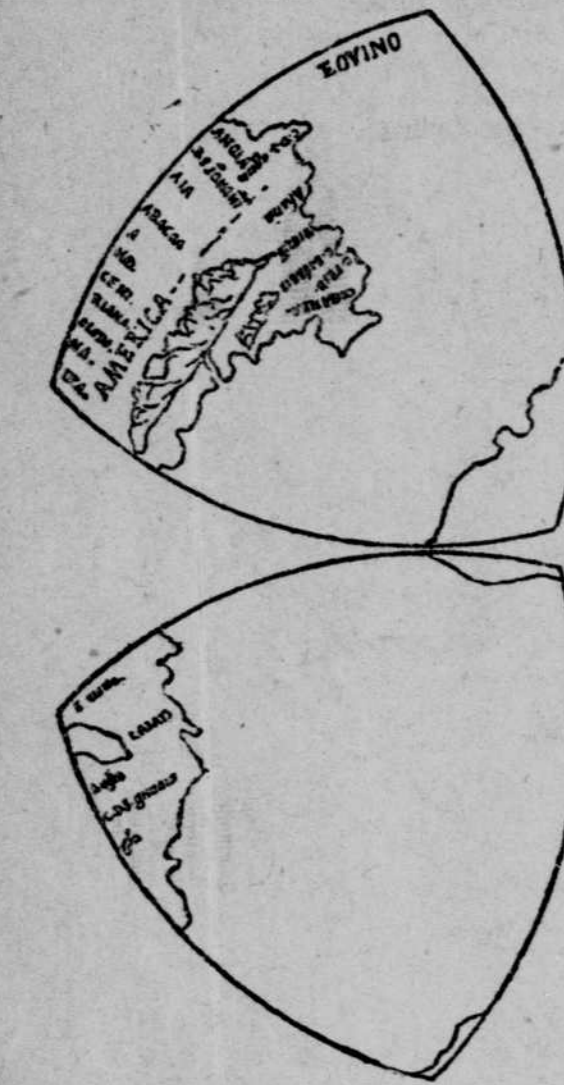


## THE NAME AMERICA

DISCOVERY OF FIRST MAP ON WHICH IT APPEARED.

Precious Document Has Been Eagerly Sought for Four Centuries—Drawing of the Then New Continent is Rather Vague.

After nearly four centuries of mystery the first map on which the name of America was used to designate the Western Hemisphere has been found. It was made by Martin Waldseemüller, a geographer and cartographer of the little city of St. Die, situated in the French department of the Vosges. Ever since the year 1507 the world has known of a little Latin book, printed in St. Die and made famous because it first advocated that the new hemisphere should be called America, after Amerigo Vespucci. "I do not see who can rightfully object to its being called 'Land of America,' or 'America,'" said the writer, "from Amerigo, or Amerigo, the name of the sagacious man of genius who discovered it, since the names 'Europe' and 'Asia' were de-



This is Believed to Be the First Map Ever Made on Which the Name "America" Was Used to Designate the Western Hemisphere.

derived from the names of women." From certain references in the book it was evident that it was accompanied by some sort of map, yet the map was missing. Copies were found of a map which geographers believed belonged to the book, but still no one knew what had become of the original. It was finally proved that Waldseemüller wrote the book, and certain maps were found bearing his name, but not the coveted map for which the world had been seeking so long.

The search had been abandoned and the subject almost forgotten when a German professor stumbled over the missing map in the princely library of the castle of Wolfegg. Here it had lain hidden amid tomes of rich morocco and parchment.

The professor's name was Joseph Fischer, of Feldkirch, who was making an examination of the library of Prince Francis, of Walburg-Wolfegg. He found "a volume of great size," says "The Monthly Bulletin of the International Bureau of American Republics," "antiquarian folio, Gothic style, substantially bound, and having for its covers two beech boards, supplied with clasps or brass fasteners, in which were found untied, forming a kind of atlas, various leaves of three distinct maps. "One of these was the original Waldseemüller map of 1507, which had been so persistently searched for and of which so much had been spoken, magnificently printed in twelve sheets, and in an excellent state of preservation."

The prince permitted the map to be photographed, so that the facsimiles which have been made public are correct reproductions.

