THE GOVERNMENT BUYS THE SUBMARINE DESTROYER HOLLAND.

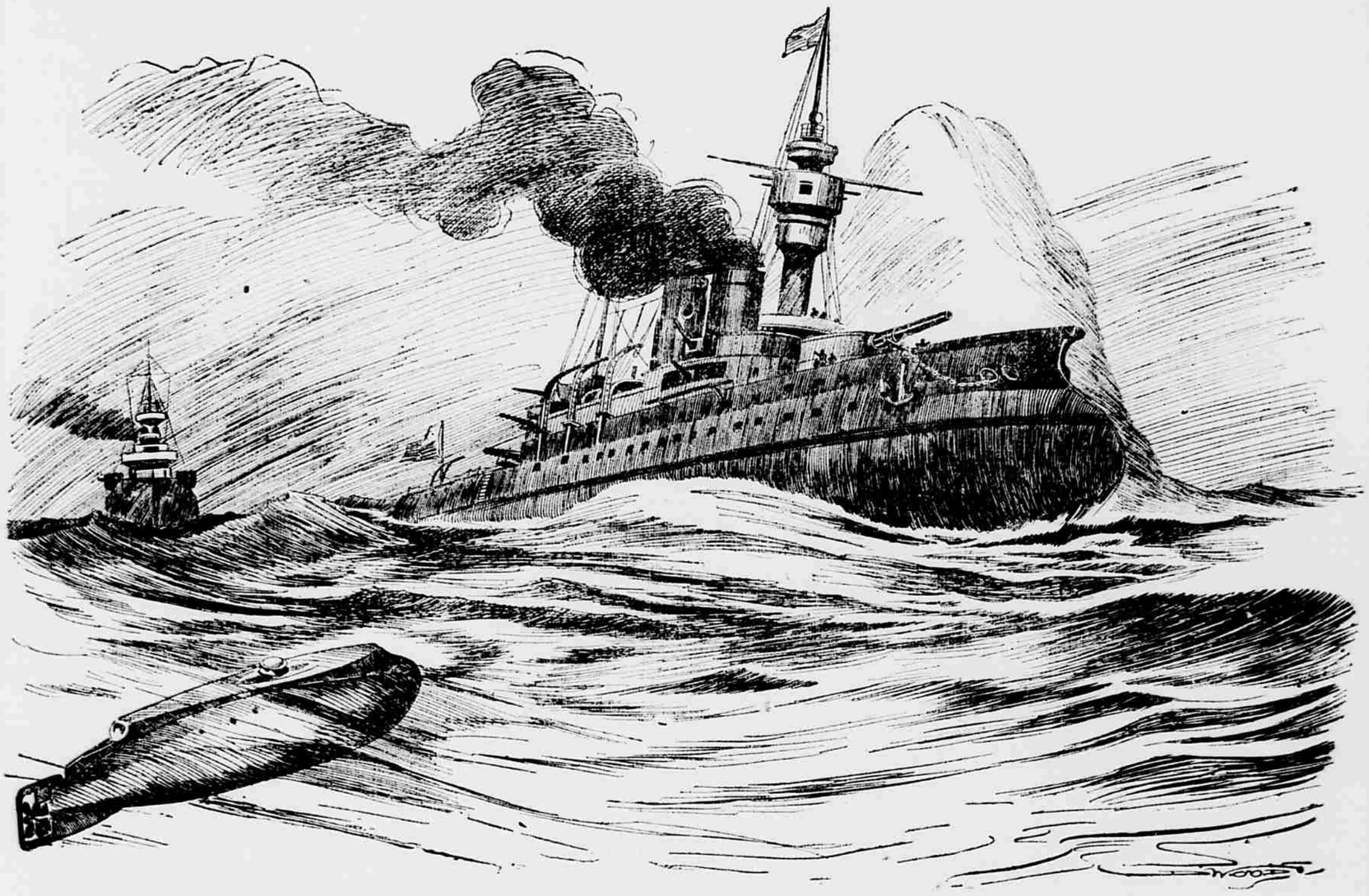
After Many Delays the Contract Has Been Signed for Torpedo Boats of This Class, Which Admiral Dewey Approves.

