

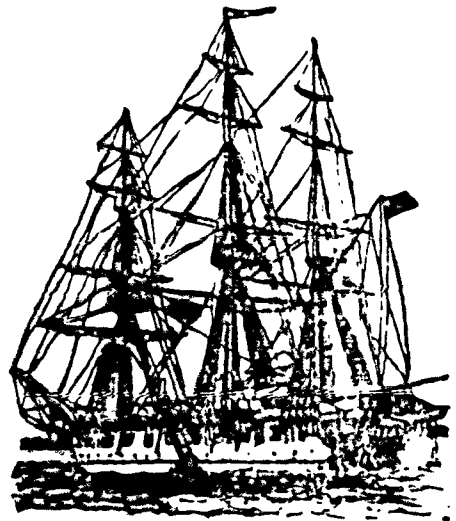
OLD IRONSIDES.

THE ONE HUNDRETH ANNIVERSARY OF AMERICA'S SEA POWER.

The Frigate Constitution, the Most Famous Ship That Ever Carried the American Flag, Was Launched One Hundred Years Ago—Incidents in Her Career.

"Old Ironsides" is 100 years old. September 20, 1797, was the day set for the launching of the old battleship, and now, a century after the historic event, she still survives the wear and tear of peace and war. Charlestown harbor, Boston, was where the launching finally took place. The American navy is, therefore, just a century old, for the Constitution was one of the first battleships built by the then youthful government after it had achieved its independence.

"Old Ironsides" is by all odds the most famous vessel that ever floated the American flag. Hull, Bainbridge, Decatur, Rodgers and Stewart were among her captains. Paul Revere furnished the brass bolts and spikes that went into her sturdy frame. Betsy Ross, "mother of the American flag," sewed the great banner of fifteen stars and fifteen stripes that floated above her when she first breast the waves. Holmes wrote an ode to her that is familiar to every schoolboy. Lord Byron was once a guest on board and Capt. Dacres, afterward a British ad-



"OLD IRONSIDES."

miral, was entertained there as a prisoner. Her record during the war of 1812 included the capture of three first-class British frigates, 154 guns, 900 prisoners, and property worth above \$1,000,000. Truly if ever a ship deserved to have her birthday remembered in her ripe old age the Constitution does.

It was in 1794, in view of the troubles with Algiers, that President Washington and Gen. Henry King, secretary of war (the navy was not then a separate department), recommended the building of a number of first-class frigates. Of the six vessels thus provided for only three were at once built. They were the Constitution, of 44 guns, 1,878 tons burden, and costing \$302,719, which was built at Charlestown, the United States of the same size, built at Philadelphia, and the Constitution of 36 guns, 1,215 tons, built at Baltimore. They were all of American plan and build; the designer was Mr. Joshua Humphreys of Philadelphia.

The engagement of the Constitution and the Guerriere forms a story that we have all read and gloried over in our school histories. It was the first American victory in the war of 1812, and coming from an unexpected quarter, it set the country wild with enthusiasm. When Hull and his victorious crew returned to Boston a great dinner was given to them by the citizens, and John Adams presided. Congress voted a medal to Hull and \$50,000 to be divided among the officers and crew; the whole country set to singing praise of the Yankee tars.

The other exploits of the Constitution, including her escape from Admiral Broke's squadron in a three-day chase, her capture of the Java and later of the Cyane and Levant in a single engagement, are familiar.

In 1838 the old ship—old even then—was thoroughly overhauled, and rebuilt at Charlestown, and figured in an incident that aroused considerable feeling at the time, though it has since been generally forgotten. Gen. Andrew Jackson was then at the height of his popularity, although then, as always, he was bitterly hated by some of the New Englanders. Capt. Elliot, who had charge of the remodeling of the ship, thought to do honor to the president by having a new figurehead constructed, representing Jackson in the Hermitage scene, holding a scroll on which appeared the words: "The Union—it must be preserved."

At once a torrent of protests broke out in New England. Threats were freely made that the figurehead would not be allowed to keep its place. One dark night, when a terrible storm of thunder and lightning was raging, Capt. Samuel Dewey, a Boston skipper, rowed out of Charlestown harbor with muffled oars, and, climbing into the ship's forechairs, sawed off the figurehead almost under the nose of the sentry.