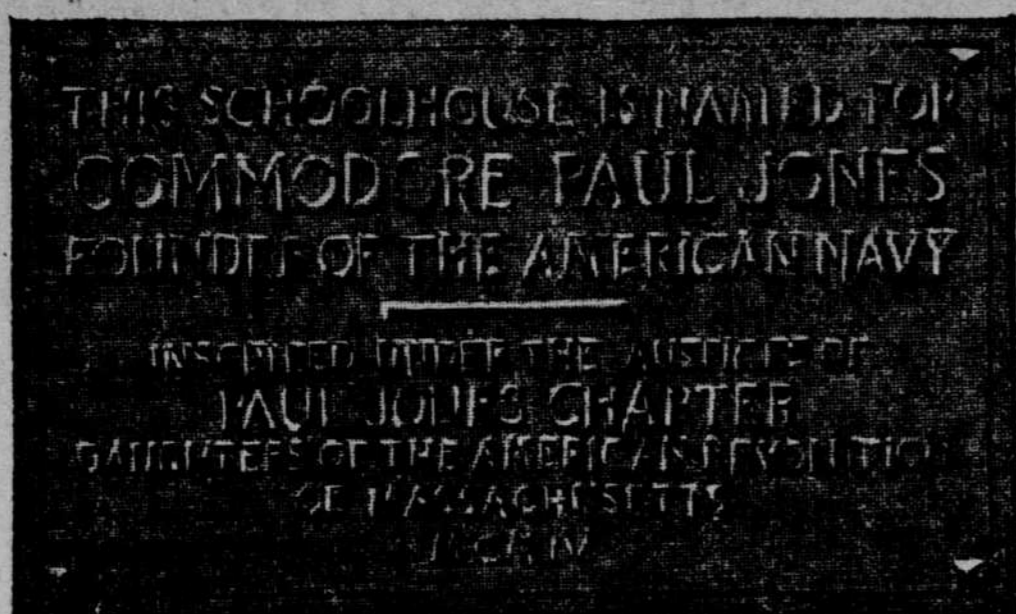
When its parts are put together the Waldseemüller map measures 8 feet wide and 4 feet high. It represents the new continent with a vagueness which seems comical to a man of to-day. Yet when one considers that it was drawn only fifteen years after Columbus had crossed the Atlantic on his first voyage, it is possible to understand the cloudiness with which the new land is bounded. A few of the West Indies are depicted by clumsy blotches and North America is pinched into a strip of land, which looks more like an attenuated island than a continent. The proportions of South America are more near the truth, and represent to a certain extent the V shape character of that continent. The name "America" appears written transversely in capital letters in the southern part of the continent to the north of the Tropic of Capricorn.

**Insisted on Her Dignity.**  
President Roosevelt recently added a French governess to his household. The young woman has Quentin, Mr. Roosevelt's youngest son, in her especial charge and insists that he shall address her as "Mademoiselle." The Roosevelt children, accustomed to calling people by the first or last name only, were indisposed to agree, but the young woman at once served notice on Mrs. Roosevelt that everyone in the house must call her "Mademoiselle" or she would leave at once. She had her way and the children's revolt was summarily squelched.

**Prosperous Mission in China.**  
The year 1903 in the Presbyterian mission in Canton, China, was the best in its history. To the twenty churches there were 1,098 additions, and the local contributions amounted to more than \$8,000.

**Famous British Artist.**  
G. F. Watts, a Royal Academician, one of the most famous of British artists, has passed his eighty-seventh birthday.

## IN MEMORY OF PAUL JONES



Bronze Tablet in Memory of Commodore Paul Jones Unveiled in the New East Boston School Named for the Naval Hero.

The tablet purchased through donations made by chapters of the Daughters of the American Revolution, through the efforts of Miss Marion Brazier, in memory of Commodore Paul Jones, was formally presented to the school committee by the Daugh-

ters of the American Revolution Friday afternoon, April 15, with exercises at the school. Dorothy Bates, the little daughter of the governor, pulled the silken white cord which unveiled the tablet. Lieut.-Gov. Guild, in the enforced absence of Gov. Bates, represented the state.—Boston Globe.