Admiral Dewey and Rear Admiral Hichborn to the House Committee on Naval Affairs have expressed approval of the Holland type of submarine boats, particularly for coast defense purposes, and for the moral effect such a mysterious engine of warfare would exert, and after many delays the Government has signed a contract with the Holland Submarine Torpedo Boat Company to purchase its experimental craft, the Holland, for $150,000. It also agrees to pay $175,000 each for any other boats of the type it may conclude to purchase, provided that these shall be similar in dimensions to the improved and larger Holland boat now designed.

This is certainly a long step in advance for the advocates of the submarine boat theory, because it ranges this country alongside of France as an official advocate of the system. The wisdom of the decision can be decided only after more extended and satisfactory experiments have been conducted. At the present stage of development the performances have fallen short of the promises, and the principle still seems open to such doubts that experts radically disagree upon the question of its practical usefulness.

Contrary to general belief, this is not the first encouragement, direct or indirect, given by the Government to submarine navigation. Robert Fulton borrowed an idea conceived by Bushnell of Connecticut, and made numerous tests of various novel craft both at home and abroad. During the civil war the Confederates experimented successfully with submarine boats, and in one notable instance sank the United States steamship Housatonic. Our Navy Department has, despite the croakings of partisans of the idea, always been keen in watching the tentative efforts made by American and French inventors, and has stood ready to carry forward the work when its practicability was assured. It may be added that France is the only foreign sea Power interested in the development, and that there it has become a mania. England ridicules the idea, and within a fortnight the First Lord of the Admiralty has declared his disbelief in its value, and even if called upon to meet an attack by such a type, the British Admiralty would seek its weapon in other directions.

At this moment another vessel of the Holland type, nominally belonging to the Government, is awaiting completion at Baltimore. This craft, now known as the Plunger, was authorized by Congress in March, 1893, and in 1895 the contract for the construction of her hull and machinery, at a cost of $150,000, was signed. Over a year later the keel was laid, and since then her vicissitudes have been many. The work was so much interrupted, owing principally to the difficulties encountered with her electrical apparatus, that the Navy Department was led to withold further decisions upon the Plunger until more certain prospects of its success were made manifest. Indeed, within a few months the Secretary, in reply in invidious criticisms upon his failure to encourage the invention, explained that no hostility existed to it among the naval officers; that all charges of professional jealousy were puerile, and that the refusal to give official recognition to the idea was based solely upon certain questions that had arisen with the contractors and builders of the Plunger.



The Holland in Action, Destroying a Battleship by Means of a Torpedo Discharged Beneath the Surface of the Water.

The acceptance, therefore, of the Holland, and the agreement reached as to future boats of the type, indicate a change of policy in the department. Inspired by this long delayed recognition, the contracting company will doubtless produce superior vessels, and should their sanguine prophecies be realized, produce a type that will have a definite war value.

George Holland, inventor of the Holland boat, has been experimenting with submarine craft for more than a quarter of a century. His original boat was given many trials, but never gave satisfaction, and at last the Navy Department joined him in the building of the experimental submarine boat Plunger, which is still unfinished, at Baltimore. The naval experts and Mr. Holland were unable to agree, however, and Mr. Holland finally withdrew, declaring that the Plunger would never be a success, and that he would build a new boat to demonstrate the feasibility of his own ideas.

This he did, and the final trials were on November 6, at Peconic Bay, at the eastern end of Long Island. Six naval officers were present, and the requirements of the Government were that the boat should sink and proceed a mile under water, rise to the surface, make an observation from the conning tower, discharge a torpedo at a target while at full speed and return to the starting point under water.

At two o'clock on the afternoon of the trial the Holland was reported in readiness, and Captain John Lowe and Commander John Emory went on board of her, making with the crew a total number of eight persons. Rear Admiral Rogers and three other officers remained in the tender to watch the proceedings.

At 2:28 p. m. the Holland signaled with her whistle that she was about to sink and then disappeared entirely beneath the water. At 2:30:55 she passed the starting buoy.

Forty seconds later she rose to the surface, remained visible eight seconds, and then sank to a depth of five feet below the surface. She remained invisible for nine minutes and twenty-five seconds, and then again rose to the surface within three hundred feet of the finish. A minute later she completed the mile, and the torpedo was discharged, missing the target by only seventy feet. The record for the mile was, therefore, eleven minutes and five seconds. On the return trip the boat was submerged at 2:43, she passed the half mile at 2:49:45, and at 2:56:38 completed the mile. Time 13:26. The time occupied in making the entire trip was twenty-five minutes and forty-three seconds.

The Naval Committee reported these facts and added that during the run the air inside the vessel was quite fresh and that there was no disturbance at the surface of the water except such as was caused in time of war.