The past half century has been an uneventful one for Old Ironsides. She did duty many years as a training ship, and at the outbreak of the civil war she was anchored at Annapolis. It was feared that she would fall into the hands of the Confederates, and she was towed to New York. She was afterward removed to Philadelphia, and some years ago was towed to Portsmouth, where she remained until she was taken back to Charlestown for the celebration in honor of her century of existence. A plan that has been recently put forward in several quarters and that may be adopted, is to station the old ship at Annapolis or Washington and to fit her up as a naval museum with relics of our earlier naval history. It is believed that by this means she will be assured of preservation for another hundred years, and that she will serve a useful purpose as a constant object lesson in patriotism to the younger generation of Americans.

Most Elastic Substance.

Glass is the most perfectly elastic substance in existence. A glass plate under pressure in a bent position will, after twenty-five years, will return to its original form. Glass is the only substance that does this.

A MAD KING'S WHIM.

How Ludwig Made His Faithful Horses Provide Hare Sport.

The mad King Ludwig's sleighs were never drawn by fewer than four horses. The Bavarian monarch appears to have been fond of these animals, whom he called his "dumb couriers." But, like everything else about him, they were compelled to suffer in order to gratify their master's fancies. During the winter of 1874 instructions were sent to the royal stables that the thirty best horses they contained were for several days to be fed on nothing but oats. The grooms imagined they were to be entered for a race. Though a blinding snowstorm was raging, Ludwig commanded some workmen to at once set about erecting a wooden tower in the forest adjoining his palace, and around this tower a gallery was to run. Finally, when his plans were matured, he stationed an orchestra of wind instruments near this erection, taking its own position on the balcony. In the cornfields near he had scattered here and there drums, kettles and some soldiers with rifles loaded with powder, and an order was given that each man should remain hidden and silent. At a given signal the horses were led quietly to the foot of the tower. Then the King gave a sign which was understood by the leader of the orchestra, by the drums, kettles, trumpets and soldiers. In an instant the most infernal hubbub broke forth. Each drummer vied with the other to beat louder, the trumpeters nearly burst their cheeks, there were powder explosions, shrill whistles and most diabolical howls. The terrified horses broke their fastenings. Mad with terror they reared, wheeled, zigzagged, plunged and kicked; they galloped here and there, with blood-red nostrils and floating manes they bolted in all directions to the jeopardy of the orchestra and the terror of the drums and kettles in the fields. One by one they disappeared over the horizon, white with foam, still snorting and rolling their eyes. It was days before some of them were found, many were picked up embedded in wild and terrified. Some had reached the mountains, others had penetrated the woods or become entangled in the marshes. His Majesty, however, was amused.

A FOOTBALL INVENTION.

A Contrivance Used to Teach Players How to Tackle.

Tackling is the most difficult part of football. A low tackle may be so low as to be foul, and a tackle too high may enable a man to escape the tackler's grasp. The surest tackle is about the waist. Harvard has swung a canvas bag about the size of a man from an upright bar, and midway about the bag is what looks like a life preserver. The bag is swung and men are given lessons in tackling it below the "life preserver." It is said to be an excellent machine to teach men how to tackle.



A TACKLING MACHINE.

The method of using the novel contrivance is as follows: The men are lined up about ten yards away from this supposed opponent, and each takes his turn at tackling it. That seems simple enough, but just as the player makes his headlong dive for the figure on the figure to the side. Unless the player is remarkably quick he is liable to tackle thin air and in about half a second after lands on the earth with a thud, while the crowd applaud and laugh. The device is a practical one, however, and the coaches are unanimous in their approval of it.

Remnants as a Wheat Country.

Although Roumania is a comparatively small country she is one of the principal grain exporting lands of Europe. Since the country was turned into one of peasant proprietors by the disposal of the crown estates, the cultivation of cereals, and especially of wheat, has increased largely, and with it the exports. Indeed, Roumanian exports consist almost entirely of grain. Last year she shipped from her Danubian ports nearly 13,500,000 quarters of grain, or 2,500,000 more than in 1895. Of this total wheat figured for 7,500,000 quarters, or 2,500,000 over 1895, maize, barley, rye standing next in the order named.

The New Scotland.

Colonel Ross and the officers of the Royal Scots, which corps is at present quartered in Edinburgh Castle, have sanctioned a Sunday performance by their band on the esplanade of the historic fortress. A few years ago such a course would have occasioned an outburst of wrath in the city, but Modern Athens is so advanced nowadays that not even a small section of the "unoo guld" has raised their voices against this band-playing on Sunday.