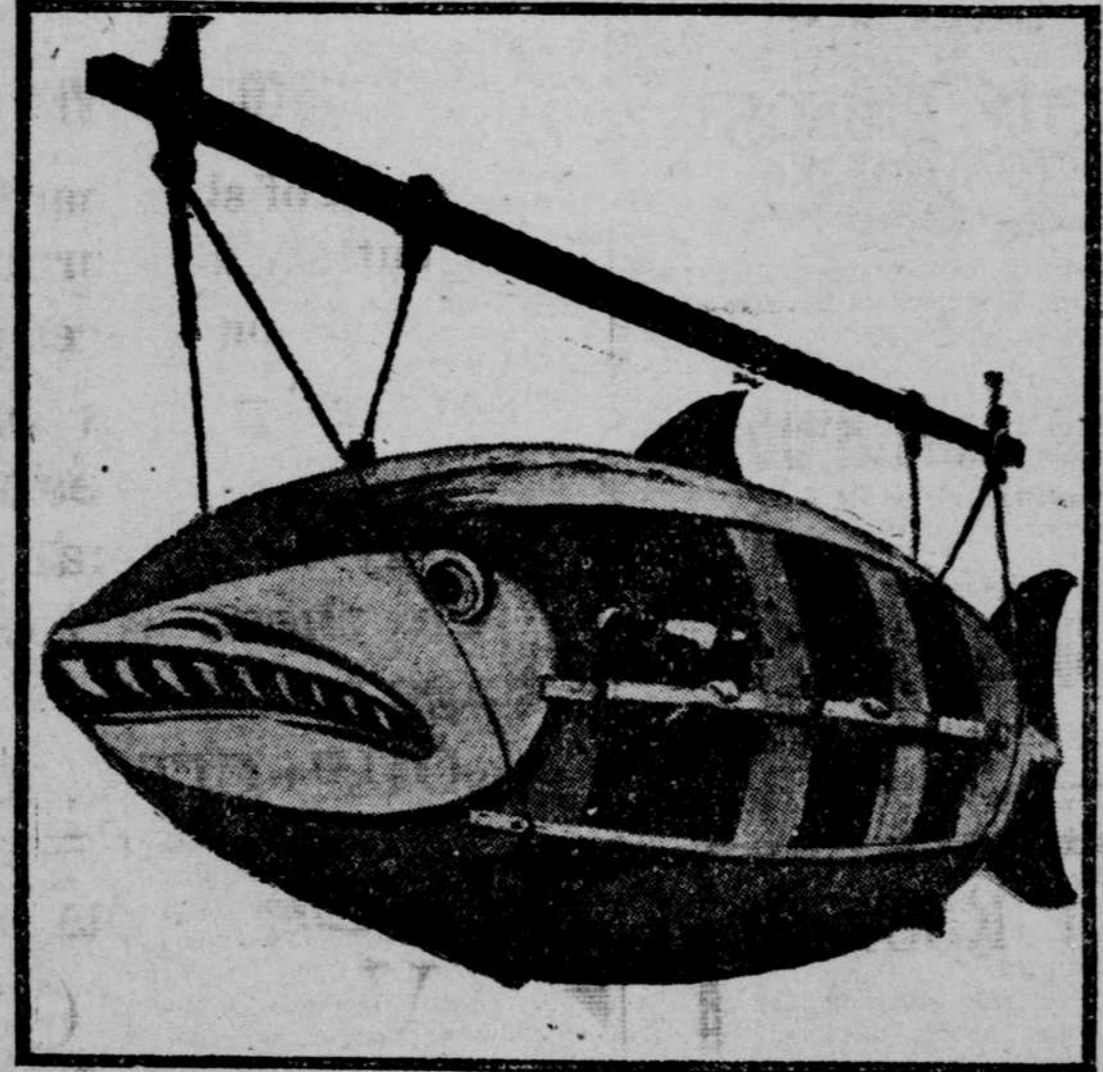
keys were first cast and then chiseled by an expert artisan. The so-called "Strozzi key," formerly the property of Henri III of France, changed hands a few years ago for the enormous sum of \$6,000. The bow represents two sphinxes with grotesque heads, back to back, on the capital of a column. The stem is in the form of two concentric pipes; the bit is shredded like a very fine comb. Another famous key dates from the beginning of the seventeenth century; the elaborate bow represents two seated male figures supporting a ducal coronet. A third key is exceptionally ornate; the entire available space is enriched with arabesques, terminating in cupids, reclining river gods, a standing figure of Victory and similar devices. The stem of this key is supported by figures of a man and a woman.

