## HOPES TO GAIN ANCIENT KINGDOM



Abdurrazzak, the subject of this photograph, is a descendant of an ancient king of Botan in Kurdistan, who in 1262 was defeated and captured by the Turks. He has been secretary of the Turkish embassy at Petrograd and master of ceremonies at Constantinople and is now in the military service of the czar, hoping to regain the kingdom of Botan.

Pendleton Bros. were her next own-

ers. The epileptic of the coast was

next reported flying signals of dis-

On another trip she lost her rudder

off Body's island on her way from

Wilmington, N. C., for New York.

Again she had to display off the North

Carolina coast in her rudderless state

the familiar signal. Again they were

heeded by the faithful policeman, On-

"SPITE UMBRELLA" DID IT

Landlady Kept It and Had to Pay \$102

as Result of Court Pro-

ceedings.

Anthony, Kan.-The famous Harper

county umbrella, which has been in

litigation for several months, became

Mrs. Schoeneman is the landlady at

a rooming house in Harper. Mrs. Lil-

lie Smith, with her daughter and two

with the Schoenemans. Mrs. Smith

was 50 cents. Mrs. Schoeneman says

Mrs. Smith would pay only 50 cents

She forgot her umbrella. Mrs. Scho-

eneman held it for the 25-cent bal-

Mrs. Smith sued. The justice court

gave her a verdict for \$3.50 and \$7

attorney fees. Mrs. Schoeneman ap-

pealed to a jury and it found again

for Mrs. Smith and Mrs. Schoeneman

PLANNED UNIVERSAL GOWN

paid the costs and quit.

mounted to \$100

it was 75 cents.

her safely inside Cape Henry.

tress while making a trip from Bruns

wick, Ga., to Philadelphia.

## Costa Rica of the Cuban party, landing him safely on Cuban soil.

Matanzas Was Some Sea Rover in Former Days.

Yankee Barkentine Which Went Down Recently in Storm Off Bermuda Had Been War Prize and a Smuggler.

New York.-The old Yankee barkentine Matanzas, which has succumbed to the god of storms in her twentysixth year, had a picturesquely adventurous career. She had more bad luck and more good luck than almost any other vessel along the coast. She left Newport News for Cadiz on her last voyage, and nobody thought anything could sink her.

A hundred miles to the eastward of Bermuda she ran into heavy gales that the undisputed property of Mrs. Mary shifted, and Capt. E. H. Nuss and his crew of nine had just time to leap into the long boat.

On the second day in the drifting longboat death took his first victim. All hands bailed night and day. Ten days were passed in that unspeakable longboat without food or fresh water. At the rate of about a man a day they perished. The absence of their weight -providentially, perhaps, for Captain Nuss-made the boat more buoyant. Four men died on the fifth day and three on the ninth.

Then the schooner Bayard Barnes rescued those that were left, Captain Nuss, the steward of the lost Matanzas and one sailor. They were taken to a hospital in Para. Captain Nuss left the two men in the hospital at Para. He came here on the steamer Rio de Janeiro and has gone to his Connecticut home.

This vessel was an unofficial smuggler, prize of war, tanker (molasses water or oil, according to charter) blockade runner, mail packet in time of war and drogher. She was repaired and re-repaired, rebuilt, refastened, new sparred, new rigged, surwered and specially surveyed, and was still a good risk.

Bill Rogers, the shipbuilder of Bath, did an honest job when he shoved overboard the Matanzas. During the Spanish war W. D. Munson & Co. owned her, and she was once a sailing packet between Havana and New York.

Before the Munsons owned her she carried clandestine cigars, which, however, were handled by her thrifty crews, not by her owners. A sailor who had a growl because he was left out of the speculation gave away the smugglers to the collector. He said she brought in 25,000 cigars at a time. Her mate was caught trying to smuggle cigars ashore, and in the galley were more smokes within a pot of beans.

Two years before the Spanish war she had been equipped with tanks of 30,000 gallons capacity for bringing molasses She never stopped going light to Cuba on account of any warat least, she didn't wait for war to be declared before staying home.

In the early stages of the conflict in Cuban waters the Atlantic fleet had to turn back the Matanzas to save that can be suitably worn on all ocher hide. So when she got along to casions. The gown is especially deabout the latitude of Key West and signed to bring freedom and comfort, found that Admiral Sampson wanted without any loss of effective lines, fresh water, what more appropriate to both body and pocketbook. than that she should take a government charter to carry Schuylkill water from Philadelphia to the fleet?

