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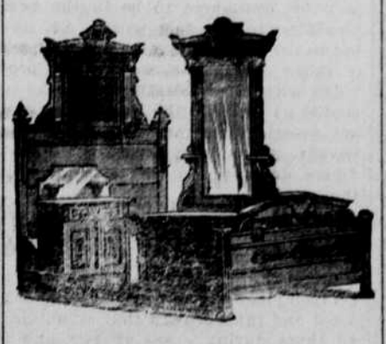

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Complete and satisfactory replies to the above questions will be found in the Burlington Routes Klondike Folder Now ready for distribution. Sixteen pages of practical information and an up-to-date map of Alaska and the Klondike. Free at Burlinton Route ticket offices, or sent on receipt of four cents in stamp by J. Francis, Gen'l passenger Agent, Burlington Route, Omaha, Nebr

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## PRIMITIVE ANCHORS.

STONES AND WOODEN TUBES FILLED WITH LEAD FIRST USED.

**The Earliest Anchors Made on the Hook Principle Had Only One Fluke—Crude Devices That Are Still Used In Different Parts of the World.**

There appear to be two ideas which have led up to the invention of the modern anchor: (1) the idea of attaching the vessel by means of a rope or chain to a weight sufficiently heavy to keep the vessel from moving when the weight has sunk to the bottom of the sea, and (2) the idea of using a hook instead of (or in addition to) the weight, so as to catch in the bottom. The English word anchor is practically the same as the Latin ancora and the Greek angkura, meaning "that which has an angle," from the root ank, bent.

The earliest anchors made on the hook principle probably only had one fluke instead of two. In the "Sussex Archæil. Coll." there is an illustration of what has been surmised to be an anchor made out of the natural forked branch of a tree. It was found with an ancient British canoe at Burpham, Sussex. There is in the British museum an interesting leaden anchor with two flukes bearing a Greek inscription. Its date is about 50 B. C. and it was found off the coast of Cyrene.

The invention of the anchor with two flukes is attributed by Pausanius to Midas, by Pliny to Eupalamas, and by Strabo to Anacharsis. Diodorus Siculus states that the first anchors were wooden tubes filled with lead, while another classical writer says that before the introduction of metal anchors lumps of stone with a hole through the middle for the attachment of the cable were used.

The form of the anchors used by the Greeks and Romans is well known from representations on Trajan's column and in the catacombs at Rome as an early Christian symbol. This form does not seem to have changed materially for quite a thousand years, as is shown by the Bayeux tapestry.

Some very primitive kinds of anchors are in use at the present day in different parts of the world, and a study of their construction may throw some light on the evolution of the modern anchor.

An anchor which came from Japan consists of a natural forked branch of a tree, slightly improved artificially, so as to make a hook. Two round bars are fixed at right angles to the shank, and to these two ordinary beach pebbles are tied. The length of the anchor is 2 feet 3 inches, the width across the hook 8 inches, and across the transverse bars 1 foot 5 inches. The stones are from 5 to 6 inches in diameter and 2 inches thick.

Another anchor was in use quite recently in the Arran islands, off the west coast of Galway. It is constructed of a sloping bar at each side and three crossbars, forming a figure not unlike the isosceles triangle in Euclid's pons asinorum. The lowest of the three crossbars is of square section and is fixed by iron spikes at each side to the sloping pieces so as to prevent them spreading outward. The stone, which acts as a weight, is clipped by means of the two side pieces, being held tightly by two spliced rings of rope passing under the upper crossbars.

These crossbars are of round section and project at each side, thus keeping the rope rings from slipping upward. The cable is fixed to the middle of the lowest transverse bar and is carried up on one side of the stone, then between the two sloping boards, and finally through a loop fixed to a hole at the top of the anchor. The boards at each side are 1 foot 10¾ inches long and the stone 1 foot 5 inches long.

It may seem strange that such primitive looking contrivances should continue to be used by fishermen who have a full knowledge of every modern appliance connected with navigation and vessels, yet there are good reasons why they should have survived. Where the sea or river bed is rocky anchors are easily lost. This is a serious matter when the anchor is of iron and of some value, but if it is constructed like those described there is not much difficulty or expense in replacing it. A beach stone and a few bits of wood are always at hand, and the skilled workmanship required to fashion them into a very serviceable anchor is but small.

Thus it is that under certain conditions primitive appliances must always hold their own against modern inventions. When, as often happens, a newly introduced contrivance gets out of order, it generally involves much greater loss of time and more expense to replace it than if it were of simpler construction and capable of being made by an ordinary workman out of materials easily procurable on the spot.

Highly civilized man has much to learn from his prehistoric ancestors and from uncultured races still existing as to how he should act in an emergency when deprived of his usual appliances. —Reliquary and Illustrated Archæologist.