**A Hot Time in Prospect.**  
One of the many charitable women who are interested in the work of the University Settlement among the New York East Side poor tells of this incident, which occurred quite recently while she was making a round of visits in the tenements. She entered one tiny apartment just as the doctor who was attending a sick child was leaving. He had ordered for the little patient a bath as hot as she could bear. While the visitor was talking to the physician the mother of the child came to the head of the stairs and yelled to her neighbor below:

"Mrs. Casey, will you lend me the loan of a washtub to scald the baby in?"

**Rat Eat Lint.**  
At the outbreak of the war the medical department at St. Petersburg should have had in store about \$15,000 worth of lint. There was none. The official explanation is that the lint was "eaten by rats."

## THE LATEST IN FLYING MACHINES



Sir Hiram Maxim's newest invention is a mammoth merry-go-round, with flying machines in place of the ordinary cars, boats or horses. The illustration shows one of these machines. For the present they will be attached to the merry-go-round, but Sir Hiram hopes to alter their construction so that they can be let loose in mid-air. Sir Hiram Maxim's new flying machine is not an advance in the art of self-propulsion through the air, nor does it profess to be so, since it is merely a "captive flying machine." It resembles a huge, roofless umbrella, with the ribs sloping upward, at the ends of which are

suspended fish-shaped cars, in which the passengers sit. The cars are propelled round and round by the rotating shaft, or umbrella shaft, at high rate of speed, and the sensation of traveling through the air fifty feet above ground at sixty-five miles or so an hour is sufficiently novel and exhilarating. One of these curious machines will be among the attractions of this year's exhibition at Earl's Court, and another will delight holiday crowds at the Crystal Palace. It is said that Sir Hiram intends to devote the money received through this invention to the final solution of the problem of flight in the air.—The Taster.

## NEVER LOOK FOR DEER.

**Advice Given to Beginners by a Hunting Authority.**

Persons who have wondered why so many deer hunters are shot by fellow hunters may get some light on the matter from Theodore Van Dyke's instructions to sportsmen. He says in his book on still-hunting: "Having selected the ground upon which you are to hunt you will probably, if left to yourself, go wandering around the woods with your eyes fixed about fifty yards ahead of you, expecting at every turn to see a large calf-like object standing broadside to you in a nice open spot, patiently awaiting your bullet—distance twenty-five or thirty yards. The first thing you must do is to lay aside each and every idea of how a wild deer looks that you have ever derived from your imagination, from pictures, even by the best artists. Look carefully all around you as far as you can see, but do not look for a deer. Remember this singular advice. Do not forget it for a moment. One of the great-

est troubles that beset the beginner is looking all the time for a deer. If the artist's deer is in sight you will see him quickly enough. Never mind that beast at all. Spend all your time looking for spots and patches of light gray, dark gray, brown or even black. Examine all you can see from the size of your hand to the size of a small goat. Never mind the shape of them."

**What Could Have Happened?**  
"Never heard what broke up their friendship! Dear me! I thought everyone had heard that. Brown is engaged, you know."

"Oh, yes! I've heard that. Was White in love with the same girl?"  
"No, no. Not at all. But White saw her portrait in Brown's room and asked whose it was. 'It's a picture of my fiancée,' said Brown. White examined it critically, and then put it down with the remark that she must be very rich. I don't know what happened after that, but White was taken home in a cab and neither of them was seen out of doors for a week."

## LIKES HERMIT LIFE

LONELINESS HAS NO TERRORS FOR THIS MAN.

Charles Carlsen Lived for Fourteen Months Alone on Barrer Island, and Is Perfectly Willing to Stay There All His Life.

Charles Carlsen, the Robinson Crusoe of Clipperton Island, came back to civilization yesterday on the steamer Peru, says the San Francisco correspondent of the New York World. For fourteen months he lived all alone on the barren rock, his only companions during that time being a dog, besides a dozen chickens, the myriads of sea fowl and the big crabs that make their habitation on the flat island. Except for a rather fierce mustache and a cowboy hat, Carlsen looked like anything but an exile as he stood on the Peru's deck.

Carlsen took the position of lone watchman on Clipperton Island from the Pacific Islands company, which has a concession for the rock and its guano deposits. On February 4, the schooner Una called at Clipperton and Carlsen, accompanied by his dog, embarked for Champerico, where he caught the Peru and came directly to this port.

