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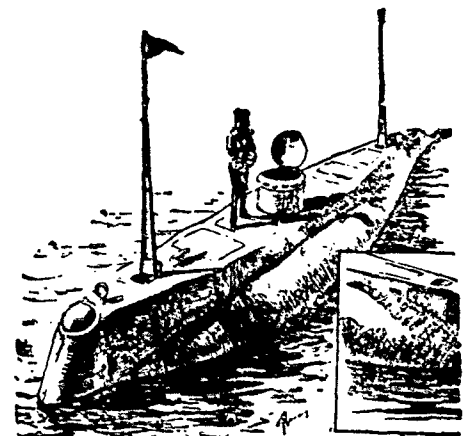
## THE HOLLAND BOAT.

THE SUBMARINE BOAT THEORY IS NOW TO BE DEVELOPED.

The Government at Last Makes a Contract for a Boat A Change of Policy in the Navy Department A Boat That Sinks and Rises at the Will of the Pilot.

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.

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 numer-



The Submarine Boat.

ous 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.

Another Vessel.

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, 1892, 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 withhold further decisions upon the Plunger until more certain prospects of its success were made manifest. Indeed, within a few months the Secretary, in reply to 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 purely, and that the refusal to give official recognition of the idea was based solely upon certain questions that had arisen with the contractors and builders of the Plunger.

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 their sanguine prophecies be realized, produce a type that will have a definite 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 its coning 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 signalled 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, 11 minutes and 5 seconds. On the return trip the boat was submerged at 2:45; 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 25 minutes 43 seconds.

The Report.

The Naval Committee reported these facts and added that during the run the air inside the vessel was quite fresh and that during the run there was no disturbance at the surface of the water except such as was caused by the flagstaff, which would not be used 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 an 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 defence.

Repeated Rejections.

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 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 boat is a steel shell, 54 feet long and 10 1/2 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 war ships or shore defences.

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 140 feet. When necessary, to rise this water is forced quickly out by powerful pumps, and then the boat bobs quietly up to the surface.

## REMOVING THE WOUNDED.

A Newly Invented Stretcher for the Battlefield.

The removal of wounded soldiers from battlefields is a painful and difficult operation, and one which has in many instances hastened the death of those whom it was designed to relieve. The reason is because the appliances used for this purpose are clumsy and the infliction of much unnecessary pain on the sufferers during the act of removal is thus rendered unavoidable. To those who know nothing of war it may seem an easy matter to place a wounded man on a stretcher and convey him to an ambulance, but experience shows that under present conditions it is by no means an easy task and that not even by the most delicate handling can a sufferer be placed on an ordinary stretcher so gently that



A Newly Invented Stretcher.

his pain will not be in some measure increased. A knowledge of this fact impelled Dr. Chavernac, of Aix-la-Chapelle, to turn his attention to the subject some time ago, and the result is he has now devised an entirely new stretcher, which possesses so many advantages over the one now in use that several military experts have pronounced themselves warmly in its favor.

Furthermore, only two bearers are needed for the stretcher, whereas four bearers are required for the stretcher in use on battlefields and in hospitals. The services of these four are necessary in order to place the sufferer properly on the stretcher, and, as the task is a delicate one, they must be men of some experience and skill. Dr. Chavernac's stretcher, on the other hand, may safely be confided to two bearers who have never done such work before, for the apparatus is so light, so simple and so easily managed that they will not find the slightest difficulty in placing a patient on it.

## LITTLE CLASSICS

The muffled drum's sad roll has beat  
The soldier's last tattoo;  
No more on Life's parade shall meet  
The brave and fallen few.  
On Fame's eternal camping ground  
Their silent tents are spread,  
And Glory guards, with solemn round,  
The Bivouac of the dead.

—Theodore O'Hara.

Because half-a-dozen grasshoppers under a fern make the field ring with their importunate chink, whilst thousands of great cattle, reposing beneath the shadow of the British oak, chew the cud and are silent, pray do not imagine that those who make the noise are the only inhabitants of the field.—Burke.

With regard to the choice of friends, there is little to say; for a friend is never chosen. A secret sympathy, the attraction of a thousand nameless qualities, a charm in the expression of the countenance, even in the voice or manner, a similarity of circumstances—these are the things that begin attachment.—Mrs. Barbauld.

All the means of action—  
The shapeless masses, the materials—  
Lie everywhere about us. What we need

Is the celestial fire to change the flint  
Into transparent crystal, bright and clear,  
That fire is genius!

—Longfellow, "The Spanish Student."

If you saw a house on fire, what three celebrated authors would you feel disposed at once to name? Dickens—Howitt—Burns.

Cards were at first for benefits designed.

Sent to amuse, not to enslave the mind.

—David Garrick.

Books are men of higher status, and the only men that speak aloud for future times to hear.—Mrs. Browning.

The great world's altar-stairs  
That slope thro' darkness up to God,  
Tennyson, "In Memoriam."

Genius is the highest type of reason; talent, the highest type of the understanding.—Hickock.

Slow are the steps of freedom, but her feet turn never backward.—Lowell.

He is gentle that doth gentili dedis.

—Chaucer, "Canterbury Tales."

For I am the only one of my friends that I can rely on.—Apollodorus.

Who would be free, themselves must strike the blow.—Byron.

## ALL SORTS.

"Whisky is steady," says a late market report. Perhaps it is, but the man with several fingers of it concealed under his vest is apt to be otherwise.—Chicago Daily News.