A Polyglot Religious Service.

A queer polyglot religious service was held at the Seaman's Bethel at Douglas on the Isle of Man, in which the gospel was read in Gaelic, a hymn sung in Manx, prayer offered in Welsh and the service delivered in English. On a previous Sunday the Lord's Prayer was said in Cornish, a language the last speaker of which died in the early years of this century.

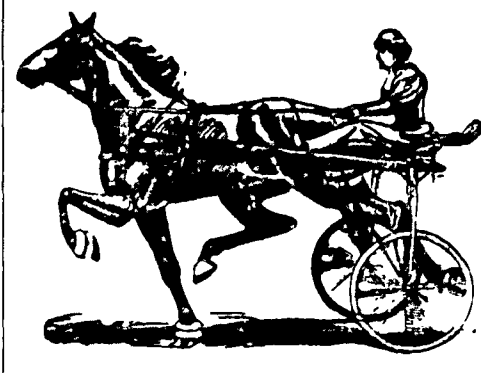
WOMEN JOCKEYS.

FARM MAIDS BECOME EXPERTS AT DRIVING TROTTERS.

It is a New England Idea—Miss Elliott, Champion of Her Sex, in an Exciting Race—Effect of Woman's Presence on the Turf—A Striking Costume.

While it has been of common occurrence for women to participate in races here and there over the country during the last few years, it usually has been their prerogative either to walk on a four-wheeled vehicle, or to cart. At the Taunton fair, in the fall of 1870, Miss Julia Woodard, a young lady of 20, drove in competition with several gentlemen for prizes to be given to the best family horse. Miss Woodard drove a top buggy, and was awarded a prize.

In Kansas, some three years ago, a woman campaigned a stable of several trotters, but although she was the active manager, and often drove the horses in their work, she did not drive in the races.



MISS JULIA WOODARD.

At South Framingham, for several years past the management of the fair annually held there, has given a purse for which only women drivers were eligible to compete, and the race has always been one of the most interesting of any of the programme. The majority of those who have driven in these races have been married women, driving to light road wagons or to carts of special style of dress being demanded for the occasion.

Mrs. I. F. Crosby, who is the owner of Cape Cod farm, a choice little breeding establishment at Brewster, Mass., was the first woman to mount the sulky just like a man and drive in races, which she did some two or three years ago. She proved herself a handy driver and possessed of a cool and level head under excitement, which is an essential requisite to one who aspires to drive in a race. Mrs. Crosby is not at all bold or aggressive, but on the contrary is a retiring modest little woman who loves horses and has become interested in reading racing training and trotting them. Consequently she is well versed in pedigrees, and not only can she give the genealogical history of her own horses, but she has a clear idea of the basic blood lines of all the principal trotters and the families from which they spring.

It has remained for this season, however, and the State of Maine to give the full fledged horse race where all the drivers were women, the horses hitched to sulks, and the fair sex barred from no right extended to men under the rules of racing.

It was at Pittsfield, Me., that these women drove their initial race, and here, as at the State fair at Lewiston, Miss Leola Elliott, the 22-year-old daughter of a farmer who lives in Orient, Ardenook County, was the winner, although Mrs. Crosby, who won second money, drove the fastest mile of the race, which was in 2:25. Of the four women drivers, all but Miss Elliott are married.

Mrs. Mary Woodcock winner of third money lives at Ripley, and although she has had considerable experience driving on the road, her track engagements have been limited to three events.

Miss Henry Meader drove Pilot Morrill who is owned by her husband. Miss Elliott has always lived upon a farm, and has devoted a great deal of her time to caring for domestic animals of all kinds, but the colts and horses have been her hobby. She is of form rather delicate on the whole in appearance, yet what she lacks in physical prowess is more than made up in tact and an ingenious use of her limited muscular strength. She drives the gray mare Maud Ellingwood, and has given her a record of 2:29 1/2.

When driving in races Miss Elliott wears a bicycle suit of gray, divided skirt, with knickers and gaiters. Mrs. Meader wears a similar suit of gray. Mrs. Woodcock wears a vest and jockey cap of brilliant yellow satin, and Mrs. Crosby appears in a very neat and dainty crimson satin coat and cap.