"I knew what to expect when I went to Clipperton," said Carlsen. "The men who had been there as keepers before me had always had companions. I was the first to volunteer to stay there alone. Time passed slowly, but I busied myself in working here and there and I read and wrote a great deal. My dog was companionable and I grew so attached to my chickens that not one of them served me for a meal."

"I saw only one vessel in the fourteen months and that was the British warship Shearwater. She passed close

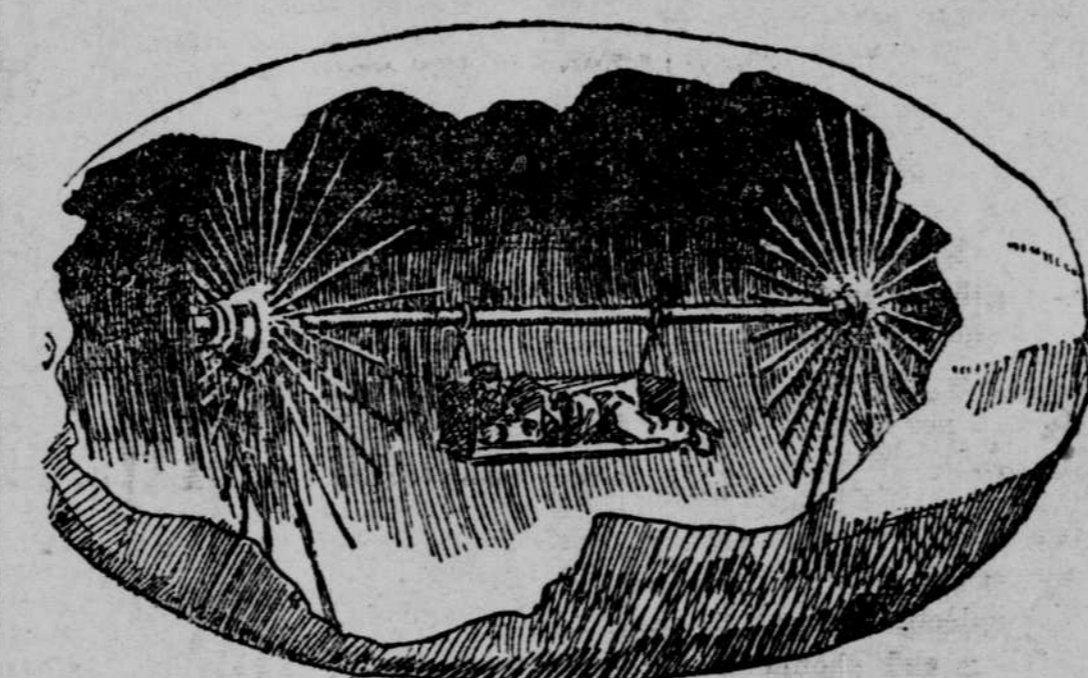


DIAGRAM OF INTERIOR.

to the island and a boat was lowered. I hailed from the reef but the boat did not come in. When the Una picked me up I was getting tired of the job. Three men are now on the island to keep each other company. My health was improved by the experience.

"At first I busied myself making repairs to the buildings and implements that were under my charge and in my brief hours of leisure made friends with my dog and chickens. The crow of the roosters and the bark of the dog were the only sounds that broke the stillness of the long months, except for the strange sound of a shouting of men one day last December, when a boat's crew from the British cruiser approached close to the shore, while their vessel was at anchor near by."

"The island is about 700 miles off the Central American shore and the coasting steamers never pass within sight of it. All over the island, which is only about ten feet above the surface of the sea, thousands of crabs are always sprawling, but they are harmless. The sea birds were so tame that I could pick them up from their nests and I was careful to maintain a close friendship with them. The birds' eggs, with the canned provisions that had been left for me, together with the sea air, made me a healthier man than ever before, though I was a robust sailor before I went there."

"Would I return to solitude of the island again? Yes, I would not mind going back. One gets used to the solitude and comes to look upon his animal friends as though they were almost human. Occasionally I would yearn for the presence of a human companion, but that feeling would soon pass away. Since I have returned I feel out of place in the noise and bustle of civilization."

"I believe that one spending his life as I have spent the last fourteen months would live to an enormous age. The absence of care, the healthy surroundings and the prohibition of all forms of dissipation ought to keep a man perennially young."

