

FAMED SANTA MARIA.

COLUMBUS' FLAGSHIP COMPARED WITH MODERN SAILING VESSELS.

The Wonder to the Mariner of Today is How the Navigator Crossed the Ocean in His Little Caravel—A Facsimile for the World's Fair.

Spain is now in the midst of a series of fetes in commemoration of the discovery of America which will last till late in October. On the 3d of August, date of the sailing of Columbus from Palos, the jubilation began, and of all the sights the exact reproduction of the flagship of Columbus, the Santa Maria, excited most amazement. Among the sailors in the vast gathering there was a loud chorus of astonishment and unbelief. Almost unanimously they declared that such a ship had not done the thing—it was impossible.



THE NEW SANTA MARIA.

It is indeed hard to believe that the little caravel of 240 tons at the outside could have made such a voyage, and when one compares it with the large sailing vessels of today he may well be incredulous. With the achievements of steam and practical science we are tolerably familiar, but the fact then (though sailing vessels antedate written history, the progress therein since 1492 is as great as in anything else) comes to one as a great surprise. Compare the little Santa Maria with, for instance, the magnificent Shenandoah, the American four masted bark and queen of all sailing vessels, which a few months ago went from San Francisco to Liverpool with 5,000 tons of wheat on board.

Consider first the big sailer. The Shenandoah, commanded by Captain Murphy, was one of the five which left the Bay of San Francisco last year on the famous race around the Horn. They sailed at high tide, of necessity, as they drew twenty-seven feet of water. The weight of wheat aboard, 5,000 tons, was the greatest cargo of the kind ever placed in a vessel and equivalent to 166,733 bushels, or the crop of an average agricultural county. An adequate description of the Shenandoah would fill a column. Sailer as she is, she "makes sail by steam," as sailors say—that is, the sails are pulled into place by a little donkey engine, and of all glorious sights to the seaman's eye there is none more glorious than to see her swell from bare poles to full rig of snowy sails in less than five minutes.

The Santa Maria might have been placed on the deck of the Shenandoah without adding perceptibly to her weight of cargo. She was a decked vessel, and while the Spanish historians do not deal in exact measurements they are so minute in details of her capacity that her size is known. Captain Gustavus W. Fox, after a very careful calculation, declares that her length was "63 feet over all and 37 feet along her keel," with 20 feet beam and 10 1/2 feet in depth. Her crew consisted of fifty seamen, and in the list are found the names of one Englishman and one Irishman. It is really a pity that this list is not certainly authentic; it would be interesting to know the name of the first Irish emigrant to America. This historic vessel was wrecked on Christmas eve, 1492, on the coast of Hispaniola, a calamity due to the gross carelessness of the sailing master.

Small as she was, her consort, the Pinta and the Nina, were considerably smaller, being mere barks, called caravels, without decks, unless the high prow and stern may be so called. In the



THE SHENANDOAH.

center such a vessel was absolutely open and in no respect superior to the fishing craft and other light coasting vessels of today. That men should have been willing to dare the passage of the stormy Atlantic in such craft gives us a high idea of their courage, and as a matter of fact only Columbus, Las Casas, the Pinzons and two or three other mad enthusiasts were willing. The crew consisted chiefly of desperate characters compelled to take the trip. Many were released from prison to go, and some had been condemned to death and volunteered as a bare chance for life. Our astonishment is but slightly mitigated when we read that Columbus did not ask for large vessels, for there were many in the Spanish ports larger than these. He firmly believed that the voyage would be comparatively short

and the sea where he was going always smooth, and he particularly requested such vessels as would enable him to run close in along the shores and sail up the rivers. On his third voyage, when he actually reached South America he complained of the size of his vessel which rendered coast exploration difficult.

The Spanish authorities declare that the Santa Maria of 1892 is an exact reproduction in every detail of that of 1492. It has the same old fashioned shape, the same primitive masts, rigging and sails, and even the same armament of falconets and mortars, halberds and arquebuses. The cabin of the commander is furnished in the style of the Fifteenth century, and its table is littered with maps, documents and nautical instruments of the period. Finally, its mastsheads are decorated with the royal standards of Castillo and Leon, in exact imitation of the flags which Columbus planted in the New World on Oct. 12, 1492. The vessel is manned by an excellent crew, obtained from among the fishermen and sailors of Cadiz and San Fernando, and placed under the orders of a detachment of officers of the royal navy.

