee, who were among the early settlers of this north country. When twenty years old she was married to John H. Fonda, then a farmer, but in later life a generalist. They lived on a farm in this section until forty years ago when they moved to Detroit where they made their home for eighteen years. Twenty-two years ago they moved to New York where Mr. Fonda was employed by various law firms as a genealogist. He died two years ago and Mrs. Fonda returned to her native city.

Mrs. Fonda was living in New York when she observed her seventy-eighth birthday and a big reception was given in her honor at the Presbyterian Church, Thirtieth Street and Seventh Avenue, of which the Rev. Mr. Hoadley was pastor at that time.

"From the time I was married until Mr. Fonda and I moved to Detroit we always lived on a farm," said Mrs. Fonda. "I always did all of my own work, that is, the housework and such of the other work about the farm as a farmer's wife usually did in those days. We had fourteen cows. I took care of them and made butter which was sold in the city here. There was plenty of work for the farmer's wife in those days, for there were none of the labor-saving devices of today. I once had a hired girl for three weeks, but that was all the

assistance I ever had. Of course, the farmwork was hard, and at times it tested even my disposition, but somehow I could usually see a bright side to any trouble which might come up and could nearly always find cause to smile.

"I have an uncontrollable tendency to see sunshine whether there are dark clouds overhead or not. I believe that plenty of hard work, little worry, and an appetite that does not exclude good things to eat, added to a steady habit of taking exercise regularly for the past forty years, are responsible for my youthful spirit. I like to smile in the morning, for if one gets up smiling it will be easier to do so throughout the whole day. Smiling makes me feel very cheerful and it has a power to influence others to smile, too. Don't ever worry; let things take their course. Worrying never helps a bit, and it usually aggravates matters.

"I have always believed in plenty of outdoor exercise and real hard work. I am not able to take as much exercise as I could a few years ago and have had to forego some of the more strenuous sports, but I still enjoy horseback riding immensely and I am not yet too old to indulge in the sport.

"The poor health and short life of many American women, I believe, are due to the fact that they do not pay enough attention to taking proper exercise, and also to a lack of acquaintance with real hard work. If some of our women would devote more time and energy to real work and less to the following up of fashionable fads I believe we would be a better race. Of course,

one can't expect to be able to work and to burn the midnight oil in a ballroom or cabaret, too. Nor can one get proper and beneficial exercise spending the afternoon with the dressmaker or at a neighborhood tea.

"That circumstances of life make it impossible for many women to take up a line of work from which they would derive physical benefits is a probable fact, but many of them could do much more than they do in exercising. In my opinion horseback riding is the very best kind of exercise. It gives a perfect and thorough massage to the entire system, not only to the muscles but to all the vital organs, as well as the tissues, nerves, brain, blood vessels and ligaments.

"Those who regularly are practicing horseback riding will not be troubled with sluggish liver or biliousness due to constipation, for the exercise in the saddle is above all others an intestinal stimulant. Nor under normal diet conditions will the continual rider ever suffer from the tortures of indigestion, as the exercise is a most direct and active tonic to the digestive functions.

"It greatly encourages, if not compels, deep breathing, which increases the supply of oxygen and so develops and strengthens the lungs, which, in turn, cleanse the blood.

"Aside from the general systematic benefits resulting from riding a horse, the exercise is delightfully comfortable and gratifying and the associations pleasant, for a horse is one of the most friendly and agreeable of companions."

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