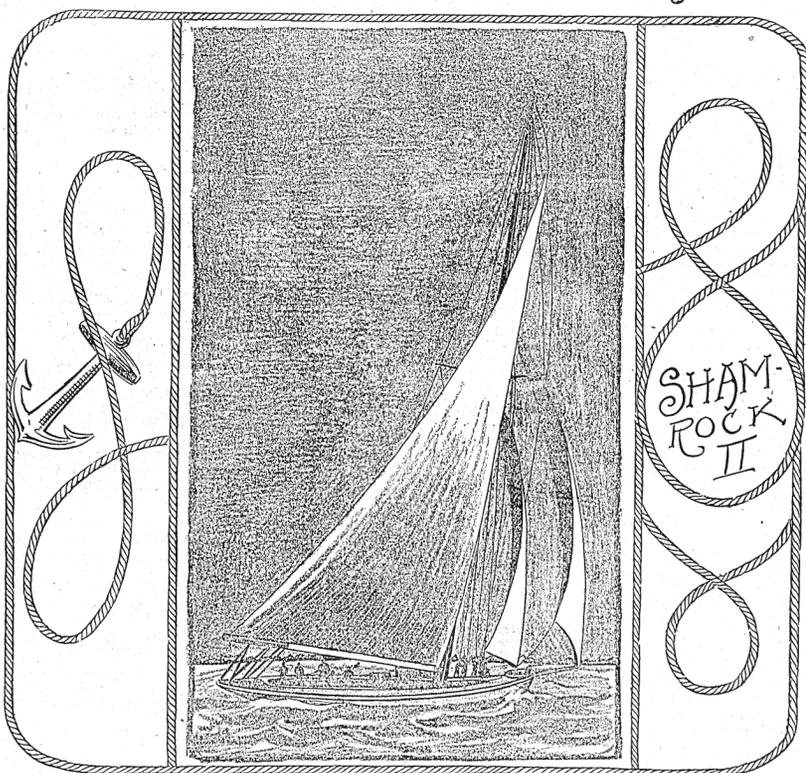


# IF SHAMROCK WINS.



THE SHAMROCK UNDER FULL SAIL PREVIOUS TO DISMASTING ACCIDENT.

The New York Yacht Club has refused to permit Lawson's Independence to contest for the honor of defending the America's cup. The point at issue between the Boston man and the New York Yacht Club is not clear but it is supposed to be in some way related to personal advertising. It is believed that the objections may be eliminated, especially as Sir Thomas Lipton, the Irish challenger, is not coming over on the Shamrock for his health. It is being asserted by the partisans of Mr. Lawson that the Irishman's tea trade has almost doubled since he became a contestant for the America's cup three years ago. Now if the international race pays Lipton for his outlay in advertising, why deny Lawson the same privilege? The New York Yacht Club should change its tactics. Suppose it persists in barring Lawson and the Shamrock should win? What would all American yachtsmen and the American people generally say to the New York Yacht Club? They would say, in effect: "Your attempt to monopolize the credit of a possible victory has subjected your country to defeat. The Independence might have beaten the Shamrock. You, in your selfish greed,

refused to give her a chance. Your snobbery has lost us the cup." The New York Yacht Club could neither deny nor evade that accusation. The America's cup became the absolute property of its winners at Cowes. They could have sold it as old silver had they desired. Its surviving owner, rightly thinking that a trophy so won should be preserved as a perpetual emblem of the highest skill in shipbuilding and sailing for speed, endeavored so to provide. He selected the New York Yacht Club as his trustee and drew up a deed of gift providing: "Any yacht of a foreign country, etc., shall always be entitled to the right of sailing a match for the cup against any one yacht or vessel constructed in the country holding the cup."