At the opening of the Spanish fetes, on Aug. 3, the war vessels of all nations were at Huelva to salute the new Santa Maria on her first voyage down the river, and her entrance into the Bay of Cadiz was greeted by deafening salvos. As there was almost a dead calm, however, she had to be taken in tow by a gunboat, which marred the representation somewhat. Later, however, she sailed out beautifully on the route taken by Columbus, and returned to receive renewed salutes. At this naval congress of nations the fact was humorously commented on that Columbus took with him for interpreter a scholar who knew Latin, Greek, Hebrew, Arabic, Coptic and Armenian, in addition to Spanish; that this learned gentleman was a failure in the New World, and that the first to master any of the Indian tongues were the most illiterate sailors. But this is an oft repeated experience.

J. H. BEADLE.

Drawing the Line.



"Why were you so cross to your husband at breakfast?"
"I just couldn't help it. I felt as if I must scold at somebody or burst. Just physical irritability, you know—and then everything went wrong. Breakfast was late, the steak burned, the coffee thin and the cakes heavy."
"Then why didn't you scold the cook?"
"Oh, I couldn't. She'd leave."—Life.

The Bashful Man's Blunder.

A bashful young man had a tender regard for the daughter of a certain farmer living not a great many miles from his city. The young man in question had acquired the habit of visiting on Sunday afternoon the young lady who was the subject of his affection. As time wore on the young man began to feel more at home on his visits to the farmhouse, and from an occasional stopping for supper it grew to be the regular thing with him to eat supper with his prospective parents-in-law. This was very agreeable to the young man, but quite the contrary to the parents-in-law.

He was treated coolly by the old folks, but the warmth of his own feelings for the young lady and the reciprocity by the young lady was such that a slight coolness was not felt. Upon one of the occasions when the young man was taking Sunday supper with the family the good housewife had prepared a bountiful supply of biscuits. When they had seated themselves at the table the prospective father-in-law passed the plate of biscuits to the bashful young man.

"Have a biscuit?" he said.
The bashful young man set one of the steaming biscuits beside his plate. "Have another; they're small," the father-in-law said.

The bashful young man timidly took another and placed it beside the first.
"Have another; they're very small."
Again the young man, lacking the courage to decline, took a biscuit.
The father-in-law to be then dumped the whole contents of the plate in front of the young man, with the remark, "Take them all, you hog!"

The bashful young man stopped his visits, and biscuits for supper always cause a smile to go around the table at the farmhouse.—Indianapolis Journal.

The Bear of the Boarding House.

"Won't you play?" said the young man who always puts his foot in it.
"Oh, certainly, since you insist," she replied. "What would you like to hear?"
And the bachelor, who doesn't mind being disagreeable, said, "I think 'Heart Bowed Down by Weight of Woe' would be as appropriate as anything."—Washington Star.

A Chronic Proposer.

"William," said she severely, "how many more times are you going to ask me to marry you?"
"Clara," said he, "I can't answer that question, but I think I'll not bother you much longer. One of the other three girls I'm proposing to shows signs of weakening."—Texas Siftings.

In Union Is Strength.

First Rival (sadly)—Well, old man, I suppose I must congratulate you. She has declined me.
Second Rival (mournfully)—Why, she also refused me last night. It must be Brown.

Both—Let's go and lick him.—New York Herald.

Almost a Hint.

"It's a beautiful day for a walk," she said, looking out of the window.
"Indeed it is," he said, doing likewise.
"Would you like to take a walk?" she continued.
"Above all things."
"Then why don't you?"—Exchange.

STRIPES AND PLAIDS.

THEY WILL BE EXTREMELY POPULAR THIS SEASON.

The Plaids Are of the Boldest and Most Positive Description, but They Look Stylish—Varieties in Stripes—The Latest Hats—Novelties.

[Special Correspondence.]
NEW YORK, Oct. 13.—To say that stripes and plaids will be worn to a greater extent than plain goods this fall and winter would perhaps be rather too sweeping an assertion, but they will be very popular, particularly among young and slender persons.



PLAIDS.

The plaids leave no one in doubt of their being plaid, as the outlining is of the boldest and most positive. There is no indistinct or broken figure among them. They are large and obtrusive and while the lover of true beauty may find fault with them they do certainly look stylish. Some are made on the straight, some bias, and others again have combinations of plain goods made up with them.

One very stylish gown for a young lady was of black bias cloth, rich and fine. The skirt was plain fourrear shape, fitted to the hips, and buttoned and on the front were two printed out lines of soutache braid, and there were four similar braids sewed around the bottom. A wrinkled sash was around the waist, which was made of regular tan plaid in red, blue, yellow and black. A flat piece of bias reached up the front of the waist, and a tiny shoulder cape added piquancy to the whole.