In making his report to the Secretary of the Navy, Captain Lowe said: "I believe that the Holland is a successful and veritable submarine torpedo boat, capable of making a veritable attack upon the enemy unseen and undetected, and that therefore she is an engine of warfare of terrible potency, which the Government must necessarily adopt into its service."

Notwithstanding this favorable report the Naval Construction Board refused to recommend her purchase. They were of the opinion that the Government should wait until the Plunger was completed and tested before purchasing any boat. Secretary Long coincided with this view at the time, and a member of the Naval Board on Construction, in discussing the matter, gave certain reasons why the board did not approve of the Holland. He said that owing to her low rate of speed while under water she would be unable to make head against a strong current; that the men inside can never tell exactly where she will come to the surface, and that in case of any accident to her rudder she would immediately rise and expose herself to the enemy. Moreover, he said, there was no space on board for provisions or for the crew to sleep and therefore she could not go on extended cruises and would be of little use even for coast defense.

It will be remembered that during the blockade of Santiago, Holland was begging for a chance to run into Santiago harbor with his boat and break up the Spanish fleet. A great many people wondered why he was not given the chance, and now these statements may explain the attitude of the Navy Department in the matter.

After the latest rejection of his boat, Holland sent her down to Washington, where she was viewed by many Senators, Congressmen and naval officers. On closer acquaintance Secretary Long seems to have changed his views and the purchase of the boat followed.

The Holland submarine torpedo boat is a steel shell, 54 feet long and 10½ feet wide, with cigar shaped ends. Within this small space are 40,000 pounds of machinery and fittings, including a fifty-horse-power gasoline engine, which propels the boat while on the surface and generates the electricity used in her submarine expeditions. In the bow is a horizontal torpedo tube, from which the crew may direct torpedoes at the enemy while underneath the water. Another tube is set at an angle of twenty degrees, and from this, while on the surface, the Holland may hurl torpedoes through the air either at warships or shore defenses.

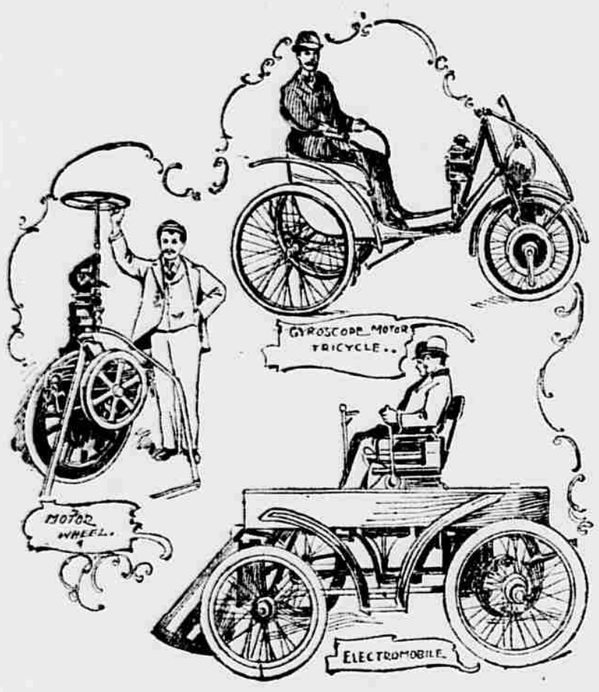
The act of diving is accomplished by opening the air chambers in the lower part of the hull and filling them with water, and at the same time setting a horizontal rudder so that the bow of the boat is projected downward, carrying the entire hull under the waves. With a load of nine tons of water in her chambers the boat will run along at a depth of five feet. She sinks lower with every pound of water taken in, and the maximum depth at which she can travel is 100 feet. When necessary to rise this water is forced quickly out by powerful pumps, and then the boat bobs quietly up to the surface. She can run along very comfortably with only her tiny conning tower above the water, and is then visible only a mile away, and even then only by the aid of marine glasses.

NEWS FROM THE AUTOMOBILE FIELD.

Twenty-Five Years Ago a State Offered Prize Money for "Mobe" Inventiveness.

The "gyroscope" motor in its application to the bycicle was covered at length in these columns some time ago. The company which is now engaged in its manufacture also proposes placing on the market a tricycle, an illustration of which is herewith shown.