**Patents in 1903.**  
The patent office at Washington during 1903 granted 31,699 patents. The net balance to the credit of this office since it was founded in 1836 is \$5,682,540.

**Failed to Recognize His Own Beard.**  
Lynn was favored not long ago with a visit from Representative J. Adam Bede as a banquet guest there. He was facetious, as usual, and in the course of his post-prandial remarks spoke about the folly of jumping at conclusions.

"Let me illustrate," Mr. Bede continued. "I never knew but one locomotive engineer who had a long flowing beard. He was a friend of mine, and lived in a certain Western state. One day he was running about sixty miles an hour, with a straight track stretching ahead."

"This engineer poked his head out of the cab and the wind whisked his long beard back in his face. Obeying his first thought, that it was a haystack, he called for down brakes," and while his audience was laughing at this Mr. Bede sprang away to another ludicrous observation.

**Work in English Mines.**  
In the coal mining industry in England the average time worked in 1903 was 5.09 days a week, the lowest proportion since 1896.

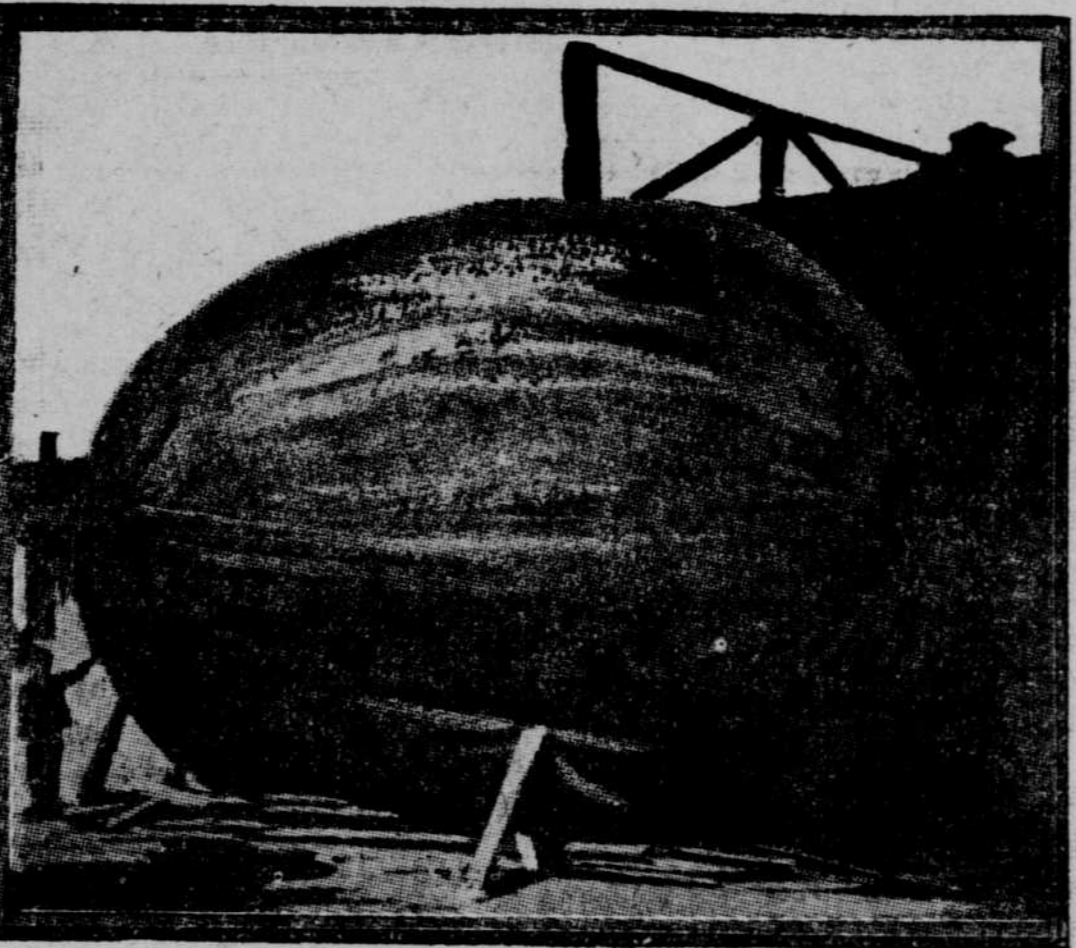
## CHICAGO MAN PLANS TO ROLL TO THE NORTH POLE

Peder Nissen's pneumatic ball, "foolkiller No. 3," is a canvas bag, thirty feet long and twenty-two feet in diameter, tapering to a blunt point at the ends, where there are glass portholes. The exterior of the contrivance is covered with several coats of oil and varnish to render it waterproof.