Next she fitted out as a mail ship to kins, charged with neglecting her chilcarry code dispatches from Florida for dren, was sentenced to "eternal sothe Cuban revolutionists. On her first briety" by Magistrate Miller. She actrip in this new character she bore cepted the sentence and promised to home and got \$100 worth of Mrs. Joaquin Aloina, the representative in abide by it.

NOT YET SEA RULER

Supremacy of Submarine Remains to Be Proved.

War Has Disproved Some of Sir Percy Scott's Theories Regarding Naval Warfare-Radius of Undersea Craft Is Increasing.

London.-It is a year since Admiral Sir Percy Scott published his famous letter on the use of the submarine in warfare.

The chief points he put forward

Submarines have entirely done away with the utility of ships that swim on the water. No man-o'-war would dare to come

within sight of a coast adequately proected by submarines. If by submarines we close egress from the North sea it is difficult to

interfered with. With sufficient submarines about it would not be safe for a fleet to put to sea.

No fleet can hide itself from the submarine's eye, and the submarine can deliver a deadly attack even in broad daylight.

With a flotilla of submarines . . would undertake to get into any harbor and sink or damage all the ships in that harbor.

There were many replies to the letter. Lord Sydenham admitted that the submarine would undoubtedly impose new risks on large ships in certain waters, and if favored by chance would obtain occasional successes. In remarking that submarines could not serve all the purposes demanded of ships it is noteworthy that Lord Sydenham anticipated that warfare conducted by submarines alone must lead to "piracy."

One of the ablest of Sir Percy Scott's anonymous critics, signing himself R. N., said:

"We cannot regard the torpedo, whether carried by the battleship, the destroyer or the submarine, either as a decisive or a primary weapon. At the most it introduces an element into naval warfare equivalent to that which ambushes, surprise attacks, cutting out expeditions play in other kinds of guerrilla warfare. It will afondaga, which gathered her in, towing fect grand tactics profoundly, but in no sense incalculably, as its use can seldom if ever prove of decisive ef-

This seemed to be the opinion of the great majority of navy men. Winston Churchill said in a speech that many believed a blow might be struck beneath the water "which will be fatal to the predominance of great battleships at any rate in the narrow That time has not come yet, and the ultimate decision plucked out her masts. She flour. Schoeneman of Harper a few days ago of naval war rests with those who dered, her cargo of coal-1,400 tons- when a jury in the district court as- can place in the line of battle fleets sessed her two dollars for the property and squadrons which in numbers, rights attached thereto, together with | quality and homogeneity, in organizathe costs in the case, which have tion, in weight of metal and in good shooting are superior to anything

they may be called on to meet." Sir Percy Scott, in reply to his critics, opposed Lord Sydenham's assergrandchildren contracted for a room tion that submarines would need a parent ship and suggested that their says the contract for the bed for four range of action was increasing. As a matter of fact it is now believed that the German submarines in addition to what supplies of oil and othwhen she left, and it was accepted. er necessaries they can get from disguised ships are using submarines of the old types as tenders and bring them to the surface for the purpose

of transferring supplies. Admiral Bacon said in a letter: "The idea of attacking commerce by submarines is barbarous." Sir Percy Scott evidently considered this objection would have no weight in the eyes

of the Germans, and replied: "Our vulnerable point is our oil and food supply. The submarine has introduced a new method of attacking these supplies. Will feelings of humanity restrain our enemy from using it?

He added: "To exterminate submarines is a difficult task. An easier task would be for the enemy's submarines to exterminate us by stopping our supply of food."

He pointed out the probability that the enemy's submarines would not go out into the high seas to find our food ships. "Why not wait at the mouth of the Thames, or any other port, where he will find them coming out like railway trains?"

BURNED HOUSE A GOLD MINE

Coins Worth \$2,200 Found in Ruins of Author's Home in New York.

Peekskill, N. Y .- James Hooper, while digging out the ruins of a burned homestead at Tompkins Corstruck a gold mine. He began picking up all sorts of American and foreign was awarded the \$150 prize offered gold coins. Before he finished his through Mrs. Mildred Johnston Lanher design for a gown for women burned some time ago, had kept a numismatic collection. This accounted for the discovery of \$2,200 in gold in the ruins.

Robbed the "Cop." Elkhart, Ind. - While Abraham Pearce, a policeman, slept in his home, a thief with pliers turned the key on the inside of the door, entered the Pearce's jewelry.

see how our commerce can be much

THE PAUL DEVERT HOUSE, NORTH STORIES

ROBABLY no American city has quite the marked individuality that Boston boasts of. Twentieth century progreas and improvement has done but little to obliterate its picturesque aspects, for which antiquarians are duly thankful. One of them, Edward M. Bacon, has written a book about it. He calls it "Rambles Around Old Boston." The publishers are Little, Brown & Co.