The presence of women on the turf in any capacity will be for its good. Their presence has a refining and purifying influence, and it will be quite as efficacious around the stable of the trotter as elsewhere.

Languages That Will Survive.

A writer in a magazine has made the prophecy that in 300 years from now the world will know only three languages—English, Russian and Chinese. The English language will be spoken all over North and South America, in Australia, India, Africa, New Zealand and the islands of Australia and the Pacific. The Russian tongue will have conquered all Europe except Great Britain, and all Asia except India. Chinese will hold sway over the rest of the world.

The Earth's Age.

Scientific men say that the earth's age is about half a million years for the nebular and stellar period, and about 25,000,000—of which 15,000,000 are past—for the period of organic beings.

AUTOMATIC SALOON.

A Curious Structure in One of the Business Streets of Berlin.

There is a curious automatic saloon and lunchroom in one of the principal streets in the business section of Berlin. The walls are lined with machines of the "nickel-in-the-slot" description, which are labeled to indicate their contents and the price of each article, and everybody helps himself. By putting a coin of the proper value in the slot, holding a glass under the faucet and turning the key the customer can draw a glass of beer or wine, whiskey, cognac, and other drinks, and in a similar manner can obtain sandwiches of all descriptions, biscuits, cakes, confectionery and even ice cream, and then he sits down at a little table and enjoys his lunch. Although there are hundreds of customers patronizing this place every day, two young women attend to them all without an effort. One sits at a desk and makes change, the other gathers the soiled dishes and glasses and replaces them by fresh ones. There is no confusion; no controversies occur about change or over the articles ordered. Every customer decides what he wants, slips his nickel in the slot and gets all that he pays for.

A PNEUMATIC CAR PAINTER.

A New Device That Has Done Away With Brush Painting.

The Kansas City, Fort Scott & Memphis Railway is now using in its shops in Kansas City a pneumatic car painting machine. Though the machine has only been in use three days Frank Crocker, master painter, says it has been very satisfactory as a material and labor saving device. A freight car can be painted with it in one hour while by the old method it takes an experienced man from two to three hours to do the same work. If the new machine continues to prove a success it will be a death blow to car painting by the old method.

The painting machine is very simple and so small that a painter can easily lift it with one hand. The paint is placed in a gallon can provided with a handle. A 3/4 inch brass tube enters the side of the can near the bottom, passes up the outside and connects with another tube a foot long which is fastened across the top of the can. To this tube is fastened a rubber hose attached to an air compressor. Both tubes are supplied with valves, the top one to turn on the air and the side one to regulate the flow of the paint.



PAINTING BY MACHINERY.

The air in passing through the top tube draws the oil out of the can by suction power, through the side tube and throws it against the car in the form of mist. The painter, standing five feet from the car can throw a spray of paint three feet in diameter.

Besides saving material and labor another great advantage the pneumatic painter has over the man with a brush and a can of paint is that it applies the paint to the car with uniform thickness and with great force. The paint is driven into the smallest crevice or hole in the car and this enables the painter to reach points under the car roof where the man with a brush would be able to make little headway.

So far only freight cars have been painted with the machine Mr. Crocker has not used it on passenger coaches on which several coats of paint and varnish must be placed. The new machine is an invention of Mack Mastin of the Illinois Central railway.

An Unsophisticated Bride.

A great many eloping couples come to Oakland from West Virginia and Pennsylvania to be married, says a dispatch in the Baltimore Sun. Some of them attract a great deal of attention. Recently a very young-looking couple arrived and took rooms at the Commercial Hotel. They said they had driven sixty miles through the mountains to be married. The girl was in short dress and wore her hair hanging down her back. "She did not look to be more than fourteen, although she declared she was nineteen. She did not know the name of the county in which she lived. She had never seen a piano before, and when a lady stopped playing in the parlor she went in and asked her to 'play that music box some more.'" She said she had never seen one like that. They secured a license, were married and started across the mountains to their West Virginia home, and will probably be as happy without a piano as with one.

A Scholarly MIH Hand.

Balliol, the most exclusively of Oxford colleges, has among its undergraduates a married Lancashire mill hand, twenty-three years of age, who worked his way into the university by studying after factory hours, with the help of free libraries and university extension lectures. He passed his Greek examination eighteen months after learning the alphabet, and within six weeks after admission to college won the Brackenbury history scholarship, worth \$400 a year for four years. He is trying for an honor degree in history.

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