The American spitting habit has led to a curious plan in Cleveland, Ohio, for keeping the sidewalks clean. If an ordinance introduced in the City Council, last night, is approved, spittoons will be placed at distances of 200 feet along the streets.

It was computed, not long ago, that no fewer than 774,000 wild geese are killed annually by the Indians of Hudson Bay, and not fewer than 1,200,000 geese leave their breeding grounds by the Hudson Bay at the beginning of winter, for the South.

The Indians of South America use a curious poison which is called *ataxi*. A grain of it has the effect of starting an irresistible desire for exertion. The victim begins walking briskly, round and round in small circles till he drops dead in his tracks. There is no pain, but much excitement.

The greatest banquet in history took place on August 18, 1859, when the 40,000 mayors of France sat at a table in the palace de l'Industrie, in Paris. There were three relays of about 13,000 guests each. To prepare the feast required 75 chief cooks and 13,000 waiters and scullions, etc.

From far away Noumea, in New Caledonia, Commercial Agent Wolff writes of prosperity, a rapidly growing commerce and increase trade with Western America. A stone quay, the finest in the Pacific, is under construction, and a plant for the electric lighting of the town is erected.

## CONUNDRUMS.

Why is an umbrella like a panicle? Because it is seldom seen after lent.

What tree bears the most fruit to the market? The axel-tree.

What great Scotchman would you name if a footman knocked at the door? John Knox.

Why is a pretty girl like an excellent mirror? She is a good looking lass.

What affection do landlords most appreciate? Pa ental (pay-rental).

Why is a pig with a curly continuation like the ghost of Hamlet's father? Because he could a'tall unfold.

Why does a dressmaker never lose her hooks? Because she has an eye to each of them.

Why are quinine and gentian like the Germans? Because they are two tonic (Teutonic).

Why are nose and chin at continual variance? Because words are always passing between them.

Why is a person with his eyes closed like a detective schoolmaster? He keeps his pupils in darkness.

## BITS OF FUN

Editor-in-chief—I understand young Bluegore, the millionaire's son, has gone in for journalism. City Editor—Yes. He's on my staff. Editor-in-chief—And what do you think of him? City Editor—Well, he's a unique figure in journalism. Editor-in-chief—You don't say? City Editor—Yes. He's at once the richest and poorest reporter in the city.—Catholic Standard and Times.

Mrs. Wunder—I see where a man put West is going to run a paper on strictly religious principles.—Mr. Wunder—He can't do it. Mrs. Wunder—I don't see why. Mr. Wunder—Did you ever hear of a newspaper office that could get along without the devil?—Baltimore American.

Nephew—Aunt Minerva, do you believe in the new woman? Aunt Minerva—Indeed I do. You can't regulate some men at all, unless you leave them to death.—Indianapolis Journal.

## NEW YORK CENTRAL

THE FOUR-TRACK TRUNK LINE.

Trains leave from and arrive at Central Station, Rochester, as follows:

EAST BY MAIN LINE.

A. M.—7:00, 7:15, 7:30, 7:45, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 9:30, 9:45, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00, 12:15, 12:30, 12:45, 1:00, 1:15, 1:30, 1:45, 2:00, 2:15, 2:30, 2:45, 3:00, 3:15, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 6:45, 7:00, 7:15, 7:30, 7:45, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 9:30, 9:45, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00, 12:15, 12:30, 12:45, 1:00, 1:15, 1:30, 1:45, 2:00, 2:15, 2:30, 2:45, 3:00, 3:15, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 6:45, 7:00, 7:15, 7:30, 7:45, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 9:30, 9:45, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00, 12:15, 12:30, 12:45, 1:00, 1:15, 1:30, 1:45, 2:00, 2:15, 2:30, 2:45, 3:00, 3:15, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 6:45, 7:00, 7:15, 7:30, 7:45, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 9:30, 9:45, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00, 12:15, 12:30, 12:45, 1:00, 1:15, 1:30, 1:45, 2:00, 2:15, 2:30, 2:45, 3:00, 3:15, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 6:45, 7:00, 7:15, 7:30, 7:45, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 9:30, 9:45, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00, 12:15, 12:30, 12:45, 1:00, 1:15, 1:30, 1:45, 2:00, 2:15, 2:30, 2:45, 3:00, 3:15, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 6:45, 7:00, 7:15, 7:30, 7:45, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 9:30, 9:45, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00, 12:15, 12:30, 12:45, 1:00, 1:15, 1:30, 1:45, 2:00, 2:15, 2:30, 2:45, 3:00, 3:15, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 6:45, 7:00, 7:15, 7:30, 7:45, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 9:30, 9:45, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00, 12:15, 12:30, 12:45, 1:00, 1:15, 1:30, 1:45, 2:00, 2:15, 2:30, 2:45, 3:00, 3:15, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 6:45, 7:00, 7:15, 7:30, 7:45, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 9:30, 9:45, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00, 12:15, 12:30, 12:45, 1:00, 1:15, 1:30, 1:45, 2:00, 2:15, 2:30, 2:45, 3:00, 3:15, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 6:45, 7:00, 7:15, 7:30, 7:45, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 9:30, 9:45, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00, 12:15, 12:30, 12:45, 1:00, 1:15, 1:30, 1:45, 2:00, 2:15, 2:30, 2:45, 3:00, 3:15, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 6:45, 7:00, 7:15, 7:30, 7:45, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 9:30, 9:45, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00, 12:15, 12:3