We were three-a visiting Englishmen, the Artist, and Antiquary, says Mr. Bacon. The Artist and Antiquary were the gossiping guides; the Englishment the guided. The Englishman would 'do" Old Boston exclusively. He had "done" the blend of the Old and New, and now would hark back to the Old and review it in leisurely strolls among its landmarks. He had asked the Artist and Antiquary to pilot him companionably, and they would meet his wishes, and gladly, for the personal conducting of a stranger so saturated with Old Boston lore as he appeared to be could not be other than agreeable.

Beyond the few measured historic memorials, the landmarks he especially would seek were many of them long ago annihilated in those repeated marches of progress or of improvement common to all growing cities, or effaced in the manifold markings over of the topography of the Old Town, than which none other in Christendom has undergone more. Still, if not the identical things, the sites of a select number of them could be identified for him, and their story or legend rehearsed, while the Artist's pencil would reproduce yet remaining bits of the Old jumbled with the New.

Properly our initial ramble was within the narrow bounds of the beginnings of the Puritan capital, the "metropolis of the wilderness," hanging on the harbor's edge of the little "pear-shaped." behilled peninsula, for which the founders, those 'well-educated, polite persons of good estate," took Old Boston in England for its name and London for its model. The Lincolnshire borough on the Fitham was to be its prototype only in name. The founders would have their capital town be to New England in its humble way what London was to Old England. So Boston was builded, a likeness in miniature to London.

CHETST CHURCH

And today, as we ramble about the shadowy

precincts of the Colony Town, we chance de-

holding its first given London name-a London-

like old court, byway, or alley; a Londonish foot

passage making short cut between thoroughfares;

an arched way through buildings in old London

style. So, too, we find yet lingering, though long

since in disguise, an old London fashioned under-

ground passage or two between courts or one-

time habitations suggestive of smuggling days

and of romance. Such is that grim, underground

passage between old Providence court and Har-

vard place issuing on Washington street oppo-

site the old South Meeting house, which starts

in the court near a plumbing shop and runs along-

side the huge granite foundations of the rear

wall of the old Province house, seat of the royal

governors, now long gone save its side wall of

Holland brick, which still remains intact. This

passage must have eluded Hawthorne, else surely

it would have figured in one of his incomparable

"legends" of this rare place of provincial pomp

and elegance. Then there was, until recent years

that other and more significant passage, opening

from this one, and extending under the Province

house and the highway in front, eastward toward

the sea. Gossip tradition has it or some latter-

day discoverer has fancled that by this passage

some of Howe's men made their escape to the

waterfront at the evacuation. Others call it

smuggler's passage. In that day the water came

up Milk street to the present Library square and

southward to old Church Green, which used to be

at the function of Summer and Bedford streets.

An explorer of this passage—the engineer of the

tavern which now occupies the site of the Prov-

ince house orchard (a genuine antiquary this

engineer, who during service with the tavera

from its erection has delved deep into colonial

history of this neighborhood) -- says that its outlet

apparently was somewhere near Church Green.

Its was closed up in part in late years by build-

ing operations, and further by the construction

The peninsula as the colonists found it we re-

called from the familiar description of the local

historians. It was a neck of land jutting out at

the bottom of Massachusetts bay with a fine

harbor on its sea side; at its back, the Charles

river, uniting at its north end with the Mystic

river as it enters the harbor from the north side

of Charlestown; its whole territory only about

four miles in circuit; its less than eight hundred

acres comprising several abrupt elevations, with

valleys between. The loftiest elevation was the

three-peaked hill in its heart, which gave it its

first English name of Trimountain, and became

Beacon, on the river side; the next in height, on

the barbor front, were the north and south promon-

tories of a great cove, which became respectively

place, which was at the head of the present State

street, where is now the old statehouse. About

the Market place the first homes were built and

the first highways struck out. Thence meandered

the earliest of those legendary "cow paths," the

lanes from which evolved the "crooked little

streets" leading to the home lots and gardens

of settlers. State street and Washington street

were the first highways, the one "The Great

Street to the Sea." the other "The High Waye to

Roxberrie," where the peninsula joined the main-

land, perhaps along Indian trails. At the outset

the "High Waye" reached only as far as School

The town was begun round about the Market

of the Washington street tunnel.