A plaid zephyr cloth for a quite young girl was cut en princesse, with a Watteau of brown velvet down the middle of the back. The puffs to the sleeves were of the velvet. There was a berthe of lace over the shoulder. The material was light brown, with white plaid and white indistinct flowers in between, with hairy effect.

Another plaid gown for the prominent was of dark brown with plaids of yellow, white, red and green lines. The skirt and waist were cut bias, and the corset of gray astrakhan and V front were the only trimmings. There were enormous directorie lapels. The lapels have very stiff crinoline in them to make them stand out firmly.

Take notice of the hats worn with these costumes, for they are the newest for fall for young persons. One has a bow nearly half a yard across. The middle one is just too lovely for anything—or that is what our great-grand mothers used to say. It is of plush felt, with bows of ribbon and a standing branch of drooping flowers that bob about with every motion. The other is made of a thick silk of black lace in front, and a red silk crown with two curled feathers. They are the kind of hats that help his satanic majesty, particularly when worn in the theater. N. human who hasn't some occult means of vision can see over, through or around them, and it provokes un-Christian thoughts to sit behind them when the play is interesting and you can't see it.



STRIPES.

The stripes can be worn by older ladies with good effect. Stripes when judiciously managed give apparent slenderness to quite a stout figure, but they are apt to be conspicuous. A very handsome piece of goods has alternate green and black stripes, a sort of twisted outline of frosty white hairs edging the black and curling over onto the green. Every other green stripe had two lines of black. A dress made of this had a Figaro jacket of black passementerie and the forearms were also covered with passementerie.

Another handsome striped gown had stripes of two shades of brown, seal and faded leaf. Around the bottom of this was a full ruching made of bows and rosettes of seal brown satin ribbon. Certainly it must require a hundred yards of ribbon to make this ruching, which also encircled the neck and wrists. The whole gown, like the other, was cut on the bias, and altogether gave a kind of tigerish appearance none striking than elegant.

A lovely white crepe de chine gown has the entire front band embroidered with gold threads, and at the bottom a delicious fluff of lace and crape as

founder. The back is ornamented down the middle seam with a cascade of gold embroidered crepe. The sleeves are of canary velvet, high puffee, with the forearm of gold embroidered crepe. Canary ribbon crosses from under the arms to the middle of the back between the shoulders, ending under a rosette. The front is of Brussels point lace and embroidered crepe de chine, forming a "baby waist," below which is draped a canary sash held to a point by a quilling with a bone.

I notice among the novelties feather boas at \$1.50, seal capes reaching to the waist line cut exactly like the coachman's capes, gauntlet gloves where the wrists look like old boot tops, stockings with colored butterflies worked all over them, and yellow silk garters which you can buy "by the one," for the left stocking for good luck. Two are not worn.
OLIVE HARPER.

RAILWAY ADVERTISING.

It Involves an Immense Expenditure. How It is Managed.

[Special Correspondence.]
OMAHA, Oct. 13.—Have you ever stopped to think, while you lazily turned over a pile of advertising matter temptingly displayed on the counter of some railway ticket office, of the time, trouble and expense involved in its preparation? The chances are dollars to cents that you have never given the matter a thought. If you have, the probability is equally great that you have never looked into it deeper than to wonder vaguely if these many hued, startling posters, these dainty guidebooks, these cumbersome (and mystifying) time tables are of any real service; if, after all the railway companies recoup them selves for the money they spend in getting them up.

If some one who knew were to tell you the exact sum that the railways of this country annually invest in advertising, you would doubtless look upon your informant as a past grand master in the art of romancing. What the amount really is cannot be stated with any degree of certainty, but it assuredly exceeds \$25,000,000.

Yes, indeed, 25,000,000 shining dollars are expended every year by the railways of the United States for the sole purpose of keeping themselves before the public.

Nowadays every well managed road has its own advertising department. Sometimes the head of this department is given a title; he is then known as general advertising agent. More often, however, he is simply a superior clerk who, possessed of originality and literary tendencies, is intrusted under the supervision of the general passenger agent with the duty of reaching the eye and ear of the outside world, and of making known to it the advantages of his particular line. Very frequently the "advertising man" has had a journalistic experience of greater or less duration—something which, it can easily be seen, is of almost incalculable value to him.