The front wheel serves the double purpose of driver and steerer, and, being subjected to greater strains than the two rear wheels, is constructed much more substantially. All levers for controlling the machine are conducted along the steering bar to within easy each of the operator. The brake is worked by foot pressure, the tread being so set as to enable the operator to exert direct force, bringing the vehicle to a full stop in three times its length.



Offered a $10,000 Prize for "Mobes" a Quarter of a Century Ago.

On March 5, 1875, the Wisconsin Legislature appropriated the sum of $10,000, "to be used as a bounty to be paid to any citizen of the State who shall invent, and after five years' continuous trial and use, shall produce, a machine, propelled by steam or other motive agent, which shall be a cheap and practical substitute for use in place of horses and other animals on the highway and farm." The measure further required that the machine should perform a journey of 200 miles on the common roads, and be able to negotiate a grade of 200 feet to the mile, by way of showing its paces. The bill has never been repealed, and it now transpires that there are several residents of that State who have built automobiles which more than fulfill the stipulated requirements. It is just barely possible that at the end of five years Wisconsin will be compelled to "make good" to some one of these inventors who shall be able to prove the priority of his patent.

Does the Work of Ten Horses.

In the accompanying illustration, taken from the Cycle and Automobile Trade Journal, is shown a ten horse-power "motor wheel" (for heavy truck works), manufactured by the International Wheel Company of New York City. The device consists of a wooden wheel driven by a two-cylinder gasoline motor, suspended on one side of the wheel. The wheel is placed between the two sides of a heavy yoke or fork, on one side of which the motor is hung, the other being devoted to the gasoline tanks. The steering is done by means of a hand wheel, shaft and gearing, and the controlling lever is conveniently placed. The application of this motor to any light or heavy vehicle is well within the ability of an average mechanic, and consists simply in removing the front wheels and axle, and substituting the "motor wheel." The company is now turning out these wheels in sizes varying from one to ten horse-power.

Automobile Stage Lines.

That the automobile is already becoming a prominent factor in the economy of public transportation is evident at even this early date. Leaving out of consideration the automobile public cabs, which are numerous in all large American cities, the following list, collected by the Motor Age, indicates that the "mobe" has made greater inroads into the realms of the equine—not to mention its use as a substitute for the mere expensive trolley—than the casual observer would be apt to imagine.

The Baltimore and Ohio Railroad has adopted them for service in Washington, and expects to enlarge the system to embrace other cities.

Franchises have been granted in Boston, Chicago and several other large cities for motor vehicle stages.

New York has already seen the partial conversion of its antiquated Fifth avenue line into an automobile line.

A franchise is under consideration by the authorities in Richmond, Va.

The stage line plying between Litchfield and Torrington, Conn., is changing its motive power from horses to that contained within the vehicles.

A line will soon be running at Champaign, Ill.

The Sparks Automobile Company is negotiating for a plant at San Jose, Cal.

At Chattanooga, Tenn., a company has been organized and order placed for a vehicle to run between the city and a suburb.

The citizens of North Muskegon are waiting the advent of an auto already ordered to connect that town with Muskegon proper.

At Meadville, Pa., the first of a number of vehicles ordered is being anxiously awaited.

At St. Clairsville, O., negotiations are on for a vehicle for passenger transportation.

An American Contestant for Automobile Blue Ribbon.

In the coming international contest for automobiles, to be held in connection with the Paris Exposition, the United States will be represented by three machines. In the accompanying illustration one of them is shown, the Riker, which won the fifty-mile race on Long Island on the 14th of the present month. It is of the electric type, and is exceedingly powerful. It is whispered that its operator, not desiring to give foreign automobilists a possible "tip" as to the capabilities of his machine, purposely won by the smallest possible margin.

Motor Notes.

The advent of the self-propelled vehicle has brought to the front accessories similar to those in use in connection with the bicycle, but larger, stronger and more powerful. Thus, there are now on the market tires, rims, pumps, lamps, bells, chains, bodies, enamels, and so on ad infinitum—all specially adapted for the fitting or furnishing of the automobile.

An automobile authority advises those who contemplate buying horseless vehicles to put in a week or two managing a motor tricycle. "It is a splendid preparation for better things, and a week's actual experience on the road is infinitely better than a month's theoretical study.

Twenty-one arrests for fast "motoring" were recently made in New York on a single Sunday.

A prominent American automobile manufacturer, recently returned from abroad, says: "It strikes me that the foreign motor vehicles are very clumsy as compared with our own, though having been much longer at the game they are doubtless considerably ahead of us on the motors at present. I think, though, it will be the old story of the bicycle over again. They will hold their own until our makers have more experience and really get going, and then we will beat them out on lightness and mechanism in the same old way."