Copp's hill and Fort hill.

lectably here and there upon a twisting street

This London look and Old England aspect, we remarked, remained to and through the Revolution; and in a shadowy way remains today, as our guest would see. It was indeed a natural family likeness, for, as the record shows. Boston from the beginning was the central point of the most thoroughly English community in the New World. There was no infusion of a foreign element of consequence until the end of the colony period and the close of the seventeenth century. Then the French Huguenots had begun to appear and mingle with the native Puritans. But while early in the province period this element became sufficient in numbers to set up a church of its own and to bring about some softening of the old austerities of the Puritan town life, it did not impair the English stamp. These French Huguenots easily assimilated in the community, which welcomed them, and in time these competent artisans and merchants, the Bowdoins, the Faneuils, Chardons, Sigourneys, Reveres, Molineuxes, Greenleafs, became almost as English, or American English, as the rest. Nor was the stamp impaired by the infusion of Scotch and Irish into the colony in increasing numbers during the latter half of the seventeenth and the early eighteenth centuries; nor by the floating population of various nationalities naturally drawn to a port of consequence, as Boston was, the chief in the colonies from the outset. These floaters coming and going merely lent variety and picturesqueness-or brought temporary trouble-to the sober streets. Up to the Revolution the population remained homogeneous, with the dominating influences distinctively of English lineage. When with the Revolution the English yoke was thrown off and the "Bostoneers" tore down every emblem of royalty and every sign of a Tory and burned them in a huge bonfire in front of the old statehouse and afterward renamed King street "State" and Queen street "Court," they could not blot out its English mark. And well into the nineteenth century, when in 1822 Boston emerged from a town to a city, the population was still "singularly homogeneous;" it came to cityhood slowly and somewhat reluctantly after repeated attempts, the first early in the colony period. Edmund Quincy in his fascinating life of his distinguished father, Josiah Quincy, writing of the municipality in 1823 durners, near Peekskill, thought he had ing Josiah Quincy's first administration as mayor -he was the city's second mayor-observes: "The great Irish and German emigration had not then set in. The city was eminently English in its day's work he had found 357 coins of character and appearance, and probably no town don by the polymuriel committee for various kinds, but all of gold. It de- of its size in England had a population of such veloped that Thomas Upp, an author, unmixed English descent as the Boston of that who lost his life when the homestead | day. It was Anglis ipsis Anglior-more English than the English themselves. The inhabitants of New England at that time were descended, with scarcely any admixture of foreign blood, from the Puritan emigration of the seventeenth century."

As the founders and settlers brought with them all their beloved old home characteristics and would transplant them, as was possible, in their new home, so we find their earliest "crooked little streets" with old London names. So the earlier social life, grim though it was with its Puritanical tinge, is seen to have been old English in a smaller and narrower way.

A BIT OF OLD LONG WHARF

and Milk streets, where is now the old South Meeting house, and this was early called Cornhill. Soon, however, a further advance was made to Summer, this extension later being called Marlborough street, in commemoration of the victory of Blenheim. In a few years a third street was added, toward Essex and Boylston streets, named Newbury. The "sea" then came up in the Great cove from the harbor fairly close to the present square of State street, for high-water mark was at the present Kilby street on the South side and Merchants row on the North side. The Great cove swept inside of these streets. Merchants row followed the shore northward to a smaller cove, stretching from where is now North Market street and the Quincy market (the first Mayor Quincy's monument) and over the site of Faneuil hall to Dock square, which became the Town dock. Other pioneer highways were the nucleus of the present Tremont street, originally running along the northeastern spurs of the then broad-spreading Beacon hill and passing through the Common; Hanover street, at first a narrow lane, from what is now Scollay square, and Ann, afterward North street, from Dock square, both leading to the ferries by Copp's hill, where tradition says the Indians had their ferry. Court street was first Prison lane, from the Market place to the prison, a gruesome dungeon, early set up, where now stands the modern City Hall annex. In its day it harbored pirates and Quakers, and Hawthorne fancied it for the opening scenes of his "Scarlet Letter." School street took its name from the first schoolhouse and the first school, whence sprang the Boston Latin school, which felicitates itself that it antedates the university at Cambridge and "dandled Harvard college on its knee." Milk street, first "Fort lane," was the first way to Fort hill on the harbor front. Summer street, first "Mylne lane," led to 'Widow Tuthill's Windmill," near where was Church Green, up to which the water came. "Cow lane." now High street, led from Church Green, or Mill lane, to the foot of Fort hill. Essex street was originally at its eastern end part of the first cartway to the Neck and Roxbury, a beach road that ran along the south shore of the South cove, another expansive indentation, extending from the harbor on the south side of Fort hill to the Neck. Boylston street, originally "Frog lane," and holding fast to this bucolic appellation into the nineteenth century was a swampy way running westward along the south side of Boston Common toward the open Back bay -the back basin of the Charles-then flowing up to a pebbly beach at the Common's western edge and to the present Park square.