The devices by means of which a railway endeavors to secure public attention are almost past reckoning. Besides the everyday medium of newspaper advertising (undoubtedly the best method of reaching the people) they take an immense variety of forms. At the moment the writer recalls without trouble the fact that memorandum books, fans, watchcases, buttonholes, pin cushions, paperweights, thermometers, chronos, calendars, playing cards, checkers and checker boards, photographs and paper cutters have all within the last few years been issued for free distribution by one or another railway company.

As to the cost of railway advertising. When one considers the item of time tables alone the results of investigation are astounding. Take, for example, a road of, say, 3,000 miles. It will issue every month from 15,000 to 30,000 "local folders," the number depending, of course, very largely upon the volume of travel patronizing it. The cost of local folders will be roughly about \$250 a month or \$3,000 a year. The "through folder," being intended to favorably impress travelers living at points distant from the line issuing it, is a more elaborate and expensive affair; more are needed and the cost runs all the way from \$7,000 to \$12,000 or \$15,000 a year.

Then there's the question of maps. Maps are expensive. A fairly respectable one can be had, if purchased in lots of 5,000 or 10,000, for about twenty cents apiece. An energetic company easily disposes of 10,000 in a year, and thus go another \$2,000.

Guidebooks are another item involving heavy expenditure. If they are to be effective they require in their preparation the finest kind of paper and the most original designing, all of which costs money. A thousand dollars is a mere bagatelle in the first cost of a "Book of Summer Tours." As instancing this, it may be said that a certain western road, less than 500 miles in length, recently issued a publication that cost over \$10,000. And so it goes.

As most people know, the greater part of railway advertising in country and city newspapers is paid for in transportation. The results, from the railway's standpoint, are good. No money is paid out, and "ye country editor" is disposed to look kindly upon the road over whose tracks he rides on a mileage book.

The approach of the World's Fair has already called into being a very large amount of advertising matter, and will yet be responsible for much more, a very large percentage of which will in all likelihood never be seen in this country. For the reason that it is being prepared for the benefit of the people of other lands than ours. Europe and South America are already being besieged by great quantities of folders, while even Australia, China, Japan and the South Sea Islands have not escaped.

Practically the railways of the country have taken upon their shoulders the duty of noising abroad the attractions of the great fair, and so heartily are they entering upon the performance of their task that it may well be doubted if they are not attending to it in better manner than could be done by the commissioners themselves.
J. M. CAMPBELL.

ARE you a Regular Reader . . .
of this popular Family Journal? If not, why not?
The Cost Cuts No Figure
ANYONE can afford 50 cents for three months, or \$1.00 for six months, for A CLEAN, SPICY, RESPECTABLE NEWSPAPER, for Sunday Reading.
Send your name either by mail or telephone.

FALL 1892
BEFORE BUYING YOUR
Carpets
and Curtains
See our Large Line.
A. M. DAVIS & SON,
1112 O STREET.
Special Inducements to Cash Buyers.

HERE'S A SNAP
We have just placed on sale a lot of
Fine Correspondence Paper x x x
Comprising 300 Boxes of LABELLE FRANCE LINEN
either Ruled or Plain, with latest shape Envelopes, Also 200 boxes of

FAIRMOUNT CREAM LAID
in Plain or Ruled, with Envelopes same style as LaBelle France Linen.
These are offered now at
25c PER BOX
EACH Box contains a full quire of Paper, and the same number of Envelopes, and they are just as good as what you usually pay 50 cents for.
This is a bargain worth looking into.
Wessel-Stevens Printing Co.,
Courier Office, 1184 N St.

MILLER-GROCER
143 S. 11th Street. Telephone 398.
has just received a lot of new
Nabob Sweet Pickles, 25c qt.
Imported Chow Chow, 25c "
Sweet Blossom Peas, 25c can
Fancy Queen Olives, 40c qt.
Fancy Small Olives, 20c "
N. Y. Full Cream Cheese, 20c lb.
Extra P'cy Sliced Pineapples, 25c can
A FULL LINE OF FRUITS AND VEGETABLES.
ORDER EARLY. J. MILLER.

HERCULES
Gas or Gasoline
ENGINES
Makes no smell or dirt. For Simplicity it Beats the World. No Batteries or Electric Spark to care for. Just light the Burner, turn the Wheel, and it runs all day. No double or false Explosions, frequent with the unreliable spark. It runs with a cheap grade of Gasoline than any other Engine.
SEND FOR ILLUSTRATED DESCRIPTIVE CIRCULAR TO
H. P. HALLOCK & CO.,
Proprietors of the Atlantic-Pacific Type Foundry,
No. 1043 HOWARD ST. OMAHA, NEB.