John Jacob Astor has organized an electric automobile omnibus service between Rhinecliff and Rhinebeck. The service is designed to connect the latter place with the New York Central Railroad.

French "chauffeurs" are all a-flutter over the reports that the American entrants in the international automobile races next summer have machines weighing one-third less than theirs, and filled with motors of one-third greater power.

Judge Sutherland of Rochester, N. Y., has rendered a decision on the road rights of automobiles, which will probably be accepted as the law of the subject. He says: "The horse has no paramount or exclusive right to the road, and the mere fact that a horse takes fright at some vehicle run by new and improved methods and smashes things, does not give the injured party a cause of action. As Judge Cooley says in Macomber vs. Nichols, 12 Mich., 212: 'When the highway is not restricted in its dedication to some particular mode of use, it is open to all suitable methods and it cannot be assumed that these will be the same from age to age, or that new means of making the way useful must be excluded merely because their introduction may tend to the inconvenience or even to the injury of those who continue to use the road after the same manner as formerly.' If the defendant's motor carriage is practicable for the purpose of travel, and the noise and vapor caused by its use are kept within reasonable limitations and are no greater than are fairly incident to the use of motor carriages which are found adapted to the needs of the general public, then I cannot see how the defendant can be held liable, in the absence of evidence that at the particular time complained of the carriage was operated carelessly.

"If one should find it desirable to go back to primitive methods and trek along a city street with a four-ox team and wagon of the prairie schooner variety, it would possibly cause some uneasiness in horses unused to such sights. Yet it could not be actionable, in my opinion, if a runaway should result, provided due care were shown not unnecessarily to interfere with the use of the highway. Horses may take fright at conveyances that have become obsolete as well as at those which are novel; but this is one of the dangers incident to the driving of horses, and the fact cannot be interposed as a barrier to retrogression or progress in the method of locomotion. Bicycles used to frighten horses, but no right of action accrued. (Holland vs. Bartch, 120 Ind., 46; Thompson vs. Dodge, 58 Minn., 555). Electric street cars have caused many runaways. Automobiles operated without steam by storage batteries or by gasoline explosion engines, running at a moderate speed, may cause fright to horses unused to them, yet the horse must get used to them or the driver take his chances."

Low Rates to Denver

Via Burlington Route.

One fare, plus $2, round trip, May 1; limit twenty-one days. Two through trains daily.

MATTIE FEEHAN'S TERRIBLE THIRST.

Tells Jerry Hannigan His Experience at the Different "Coaling Stations."

Jerry Hannigan was vigorously salting down the pickled herrings and the Ohio cheese which he had placed on the counter for lunch, when Mattie Feehan shuffled in for his regular "mornin's mornin'." There was a "shanty" over Mattie's left eye bigger than the one he was born in, and he was as nervous as a man who has ordered a round of drinks in a strange German saloon and discovers that the half dollar he thought he had in his pocket is an Egyptian pocket piece of the time of Rameses III.

"Good mornin', Mattie," said Jerry. "'Tis a poor night ye passed, be the looks iv ye. What wuz it—a primery or a wake?"

"Well, I guess I don't look like a pink-eyed baby with a premium around its neck at the baby show," said Mattie, thickly. "I know I feel like a man the hogs et up. Get a trek on them wooden shoes o' yourn, Jurry, an' chase out that cut glassware, quick. I got a thirst on me that'd make a bunch o' smokers feel like they was ice-cold human water bottles."

"I b'lieve ye, Mattie," said Jerry, with his eyes glued on the drink Mattie had poured out. "'Pon me word, I b'lieve ye, thruly. Judgin' yer thirst be the size iv the sup iv liquor ye jest swallied, 'twill nuvver be satisfied in this worrald iv ye live to be as old as Mechuslem. What gev it to ye?"

"Belcher water an' green tea," said Mattie sarcastically. "Canned soup an' 5 o'clock tea an' Kaffee Klotsch. Whadie think 'ud give a guy like me a thirst like this? Do I look like a sucker jist come away from a ninety days' retreat in a W. C. T. U. seminary? Jurry, you kin ast more silly questions than the Hincy Republican judge at the primary election when I wanted to vote on Gottlieb Steinkuchler's name."