Inside the whole length of the bag extends a center shaft, around which revolves a hub at each end and from each hub radiates 120 cotton cord spokes fixed in the canvas, which serve to hold the bag in shape and

carry it around the center shaft. Between the spokes, suspended from the shaft, is a basket or seat in which the "rolling traveler" sits, steering by sliding the basket from one end of the shaft to the other. His only view of the exterior is through the small portholes at each end.

After a trial Nissen expects to "roll" across the lake in the ball, and if this proves successful he will prepare to start for the north pole. He declares the "foolkiller" will roll equally well on land, water or ice.—Chicago Tribune.



## WOULD HAVE LET THEM DROWN

Slight Change Critic Suggested in Young Author's Book.

"At your request," said the kindly critic to the young author, "I have read your book from beginning to end."

"So good of you," returned the young author. "And now I want you to feel that you can speak frankly and tell me just what you think about it. I suppose you saw a great deal in it that you would change if it were left to you."

"No-o," replied the kindly critic, thoughtfully. "On the whole I think I may say there was very little."

"Really!" exclaimed the young author, delightedly. "Do you know, I had an idea you'd tear the whole book to pieces, figuratively speaking, of course. I can't tell you how pleased I am. But of course there are some changes that you would advise relative to the publication of a second edition. What are they?"

"There's only one that's of much importance," said the critic.

"And that?" asked the young author inquiringly.

"Why, that's where the hero jumps from the yacht into the ocean to save the heroine from drowning."

"Is it so thrilling? Wouldn't you have him jump after her?" inquired the young author anxiously.

"No, it's not too thrilling," was the reply, "and of course I would have him go in after her, but, you see, they are both rescued. I would not have that."

"You—you wouldn't have them rescued?"

"Certainly not. Let them both drown."

"But this happens in the first chapter—almost the first thing in the book."

"Precisely. That's just when it ought to happen."

**Before and After.**  
A pompous man wearing a silk hat, which surmounted a fringe of white hair, boarded an elevated train at Sixty-sixth street. The train started before he was seated and he lurched heavily against a giddily dressed woman. The encounter took place so quickly that he did not have time to see his fair neighbor, but a rapid glance from the corner of his eye, as he pivoted into place, showed him an attractive form.

"Beg pardon, miss," he ejaculated, as he settled himself and turned toward her. Then he got a glimpse of hair as white as his own, and added hastily, "or madame."

His embarrassment, apparently, was equalled by her indignation, for at the first opportunity she moved to another seat.—New York Press.

**Be Near.**  
Rest for the weary hands is good. And love for hearts that pine. But let the manly habitude Of upright souls be mine.

Let winds that blow from heaven refresh Dear Lord, the languid air; And let the weakness of the flesh Thy strength of spirit share.

And if the eye must fall of light, The ear forget to hear. Make clearer still the spirit's sight, More mine the inward ear!

Be near me in mine hours of need. To soothe, to cheer or warn. And down these slopes of sunset lead, As up the hills of morn!

—John G. Whittier.

**The Boy and the Clock.**  
Lives there a boy with soul so dead who never to himself hath said, "I'll build a clock?" The common experience of the youthful clockmaker is with a worn-out or broken-down time-piece which his parents have thrown away. After tinkering at it for a week or two he gives it up in disgust. The mainspring escapes and runs all over the house. Cogs refuse to fit. Screws are lost. Now comes a man who understands the youngster's fancy for clockmaking. He has invented a take-down clock which a persistent boy of mathematical bent absolutely can put together so that it will go "tick-tack" and keep accurate time.

**Bass and Soprano.**  
In a speech at the Greenroom club, Wilton Lackaye once said: "No, I don't believe in the contention of the realistic school that a man must experience a condition in order to be able to describe it. If a man goes too much into the slums, he becomes base; if he goes too much into society, he becomes soprano."—New York Tribune.