Here, then, on the levels about the Great cove, in the form of a crescent, facing the sea and backed by the three-peaked hill, the town was

established. The first occupation was within the scant territory bounded, generally speaking, on the east side by State street at the high-water line of the Great cove; northerly by Merchants row around to near the site of Faneuil hall; northwesterly by Dock square and Hanover street; westerly by the great hill and Tremont street; southerly by School and Milk streets; and Milk street again to the water, then working up toward the present Liberty square at the junction of Kilby, water and Batterymarch streets. Soon, however, the limits expanded, reaching southward to Summer street, and not long after to Essex and Boylston streets; eastward, to the harbor front at and around Fort hill; westward and northwestward, about another broad cove-this the North cove, later the "Mill cove" with busy mills about it, an indentation on the north of Beacon hill by the widening of the Charles river at its mouth, and covering the space now Haymarket square; and northward, over the peninsula's north end, which early became the seat

No further expansion of moment was made through the colony period, and the extension was slight during the Province period. Beacon hill, except its slopes, remained till after the Revolution in its primitive state, its long western reach a place of pastures over which the cows roamed, and the barberry and the wild rose grew.

The foot of the Common on the margin of the glinting Back bay was the town's west boundary till after the Revolution and into the nineteenth century. Till then the tide of the Back bay flowed up the present Beacon street, some 200 feet above the present Charles street. The town's southern limit, except a few houses toward the Neck on the fourth link of the highway to Roxbury (called Orange street in honor of the house or Orange), was still Essex and Boylston streets. The one landway to the mainland, till after the second decade of the nineteenth century, remained the long, lean Neck to Roxbury. The only waterway, at the beginning of the town, was by means of ships, boats, afterward by scows. No bridge from Boston was built till the Revolution was two years past.

So the "storied town" remained, till the close of the historic chapter, a little one, the built-up territory of which could easily be covered in a stroll of a day or two.

From its establishment as the capital Boston's

history was so interwoven with that of the Colony that in England the Colony came early to be designated the "Bostoneers," and the charter which the founders brought with them, and for the retention of which the colonists were in an almost constant struggle, was termed the "Boston Charter.'

Dies of Pneumonia After Operation Which Disclosed Conditions Surgeons Thought Impossible.

old child of Mrs. Harry Wolf of Chicago, is dead, following an operation in a frog weighing more than half surgeons had declared to be impossi-

Goshen, Ind .- The eighteen-months nation disclosed a black spot on the causing death. stomach, and an operation resulted

Miss Jessie Rossfield of New York

Sentenced to "Eternal Sobriety."

Jamaica, N. Y .- Mrs. Margaret As-

which disclosed conditions that many a pound being taken from the infant. Doctors who operated said they believed that when the child drank hy- George E. McLean's new automobile While visiting her parents in Syra- drant water at Syracuse a tadpole was suse. Kosciusao county, last summer. taken into the stomach, and that the after going half a mile,

Roslyn, N. Y .- Because he could not operate it, a thief who stole Mrs. was forced to abandon the machine

Doctor Johnson's Comment on the Peculiar Characteristics of Alexander Pope.

Some of the cleverest epigrammatic hits against a man lacking in directness of speech, manner and purpose were those made at the expense of Alexander Pope by one of his not unfriendly biographers, the famous Doctor Johnson, without reference to

ter of Pope was not widely different talents were those that are not dupli- "Iliad" and "Odyssey," wrote: cated in a century and perhaps not

TOOK DELIGHT IN ARTIFICE | dip into the literary history of the present day, if not also some of the arts on such small occasions that Lady times in which he lived. The charac- men and even women in social life.

Doctor Johnson, while discussing from that of some men who had gone the person and habits of the bard of before him, and it is possible that Twickenham, to which place Pope reafter him came men whose characters | moved from Chiswick after the literresembled his, though, of course, his ary and pecuniary success of his

"In all his intercourse with manin centuries. Some points in his kind he had great delight in artifice strange character, a perplexing blend and endeavored to attain all his purof goodness and badness, as defined by poses by indirect and unsuspected Doctor Johnson, would seem to fit methods. He hardly drank tea with-

Bolingbroke used to say he played the politician about cabbages and turnips."

Naturally a Fighter.

"He is some white hope, isn't he?" "Indeed he is, but he doesn't deserve any special credit for being such fighter.

"Why not?" "His mother named him Montmorency and kept his hair in ringlets unwhom it seems almost impossible to some of the small politicians of the out a stratagem. He practiced his til he was fourteen. He had to fight."

