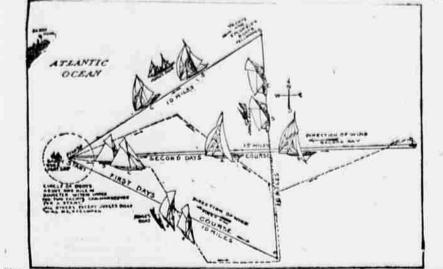
Supreme Trial of the Constructive Ingenuity

and Seamanship of Two Nations.

MILLIONS SPENT TO HOLD AMERICA'S CLP

some New and Interesting Stories About Yachts and Yacht Building and the Progress of Recent Years-Instructive Diagrams.

sails of pure slik, which cost all the way thirty miles. The triangular course will test From the standpoint of absolute purity, from \$2 to \$4 a yard. broad disinterestedness, high motive and Measured by the amount of money that general interest no other sport or sporting has been spent in the contests for the Amerevent can even compare with the interna- ican cup, it is without exception the most tional yacht races scheduled for October valuable thing in the world. The crown of 3, 5, 7, 9 and 11 outside the harbor of New the czar of Russia, the richest ornament on York. These races represent ideas that earth, with its marvelous diamonds and



The first will be a triangular course; the second lifteen miles straight to windward and return. Dotted lines show course taken to beat to windward and round stake boats. The best three out of five races will decide the fate of the cup.

appeal even to the most slothful citizen. | rubles and other priceless gems, becomes al-They mean almost as much to the man who most a bauble in comparison with this bathas never seen a sailboat as to the enthusitered old silver cup. The trophy has been ast who talks yachting all winter and sails fought for ten times, in 1851, 1870, 1871, all summer. 1876, 1881, 1885, 1886, 1887, 1893 and 1895. In

With these races it is not simply a test of the past, while the cost of preparation and the money spent for all items has not been skill and speed between two sized yachts. It is a battle of the world against America. as great as will be the case this year, the Every man who loves his country's su- average cost for the ten races will easily premacy will watch the contest with the foot up \$500,000 for each, or a total of keenest interest, for the success or failure \$5,000,000.

of the yacht Columbia will mean the success or failure of American skill over the skill of the world. The Shamrock, the challenging yacht, comes not alone as the representative of Great Britain and Ireland. The trophy she sails for, the America cup, is open to the competition of the whole world. The German, Russian, French, Dutch and other yachtsmen are about as keenly concabled recently from the other side to the effect that Emperor William of Germany has detailed the skipper of his racing yacht, the Meteor, to aid the skipper of the Shamrock on the occasion of the international races. Almost as strong an attraction as the patriotism that the yacht races embody is the fact that in these contests there is absolutely no taint of commercialism. There is no idea of gain, no gambling.

What the Race Will Cost.

The races will cost the promoters over smooth water and in a comparatively light half a million dollars. For this enormous wind. A gale coming upon the Columbia outlay there is absolutely no return except with all sails spread would strip her clean in the satisfaction of promoting the great a second. Even with her large crew she sport. It is all outlay and no income, could not escape complete loss if she was There is no "gate," no purse, no "side bet," suddenly overtaken by a high wind. no anything; it is just sport for sport's sake. The power of such a vessel as the Co-On the American side the cost of the con- lumbia when she has all her canvas set is test is borde principally by J. Pierrepont enormous. Her speed as tested in her re-Morgan, the great banker, and the com- cent trials against the Defender is about modore of the New York Yacht club. As- thirteen knots an hour. To drive a vessel

GREAT RACE OF RIVAL YACHTS as stake boats, etc. This will foot up well which yachtsmen delight count. The finer are getting a yacht into salling trim and it yacht, but nearly all of the cup contestants down by the topping lift (18) and held in place by the spinnaker boom brace (19) and in the thousands, as the demand for tugs the lines, the greater the speed with which is not convenient to have spectators about, the vessel glides out from the opposing Weil, when the day came for the cup race and all other craft will be enormous. On the British side the cost will be even forces.