"Sure it's ony jokin' I was, Mattie," said Jerry. "But whisper—I didn't see anny candidates around las' night."

"This ain't no cheap political thirst, Jurry. This was built by a bunch o' bugs I met at the baseball game yesterday. They were the warmest articles I ever scorched my reputation agin. For tanks, they simply skin anything in a brewery. That gang of babies kin put away more wild cow's milk than Red-Nose Mike there ever dremp about. They won a bat full o' rags on the ball game an' when it was over we blowed into the doggery under the grand stand. Say, the way they loosened up was a caution to old Mike Walinski, the Polander, that makes that rainwater ye sell in them dusty bottles there. On the level, Jurry, they kep' the booze comin' so swift it melted the bottom off o' the glasses, an' six bartenders got overheated an' fell in the ice tubs. The cashier got cross-eyed coppin' the geldt."

"Did he get mooch of yours, Mattie?" asked Jerry.

"King's X fer me," said Mattie, "not on yer thick, warty nose, he didn't. I blowed into the park with fifteen-c in my jeans and woke up this mornin' with 35. Must 'a' got absent-minded at some stage o' the game an' beat some sucker to his change. After we put that joint on the bum we got in a mobile, or a balloon, or a cart, or something, I don't remember, an' fell into Patsy Bolivar's shack, where we could get more action. Say, I bet, Jurry, they was more baseball played on that sawdust floor last night than they will be on all the diamonds in the country in six years. I guess I'll have to take another drop of that prussic acid o' yours, Jurry, to kill the taste o' the first one."

"I have a jelly glass here, Mattie, iv ye'd like it better," observed Jerry, noting with alarm the rapidly emptying bottle. "An' the horse throft is out in the yard handy."

"Don't git personal, Jurry," replied Mattie. "Remember, you ain't got the coin for these yet. Never make no funny cracks at a guy till you get his coin. He might do a hot-foot out the door. I'll have to charge you the price o' these drinks for not bein' wise, Jurry."

"Sure 'tis ony jokin' I am, Mattie," said Jerry. "But tell me, how do yet mane yes played so manny games in Billy's saloon? Sure, there's no room in the saloon."

"Sure thing there is. It's what they call indoor baseball. They play it across the counter. I never played it before, but I eased into the game last night, all right. I never bought no chips, but these horns o' mine is purty fierce, an' it ain't no trouble for me to butt into any game when they're takin' the bung out o' the barrel. That's what makes me so popular with brewery drummers an' barboys. When me an' the mob got there they was about eighteen other mugs there ahead of us, spendin' good money like it growed on trees, an' talkin' baseball dope. In a half an hour they was so many curves an' inshoots an' foul tips an' flies in the air I had to dodge every time I reached for my booze. I knowed most o' the guineas in each mob, an' for awhile, Jurry, they kep' me so busy coverin' ground, coppin' a beeze with each gang that I burned the soles of my kicks. At that, though, I bleeve, I accepted every chance without makin' more'n two errors all night.

"About 2 o'clock in the mornin' the booze got a strangleheld on my pulpy-gray matter, an' got me rememberin' that I used to be a McGraw myself, when I was young. So I begin turnin' some hot air loose about the medals they used to give me when I was it on the old Elephants. You remember the Elephants, Jurry? Well, say, when I got seven more highballs into me they wasn't nothin' to the conversation but me. I was givin' 'em the string about how I discovered Comiskey an' broke in Bushong an' Curt Welsh, an' staked Chris Von der Ahe, when some pinheaded guy, that had to duck his nut to keep from breakin' the chandeliers, cuts in. He had a pair of shoulders like a pier of the bridge, but I didn't notice that until a good while afterwards. 'Say, Sling Lee,' he says to me, he says, jist like that: 'Say, old man, Noah used to use hopballs in them games when you was playin' center field for the Ararats, usen't he?'

"Well, say: that made me hot, bawlin' me out, right in front o' my friends, too; an' so, when the gang gimme the wheezy laugh, I made a 'Tim Hurst play at this fresh guy an' started to climb up his vest, so'a I could reach his block.

"The 'prop' says the motorman stopped the car in time to let them pick me off the track, an' they carried me back in the saloon on the swingin' door that I took with me. What made me the sorest was, I was smokin' a nice, big, black stinkadora when this big sucker soaked me an' drut it six inches down my windpipe. They had to pull it out with a pinchers. I wanted to take another soak at him for that, but they put me to sleep in a couple o' chairs an' told me to be good. I never did find out who this guinea was that I made the sucker play at, but I b'lieve it was Youssuf, the Terrible Turk. When the gang all left Patsy Bolivar slipped a scoopful of ice down my back to wake me up an' sent me home in a balloon.