Mr. Schuyler's intention evidently was, since he offered the cup as a prize to be sought by "any yacht of a foreign country," that its possession should be defended by the best yacht the country holding it could produce. He wanted to bring together the very best vessels of the two countries. He was a real sportsman, but his trustees have shown a most lamentable lack of his spirit. Because she is not owned

by one of their own number, they refuse to permit the cup to be defended by what might prove the best yacht. The insinuations that Mr. Lawson built the Independence "for advertising purposes," etc., simply demonstrate the snobishness of those making them. They are un-sportsmanly, un-gentlemanly, and un-American. They invite the inference that the New York Yacht Club is dominated by a set of cats. They indicate that that organization is thinking of petty personal glory rather than of its country's honor. They exhibit that hog-spirit, that dog-in-the-manger policy which has made so many New Yorkers the objects of derision and contempt in other parts of the nation.

If the New York Yacht Club shall persist in its course, if it shall insist upon excluding what might easily be the best yacht, and thus sacrifice victory to its own selfish desire for personal renown, its name will rightly become a by-word and a scolding. The American people demand that our very best yacht be put forward to meet the British challenger, and if the Shamrock wins they will never be convinced that victory was not thrown away by the New York club.—Ex

## Ideal Political Courtesy.

The forward movement in courtesy which began in journalism has spread into politics, and, if the case of Becker vs. Becker may be taken as a sample, with results that will inevitably be productive of universal brotherhood. The facts brought out in this case are well worthy of the attention of all those who believe that harmony should take the place of discord in all the relations of life. John Becker and William Becker, neighbors, though unrelated, were opposing candidates for highway commissioner of Sugar Loaf, St. Clair county, Ill., at a recent election. Neither had sought the office, and each accepted the nomination as a public duty, but proceeded at once to do campaign work for the other. On election day each stood at the polls and urged voters to cast their ballots for his opponent. Each received 132 votes, with one ballot doubtful. A lawsuit was the result, each of the contestants filing a petition for a recount, in the hope that the other would be declared elected. Contrary to the prevailing method, each endeavored to make the contest as agreeable and inexpensive as possible to the other, John Becker going so far as to serve the papers personally upon William, while William served them upon John. This cut off the balliff's fees, and William treated John to a dinner from his savings, while John set up for William the choicest refreshments to be had in Sugar Loaf township. When all the testimony was heard the doubtful ballot was given to John, which broke the tie, and he was declared legally elected, much to his disappointment and the joy of William. The latter insisted on paying half the costs of the case, and also the railroad fare of John to and from the county seat. It developed in the trial that each had employed a lawyer to show that the other had been elected. Journalism has not as yet reached this point in its advance toward the ideals of courtesy, but it is certain that the politicians will not be permitted to carry off the palm without a contest. As an evidence of the trend of newspaper thought in the direction of the amenities, it may be mentioned that the editor of the esteemed Canton Semi-Weekly Gazette, in its current issue, alludes to the editor of a contemporary as "a base and shameless scoundrel," showing that the good influence is at work, and that the forward movement is unchecked.

## The Problem of the Girls.

Present industrial and social conditions invite much serious thought on

the question of what a young girl shall do "to win success." Formerly it was the boy that occupied the attention and study of moralists and teachers. But the girl problem—not the one in the kitchen—is looming up as one of the most important questions of the times and threatens to completely overshadow the discussion of what to do with the boys. It is interesting to note the opinions of some of the brightest women upon this question as disclosed in a recent symposium. "No matter how wrapped up a girl may be in her ambitions, let her by all means marry anyway," says Dr. Julia Holmes Smith. Mrs. Le Grand W. Perce declares she is unable to "see how a young woman can consistently give her life to a husband and to a business at the same time."

Mrs. Matilda B. Carse declares that a girl "cannot succeed in business while married." Mrs. Lucy Page Gaston says that "girls should make their choice between the home life and the active business or professional life." It is very clear from all this expert opinion that it is the plain duty of girls to get married. At least they cannot hope to manage a husband and a business successfully at the same time. Matrimony and business are incompatible. There must be a choice between the store or the office and the home.

The present lady mayoress of London is quite young and girlish looking, with a wealth of soft fair hair. Her verse is among the best written by women for the contemporary English magazines.