wind.

the

the

at.

we had that boat cleaned from stem to greater, if anything, than it is on the Ameri- To bring out the speed under all condi- stern. We did this before the English recan. Sir Thomas Lipton, who built the tions the course has been arranged with and stern. We did this before the chaps never of a yac stampoor in the stampoor associates have done, besides standing the governing the international cup. On the men were not enough to handle the boat in end is called the stern, and that the sides immensely increasing its speed. A yacht of the boat are the beams. Every one also with spinnaker set and beliving full of wind start from the Sandy Hook lightship, salland hire six Britishers, who were turned Some idea of the cost of fitting up the ing a straight course for fifteen miles, re- over for us to watch.

racers may be obtained from the fact that turning the same way. On the cecond day "We didn't like the looks of them very one suit of sails cost in the neighborhood the vessels will sail a triangular course. The much and they didn't seem to fancy us. of \$2,000. These sails are specially woven triangle will be laid starting from off the from Egyptian and Sea Island cotton mixed Sandy Hook lightship ten miles on one leg, 'We're going to have trouble with these John Bulls,' reported a big quartermaster with silk. They cost \$1 a yard. In addition ten miles on the second leg and ten miles named Connors. 'Not if you know your busthe yachts carry a spinnaker and other light on the third leg, making a full course of iness,' replied the captain. One of the crew suggested that the Englishmen be divided the speed of the vessels sailing under every up so that not more than two would be to-

condition, with the wind and against the gether at one station and this was done They were thus surrounded and under such vigilance that they could not do anything Hundreds of thousands of visitors will

pour into New York from the neighboring crooked. cities, spending vast sums for railroad fares "The morning of August 22 broke with a and hotel entertainment. Hundreds and perclear sky and soft breeze from the west. haps thousands will come all the way from and before 10 o'clock fifteen boats, of all lengths and sizes, had gathered about us.

Europe. Business will be almost suspended. As the Aurora went by maneuvering, her And for what? To see two beautiful specimens of the best crew were hoisting the mainsail. When things in international shipbuilding battle they got abeam a little cockney started up the old song, 'A Yankee Ship Sailed Down for an old weather-beaten silver cup that isn't even a cup, for it has no bottom. It the Bay,' and the rest of the crew came in is hollow all the way through, a fact that on the chorus. 'Pull, boys, bully boys, was discovered when the jolly members of , pull.' 'You'd better save that sheet for a tow,' called one of our men, but the Aurora the New York Yacht club tried to toast the original champion, the schooner yacht Amerhad passed and did not hear it. ica, which won the trophy in 1851 on the "'I fancy it's us'll need the tow,' said one

of our English recruits. other side. The liquor that was poured into cup at the top ran

"''Let me give you some advice,' said the out fact | second mate, who overheard the remark. bottom. But the that the cup is hollow and wouldn't fetch 'Don't let the skipper hear you say that.' \$100 in the open market only adds to the "When the signal was given the breeze zest of the battle for its possession. blew very light, and some of the English It is the embodiment of true sport. boats forged ahead, among them the Aurora

The Old America. We crowded on every inch of canvas, and So far as it is possible to find out, there not a man of us who did not pray for it to is but one survivor today of the original freshen. Word was passed quietly to see crew that sailed across the ocean in the old | that the Englishmen did not shirk. Capvacht America in 1851 and returned with the tain Brown stood by the English pilot, for

him also we had to take on, as the course international trophy. round the Isle of Wight was new to us, Captain Henry Hoffman, therefore, is the only one who can tell us from a reminis- and we had to rely entirely on the nilot's cent standpoint about the first of those races guidance. Captain Brown watched him like which have now come to be historical events. a hawk, but I want to say that he acted on parative value of the center-board keel-a He was the youngest member of the crew, the square with us all the way. With a being only 15 years old, but a smart sailor little freshening we began to pick up, and at that, for he had run away to sea from our good boat soon fairly leaped along. 1<sup>1</sup> his home in Dantzig, Prussia, four years pre- | say,' remarked a Scotchman who was one of vious and had his training before the mast. the six taken on at Cowes, 'Do we get some At 63 years of age Captain Hoffman is a prize money if we win this for you?" 'You typical old sait. Keen of eye, firm of chin, see that flag up there?' answered the mate, square-shouldered and so fond of the wind pointing to the stars and stripes. 'Well, and weather that his eyes snap when you that's what you're working for. That's all mast, marked (1) in the diagram. This is