"I got a crick in my neck this mornin' from lookin' over my shoulders to see who's sneakin' up on me. I imagine every rough hand I see is layin' for me with a pair of brass knuckles or a chunk o' lead pipe. Jevver feel that way, Jurry?"

"Wanst, ony wanst, Mattie," said Jerry, slowly. "Iv ye remimber the time I roon for Justice, an' you was managin' me campaign? Whin I got the double cross an' the thriple cross from me intimate friuds, Mattie?"

"Oh, let's not talk about that, Jurry," said Mattie, uneasily. "Gimme another drop o' that powdered glass an' then I'll blow. Take my advice, Jurry, an' try an' forget that. It's all over now."

"The divil a bit is it over, Mattie. I ain't got through takin' stock iv me expinses in that race yet. I got good an' jagged the night iv th' election, an' I took the pledge agin liquor an' politics next day."

BONAPARTE AND THE BRITISH.

First Consul of France Once Wanted to Join the English Navy.

From the London Globe.

There are, we fancy, very few people who know that the great Napoleon once applied for permission to enter the British navy. Such, however, according to the Naval and Military Record, is the fact, and Mr. Geschen has recently discovered in the archives of the Admiralty the original letter in which the request is made by Bonaparte, then a student at Brienne. He was, as every one knows, then preparing for a military career, but the school inspectors reported that he would make an excellent naval officer, and Sir William Fraser relates that his application to the British Admiralty was due to the influence of his fellow-student, Lawley, afterward Lord Wenlock.

Our contemporary adds: "Bonaparte, when sending the letter, expressed his belief that the application would not be successful, because, though not religious himself, he came of a fanatically Roman Catholic family, and at that time Roman Catholics were not welcome on British warships. As we all know, Bonaparte proved a true prophet. Singularly enough, it was only chance which, at a later date, prevented him from entering the British army. Paoli, the Corsican 'patriot,' strongly urged him to do so. Paoli at that time had some influence in British military circles and would have procured Napoleon a commission. The latter considered the offer seriously and then declined it on the ground that the French Revolution offered brilliant opportunities for a young officer just starting his career. So he placed his sword at the disposal of his adopted country."

Mrs. D. Finley of Petoskey, Mich.

Writes: "I never was better in my life than I am now. Pe-ru-na has cured me of all my stomach and bowel trouble, after I had been sick for five long years. For a year and a half I have been a well woman, thanks to Pe-ru-na."

ST. ANN'S ASYLUM AND GOOD IT DOES.

Mother Superior Frances's Work to Build a New Home.

The proposed removal of St. Ann's Asylum from Tenth and O'Fallon streets, where it has been located for almost half a century, attracts attention to an institution whose work is but little known to the general public. It is conducted by the Sisters of Charity on nonsectarian principles, and provides shelter for the unfortunate babes of the city whose parents are unable or unwilling to give them a home.

When the foundlings arrive at the age of 5 years they are sent to various orphan asylums.

Ground was broken for the new home on January 2 last. The building is to be located at Union and Page boulevards. The sisters own a tract of seven and seventy-six-one hundredths acres at the northwest corner.

The work of grading and excavating for the foundation of the new building was interrupted by the bad weather for a time, but was renewed in March and is being pushed rapidly. The new edifice will be three stories high and will consist of a main building and two wings. The main building will front 200 feet on Page boulevard and will set back 100 feet from the street. The wings will extend 110 feet back from the main building and will consist of a hall with rooms on either side.

The asylum is conducted with clock-work precision, but with an absence of restraint. The home is like that of one great family. Every ward is presided over by a sister, who has as many assistants as she needs. She governs by love rather than by sternness. The nun in charge of one of the wards devoted to children can be seen surrounded by a swarm of little ones clinging to her skirts and seeking to impart to her their childish wants, as they would to a mother. The sister bestows on them the same care that a mother would, catering to their every whim.

Sometimes half a dozen or more of the babies will begin to cry at the same time. The lot of the sister at such a time is not a pleasant one. The mother who imagines that she is a martyr when she is compelled to listen to the cries of one baby and that baby her own would not think her lot half so hard after a visit to the foundlings' home.