**Trials of Translation.**

English critics say that recently fate gave evidence of more than usual intelligence in the office of a Parisian journal. The Parisian editor saw a London critic's appreciation of Anna Thibaud, whose songs are as pointed and flowery as her "rosebud" slippers. The Londoner wrote that "mademoiselle's feet were incased in fairy boots." The Parisian set himself diligently to work with his dictionary, and soon had it correctly translated, we presume, but when it appeared in print, instead of reading that mademoiselle's feet were incased in "bottes de fee," it said they were incased in "pots a fleurs" (flower pots).

"Never be critical upon the ladies," was the maxim of an old Irish peer, remarkable for his homage to the sex. "The only way that a true gentleman ever will attempt to look at the faults of a pretty woman is to shut his eyes."

## THE COLONEL'S STORY.

**How Jim Adkins Went to War, Got Buried and Was Resurrected.**

"Talking about war times," said the old colonel, "did any of you ever hear the story of Jim Adkins?"

"No."

"Well, I'm surprised. Everybody in the settlement knew it. Jim was a no 'count sort of a fellow, and the old man was anxious to get rid of him, so when the war broke out and they were looking around for men the old man gave him away."

"Gave him away?"

"Yes. Jim was in the hayloft, and they were about to leave without him when the old man winked and pointed to the barn.

"That was enough, and they got him and marched him to the front.

"The old man was sorry after Jim was gone and his conscience hurt him bad. But he hoped for the best, until one day he got a message that told him Jim had been killed and buried on the battlefield.

"Then he packed his grip and started right off to bring Jim's body home, if possible, for the grief stricken mother would have nothing else and made life miserable for him with her reproaches.

"He went to Virginia, and was there informed that it would be impossible to remove the body. So he stood over the spot where it was buried and wept for three days. Then he went sadly home.

"And, lo and behold, the first man he met as he neared his gate was Jim—safe, sound and right side up with care!

"It was some time before the old man could say a word, but when he found it was really Jim—in flesh and blood—that they had got Jim mixed up with some other Adkins, and he hadn't been killed at all, the old man was hot! He slowly divested himself of his coat, then rolled up his sleeves and made for him! It was the liveliest scrap you ever saw—the old man on top, and the two of 'em wallowing in the dust!

"It took the old lady and the three girls and two stout darkies to pull the old man off.

"He never did explain why he did it, and Jim didn't ask any questions, but the next morning he told his mother that while his furlough wasn't out still he knew his country needed him and he couldn't stand to stay at home under those circumstances, so he left his blessing for the old man and took the first train for the front."—Atlanta Constitution.

## HE WAS A HUMBUG.

**His Wife Was Disgusted When She Learned the Author of the Article.**

Scribbler had come home from the office in the evening quite "played out," because of the output of his pen and brain that day. He was lying on the couch in the sitting room after supper, when Mrs. Scribbler, who had been reading a magazine, said:

"See here, George Scribbler, here is something that fits you to a T, and I want you to read it."

"What's it about?"

"It's about these funny kind of men who must have everything just so in their homes, no matter how hard it makes it for others. You know that you are one of the funniest men alive. Every rug and chair and book must be exactly in its place, and a little dust sets you to scolding. You must have a clean napkin every meal, and you cannot eat if there is a tiny spot on the tablecloth, and everything must be served just exactly so or you get grumpy. Now, is not that true?"

"A man likes to see things in order in his own house," said Scribbler.

"Of course he does, and I try to keep things in order, but I defy any woman to maintain the degree of order you expect with four or five children in the house. Now, this article refers to just such unreasonable, fussy men as you are, and it is not one bit too severe even when it says that they are small spirited and lacking in true manliness. I do wish that you would read the article."

"I don't need to," replied Scribbler, sitting up to stretch and groan.

"I'd like to know why you do not need to read it, George Scribbler?"

"Because—well, the fact is, my dear, I wrote that article myself."—Denver Post.

**"For Valor."**

A little story that appeared not long ago in a Spanish comic paper is sent to us by correspondent to show how Spaniards thought of their navy before the present events. A Spanish admiral touching at some foreign port in the natural course of events calls on the governor of the local fort, and on the return call the governor sees the one little gun of the Spanish man-of-war run out to fire a return salute, but at the critical moment the Spanish admiral rushes up and throws the gun, carriage and all, into the sea.

"What!" exclaims the distinguished visitor. "Why do you throw your government's guns overboard?"

"Because," replies the admiral, "if the gun had gone off, it would have blown this whole ship to pieces! That means another decoration for me!"

"How's that?"

"For my courage in saving this ship from destruction."—London News.

**Not a Written Line.**

Excited Lady (at Atlantic City—Why isn't something done for that ship in distress? Why don't some of you—

Life Saver (hurriedly)—We have sent the crew a line to come ashore, mum.

Excited Lady—Of all things! Were they waiting for a formal invitation?—New York Weekly.

**A Cause For Grief.**

A Chinese of 40 years old, whose mother still flogged him daily, shed tears one day in the company of friends. "Why do you weep?" asked one. "Alas, things are not as they used to be!" he lamented. "The poor woman's arm grows feebler every day."—Household Words.