## American Heiress Ill in Paris.



Miss Pauline Astor, daughter of William Waldorf Astor, is ill with the grip in Paris. French and American aristocracy alike are anxious for her

speedy recovery, as the young woman has been a prominent figure in the brilliant social season at the French capital.

## REACHING THE POLE.

Herr Anschutz-Kampfe Outlines His Own Plan.

At a recent meeting of the Vienna Geographical society Herr Anschutz-Kampfe described as his own a plan of reaching the North Pole, which, however, was suggested some years ago by a Swede, but for the execution of which he is now having a vessel built by German marine engineers at Wilhelmshaven. His plan is to reach the pole by means of the ice of the Arctic ocean. In his address, as reported by the Geographical Journal, Herr Anschutz-Kampfe said: The main factors affecting the practicability of the scheme are: First, the extent of the separate ice fields in the polar sea, and, secondly, the depth below the surface to which the ice reaches. From extensive study as well as personal observation the speaker had arrived at the conclusion that the average maximum depth of the pack ice may be taken to be 80 feet, while the mean thickness does not exceed 16 to 20 feet. Land ice reaching in the form of icebergs a depth below water surface of several hundred feet may, he thinks, from its virtual absence from the seas in question, be left out of consideration, while our present knowledge of the depths attained by the polar basin justifies the opinion that reefs of rocks rising towards the surface of the ocean are not to be expected. The proposed vessel will be capable of descending to a depth of 160 feet, at which it will be entirely removed from the influence of cold, storms, and ice-pressure, and the way to the pole will be therefore open. The length of time during which it will be able to remain below the surface is calculated at a maximum of fifteen hours, which at the modest rate of 3 knots allows it to cover a distance of 50 miles, whereas the combined experience of polar voyagers shows that continuous fields of pack-ice never exceed a maximum diameter of 3 English miles. In the improbable case of no opening being met with within the fifteen hours there remains the possibility of opening a way by blasting at a weak point in the ice, to be indicated without possibility of mistake by the risk of the minimized risk of collision with the motion, but by the great power of resistance to be possessed by the ship, and in-

dispensable on account of the great pressure to which it will be subject from water. Its form will be that of an ellipsoid of rotation, with a major axis of 70 feet and a breadth of 26 feet, giving a displacement of 800 tons. To obviate rolling the center of gravity will be placed as low as possible. The capacity of the interior will be 3,500 cubic feet, which allows sufficient air for five men for fifteen hours, the carbonic acid evolved being removed by combination with caustic soda. Propulsion will be effected by horizontal and vertical screws, the former of 40, the latter of 5 horse power, this last being sufficient to counteract the tendency to rise; while the motive power is to be supplied by a petroleum motor through the medium of a 220 volt accumulator. One hundred and fifty tons of petroleum will be taken, or more than ten times the quantity needed for the 600 miles' voyage to the pole from Spitzbergen, to which, or rather to the edge of the ice, the submarine boat will be towed. On arrival at the pack the direction of the first open water will be taken by compass, and, the boat being submerged, a course will be steered for it. If, after an hour or so the light shows that an opening has been reached the vertical screw will be stopped and the boat will rise by its own buoyancy and in case of a wide opening or channel leading northwards the voyage will be continued on the surface, giving an opportunity for scientific work. Supposing no gleam of light appears when six hours have elapsed an ascent to the lower surface of the ice will be made with caution and the voyage continued slowly until by the reading of the manometer it is found that a thin place has been reached. Here attempts will be made by blasting to effect an opening, which, however small, will be sufficient to supply air for another fifteen hours; while in the case of failure there will be still time to return to the last opening that has been left, whence the voyage will be prosecuted in a slightly different direction. But both assumptions made—that of an uninterrupted ice field more than 18 miles in diameter, and of one so continuously thick as to defy all efforts at disruption—are entirely contradicted by all previous experiences.—Philadelphia Times.

## The Booming South

A Remarkable Increase in All Lines of Industry.