The sisters handle the little ones as if they were performing a pleasant duty. Their task is endless. It begins when the children awaken in the morning, but does not cease when they go to bed at night. Some of them requires attention at every hour in the night.

The greatest care to the nuns is the infants, some of which are brought to the institution when only a few days old. These are mostly foundlings, of which about forty are received at the institution every year. A sister will have in a ward half a dozen or more of these infants from 3 days to 3 weeks old. Their care requires the most constant vigilance.

Diluted milk and crackers are first fed to the infants. As soon as the baby can stand the milk undiluted it is given to it. The sisters have twelve cows, which are kept on the Page avenue place, and the milk is brought in to the asylum daily and sterilized.

The children are divided into three classes. The infant class are those under the age of 15 months. The middle class are those between 15 months and 3 years, and the oldest class are those between 3 and 5 years.

The children, excepting the infants, are breakfasted on malt coffee. It is served with plenty of milk. Bread and butter or toast and mush and milk are served.

For the dinner beef broth is given to the children of the middle class and those who are teething are fed mashed potatoes, fresh beef, ground and cooked rare, vegetables and dessert of cookies or pudding.

Six hundred tots are annually cared for in the institution. It costs $20,000 a year to maintain the asylum. About one-fourth of this is derived from property which was left for the support of the institution by Mrs. Anna Biddle, by whose munificence the institution was started. Mrs. Biddle was a daughter of John Mullanphy, who also bequeathed property to the institution. The property is held on leases by persons who erected houses, the rental going to the institution.

The city pays $12 a month for each of the foundlings until they are 3 years old. For the rest of the expense of keeping up the institution the sisters are dependent on donations and entertainments, with the exception of a small income from one branch of the institution. Those who are cared for in this department are expected to pay if they are able. If not, they are cared for gratis.

An interesting story is connected with the manner in which the sisters obtained the site for the new home. In 1880 Sister Ann Frances, the mother superior, was very anxious to have the institution heated by steam, but did not have the money to pay for putting in the apparatus, which would cost $4,000. She called the sisters around her and announced to them that they would begin to pray for a month, with no sign of assistance. At the end of a month a Christian brother called at the asylum and stated that an old man named John Masterson, who made his home at the Christian Brothers' College, had donated twenty shares of stock in the St. Louis Gas Light Company to St. Ann's Asylum.

Masterson was an illiterate Irishman, who did not have any relatives that he knew of. His parents died when he was 8 years old. When a young man he came to this country and made a fortune in California. He never married. When he became old he made his home with the Christian brothers and donated valuable property to them. He is now dead.

There was a considerable amount of uncollected dividend coupons attached to the stock certificates which Masterson gave to the sisters. This money was collected, and with it the sister made the first payment for the steam fixtures, which were put in immediately. The gas stock paid $300 a year dividends, and this was used to pay off the rest of the debt, together with some money that the sisters saved from their income. The debt was cleared in one and one-half years. The income from the gas stock was allowed to accumulate until 1887, when the introduction of electricity caused Sister Ann Frances to think that it would be a good idea to dispose of her gas stock, which she did, realizing $13,000. With this she bought the property at Page and Union boulevards. The price of the property was $17,000. The balance has been since paid, so that the sisters do not owe anything on the ground, and there is no debt on the property at Tenth and Biddle streets.

The new buildings will cost between $150,000 and $200,000, together with sidewalks and beautifying the grounds. The sisters have about one-fourth the amount, or enough to pay for the grading and excavating and to complete the foundation walls.

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marvelous method, curing cases that defied hospitals, doctors, trusses, electricity and all else. Merely send your name and address and the free trial will be sent without any cost to you whatever. R. W. Yourex, a well known commercial traveler, was ruptured ten years, tried every truss on the market, partly made up his mind to undergo the danger of an operation, when by the greatest of good luck, he tried the Dr. Rice method. He is now cured.

Mr. Yourex says: "I tried Dr. Rice's method and it cured me. I did not lose a day on the road. Hundreds of merchants and friends in Illinois, Wisconsin, Minnesota and Iowa know the wonderful fact that this remarkable method cured me and I certainly feel thankful enough to tell other ruptured people how they may profit by my experience." Mr. Yourex travels for Goodhart, Hartman & Co., and his address is 4758 Prairie Ave., Chicago.

Every ruptured person ought to send at once and make a trial of this method that cures without pain, danger, operation or an hour's loss of time. Begin now, and by spring you will never know you had been ruptured. Write to-day sure.

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