**Reward Faithful Janitor.**  
A unique occasion was that recently celebrated in the Fifth avenue church, New York, when the church recognized the completion of the fifty years of service of the assistant janitor by presenting him with a check for \$1,100. A similar gift was made by this same church last autumn, when the janitor also completed a half century of service.

**Simpson Tunnel.**  
Of the Simpson tunnel, uniting Italy with Switzerland, only 1,565 meters remain to be bored; the number of meters completed is over 18,000.

**Noted Mississippian.**  
Lyman Warren Ayler, the first white person born in Mississippi, will be 70 years old June 10.

## MAKING GOOD ROADS

GREAT PROGRESS UNDER THE STATE-AID PLAN.

Thousands of Miles of Fine Thoroughfares in Existence in the Northeast. New York Proposes to Spend \$50,000,000.

In the Northeastern states from Maine to Pennsylvania more progress has recently been made in building good roads than in any other section of the United States. This is mainly due to the adoption of the state-aid plan.

New Jersey was the first state to adopt this plan. The law enacted there in 1891 provided that the state pay one-third of the cost of improving the roads, and the counties two-thirds, part of which may be charged up to the towns in which the roads are built. The farmers were at first opposed to this law, but now they are enthusiastic in its support. More than a million and a half dollars have been appropriated by the state under this law. Nearly 1,000 miles of road have been macadamized. The state-aided roads must conform to the plans laid down by the state commissioner of highways.

In Massachusetts the state pays the entire cost of building the roads, but requires the counties to pay back one-fourth of the cost. Nearly half a million is appropriated annually for this purpose. Nearly five million dollars have already been invested in roads by the state. As a result Massachusetts has hundreds of miles of fine roads as any in the world.

Connecticut has also operated under this plan since 1895. The state puts up two-thirds of the money for road building. The plan is considered a great success. More than a million and a half has been appropriated and spent, and about 500 miles of fine roads have been built.

In New York State the state pays one-half the cost of building the roads, the counties 35 per cent, and the township 15 per cent, and the plan is working admirably. Last year \$600,000 was appropriated by the legislature, and over two millions have been voted since the law was enacted. It is now proposed to raise by an issue of bonds fifty millions to be spent during the next ten years.

Maine, New Hampshire, Vermont, Rhode Island and Delaware all have state aid laws which are working satisfactorily, though expenditures and operations are on a smaller scale than in the other states named.

The fundamental principle on which the state aid plan rests is that the public highways are for the use and benefit of the whole people, and that all should, therefore, share in the cost of their improvement.

From state aid to national aid is but a single step. Both embody the same principle. It is an interesting fact that the people of these states are enthusiastically in favor of taking "Uncle Sam" into the general scheme of co-operation. The state highway commissioners of New Jersey, Connecticut, Massachusetts, Rhode Island and Vermont are outspoken advocates of national aid; and the New York legislature has memorialized Congress to enact the Brownlow bill.

If national aid would accomplish for the whole country what state aid is doing where adopted, it certainly deserves serious consideration.

## On Japanese Torpedo Boats.

A Japanese officer serving on a torpedo boat has been telling his experiences. Very few caught cold, despite the bitter weather. The officer attributes this to the fact that they did not expose themselves to variations of temperature, as is the case with men in a big ship where cabins can be warmed and heat-generating processes employed. On a destroyer or a torpedo boat the only source of artificial heat is a brazier, and braziers have two serious drawbacks; one that in a little craft pitching and rolling badly live charcoal is a dangerous companion; the other that, as all appliances have to be closed to keep out the sea, the fumes of a brazier would be perilous. There was nothing for it, consequently, but to dispense with all heating appliances, and the men, living in a uniformly cold temperature, seem to have kept their health better than they would have done had means of generating artificial heat been accessible.

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**Main American Exports.**  
Agricultural products form the largest group of exports from the United States, amounting to \$573,000,000 in 1903, or 63 per cent of the total, while manufactures amount to \$407,000,000, or 29 per cent of the total. In 1880 agricultural products formed 83 per cent and manufactures but 12½ per cent of the total exports of domestic products.

**Silk Mill at St. Louis.**  
The process of silk weaving is illustrated at the world's fair. A silk mill demonstrates the interesting process and runs constantly. The finished products of the loom will create a center of interest and will be useful in demonstrating the possibilities of sericulture in this country. To-day the United States consumes more raw silk than any other nation in the world.

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