Twenty years ago, by the census of 1880, there were 180 small cotton mills south of the Potomac and Ohio rivers. The 1900 census shows 800 mills with more than 4,000,000 spindles and at least 500,000 spindles more to be added within the next few months in mills now under construction. The most rapid increase in the history of cotton manufacture in the south is now going on. In Georgia alone 48 new mills with 263,676 new spindles and 5,000 looms, representing an investment of \$3,860,000, were put in operation last year. They are all of the latest type, both in construction and equipment, and many of them are run by electricity. During the previous year Georgia built 38 new mills with 278,000 spindles and 4,710 looms, which represented an equal amount of capital. More than 75 per cent of the stock of the Georgia mills is owned by local capitalists. North Carolina stands next to Georgia in progress, and on the line of the Southern railway alone today no less than 123 cotton mills, representing a capital of \$14,227,950, and consuming 340,132 bales of cotton every year.

The average man can hear the whisper of a pretty woman farther than he can the loudest call of duty.—Pennsylvania Grit.

## A Mean Deception

Unkind Trick Played Upon an Unsuspecting and Avoracious Woman.

A flustered young woman, out of breath as though from walking fast, rushed up the steps of the United States mint at Philadelphia the other day and asked to be directed to the bureau of information. "There isn't any," replied the uniformed messenger, a very fat man. "Perhaps I can tell you what you want to know." "Perhaps you can," said the young woman, producing a copy of a frivolous weekly paper. "I want to know if this is true." She pointed to a paragraph which read: "Among the curiosities of collecting is the fact that 1901 cents now bring about \$19 in the coin market." The fat messenger adjusted his glasses and scrutinized the paragraph. While he was thus engaged he began to laugh and showed to others in the department the paragraph. Then followed combined roars of laughter. Through it all the young woman stood expectantly fingering four bright, new pennies she had brought with her. Finally the fat messenger regained his breath sufficiently to gasp: "It's a joke. Don't you see? I'll give you \$19 for 1901 pennies, and I'll be a cent ahead of the game. See?" A great light seemed to dawn in the mind of the young woman. "I dare say, it's very funny," she said, "but I don't

think such things ought to be printed." And she made her exit sorrowfully. Student a Street Musician. Among the street musicians of Chicago is a young man who plays to earn his living while he pursues his studies in a musical college. He holds a scholarship in the college and is considered a promising student there, but the problem for him is how to maintain himself in a city far away from his little home town in Michigan while he studies in the school. He has no private resources. Each evening he takes his violin and on likely street corners plays to the crowd classical selections usually, and sends around the hat afterward. His dream is to have a studio of his own and give lessons. Then he will give up the street playing; but that can't be yet. "I don't care what people think of me," he told a reporter who asked him about his aspirations. "I'm not ashamed of playing in the streets. It is nearly the same as playing in a concert hall for a fee. But all the same I shall be glad when I don't have to do it any longer." The police don't bother the young musician, and his teachers rather admire him for his courage than condemn him. Some day, he hopes to go to Europe to study.

## INDIAN RELICS ARE BOGUS.

Southerners Doing a Profitable Business in Their Manufacture. There is an organized system of imposition in Indian relics. Very few of those found in the cities were ever seen by redskins; they are made by wholesale for purpose of deceiving the credulous. One firm in North Carolina does a large business in this line. The fraud they practice is almost impossible to detect so thoroughly have they mastered the art. Recently this firm tried to palm off on Rev. J. H. Frazee, D. D., of Knoxville, Tenn., who is a collector, some of their goods, but without success. Dr. Frazee received a letter from the firm which mentioned that his name had been recommended by a prominent physician of Knoxville as a person who would likely wish to buy some relics. They represented that they had been making extensive collections of all kinds of relics and had disposed of some, but wished to go out of the business, and therefore would sell relics on hand cheap. The letter said a box of samples would be sent, which was done. Dr. Frazee examined the contents of the box and finding nothing that he did not already have returned them. Shortly afterward a man in the west who had heard of Dr. Frazee as a collector of Indian relics, wrote him, asking that he might put him in the way of getting some Tennessee relics. Dr. Frazee, having given little attention to the specimens from North Carolina, and not detecting the fraud recommended to his western friend this firm as having represented that it had some relics for sale. In a short time the western man answered and branded the North Carolina firm as a flagrant fraud. He had already fallen into their trap. He said the relics he had secured from the bogus dealers of North Carolina were difficult to detect from the real. He had the relics investigated by prominent collectors in the west, who could not determine accurately as to the fraud. The relics were then sent to government experts, who said the whole collection was bogus. The North Carolina tricksters have probably done an extensive business.—Chicago Chronicle.

## WESTERN CANADA'S DECEMBER WEATHER

Equal to That of May in Minnesota. To the Editor:—Thomas Regan and C. Collins of Eden Valley, Minnesota, went out to Western Canada last December as delegates to look over the grazing and grain lands that are being offered at such low prices and reasonable terms. This is what they say: "We arrived in Calgary about the 20th of December and although we had left winter in Minnesota and Manitoba, we were surprised to find beautiful warm weather at this point, quite equal to what we have in May in Minnesota. There was no snow nor trace of winter to be seen, and the climate was really splendid. Horses, cattle and sheep were running out, in prime condition, with plenty of feed on the prairie, and really better than that of our stables in the south. We are impressed with this country as one of the finest mixed farming countries we have ever seen. The immense tracts of fertile lands well sheltered and abundantly watered leave nothing to be desired. "Leaving Alberta we returned east and visited the Yorkton district in Assiniboia. We drove out about ten miles at this point and were highly pleased with the splendid samples of grain we were able to see—wheat yielding 25 bushels, oats 60 bushels. Roots were also good specimens. From what we have seen, we have decided to throw in our lot with the Yorktoners—satisfied that this part of the country will furnish good opportunities for anyone anxious to make the best of a really good country. "Any agent of the Canadian government, whose advertisement appears elsewhere in the columns of your paper will give you full particulars of the new districts being opened out this year in Assiniboia and Saskatchewan. Yours truly, Old Reaver.

Private Matting Card. Private Matting Card with colored views of scenery on the Chicago, Milwaukee & St. Paul Railway sent on receipt of ten (10) cents in stamps. Address F. A. Miller, General Passenger Agent, Chicago, Ill.

Easy Way to Get Ice. A Woolwich (Me.) man has filled his ice house with cakes which he floats down with a freshet. All the cakes has had to do has been to watch for the fine, blue cakes and then float them into the ice house.

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THE GREAT  
HALF ACTUAL SIZE.  
GEN. JOE WHEELER  
Says of Peruin: "I join Senators Sullivan, Roach and McEnery in their good opinion of Peruin as an effective catarrh remedy."

The transportation facilities would seem to be ample for all possible demands of the mammoth crowds which are expected at the Pan-American Exposition. The entire street railway system of Buffalo, driven by the power of Niagara Falls, is so laid out as to secure direct communication from all parts of the city to the Exposition grounds. At the northern boundary of the grounds there has been built a fine steam railway station. A two-track steam belt line encircles the city of Buffalo, reaching this station, and all the steam railroads centering in Buffalo have access to these tracks. This means of transportation will be extensively used both for excursion trains from out the city and for conveying people from the various parts of the city to the grounds.

Summer Vacations. Spend yours this Summer in California. There is no telling when the trip can again be made so cheaply. July 6th to 13th inclusive, Round-Trip Tickets will be sold to San Francisco via the Southern Pacific Company's routes at rates less than the regular one-way fare and will be good for the return until August 31st. These tickets cover first-class passage and will allow holder to stopover at various points of interest en route either going or returning, or both, and can be purchased for passage going via any of the Southern Pacific Company's three routes, Sunset, Ogden or Shasta, returning the same or either of the others. Through Pullman Palace and Pullman Tourist sleeping cars. For particulars address W. G. Neymyer, G. W. A., S. P. Co., 238 Clark street, Chicago, Ill.

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