Features of Yachts.

It is supposed, to begin with, that the spread almost opposite the mainsail, so that reader knows that the extreme forward tip it gives to the yacht practically two broad of a yacht is called the stem, that the for- wings, by means of which it can take full rtion is called the bow, that the rear advantage of a following wind, in this way

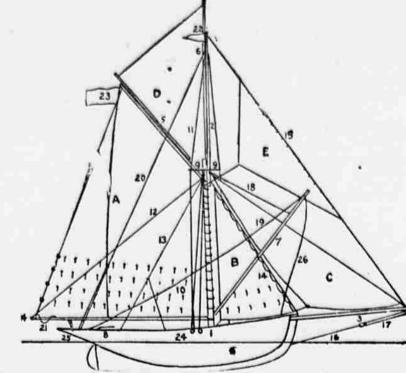


Diagram showing the arrangement of spars and sails on a sloop yacht.

knows that the keel of a yacht is the portion is a most beautiful sight, resembling some which cuts deepest into the water, and it huge seagull skimming over the surface of is in the construction of the keel that the greatest changes and progress have been made in yachting. Every one who reads the papers knows of the discussions which have gone on for years as to the comboard which lets down sidewise from the interior of the boat through the bottom, the fin keel, which is a deep, sharp, fin-like

projection on the bottom of the boat, the bulb fin and the ordinary cutter keel. So much for the hull of the boat. The backbone of a sloop's rigging is the main-

the water. Indeed, the sails are so big and reach so far on each side of the yacht that the body of the boat itself is hardly visible No doubt much will be said in the reports of the coming races about the spinnaker and how it is set, for it is an exceedingly important feature in yacht racing.

the spinnaker boom guy (26). It is usually

Facts About Sails. The principal sail of a sloop is the main-

sail (A). It is held in place by the ropes and tackle shown at (25). These ropes are called the sheets and they are by all odds the most important ropes connected with a yacht. The skill of a yachtsman is based largely on his ability to let out or take in these sheets, thereby giving the sail more or less wind. The speed of the yacht is dependent very largely upon the exactness with which the mainsail is managed. If the wind is behind the boat the sheets will, of course, be eased out until the mainsall stands at a wide angle with the length of the boat, thereby exposing as much surface as possible. In sailing into the wind or "by the wind," as the old seamen say, the sheets are drawn in very close; in other words, the yacht is "close-hauled," so that the mainsail stands almost parallel with the

length of the boat. The skipper must keep his eyes wide open and never allow his hand to leave the sheets for a moment, if he would get the best speed from his boat and prevent being capsized by sudden squalls. The mainsail is assisted by a number of smaller sails before the mast. These are attached to various ropes connecting with the tip end of the bowsprit and with the stem of the vacht The rope which connects the bowsprit with the top of the topmast (15) is called the topmast stay and holds the topmast from being pulled backward, just as the topmas backstay (20) holds it from being driver forward. The line which reaches from the top of the mainmast to the stem of the

boat (14) is called the forestay and it sup

ports the mainmast from falling backward

bood a genius for invention. Some of the older residents of Bristol tell

today about the wonderful Herreshoff churn, which converted the milk on the Herreshoff farm at Providence Island into butter. It was the invention of John B. "Captain Nat," as he is called an Bristol, built boats from the time he was a mere boy. At one time he constructed a catamaran with which he cruised up and down the harbor. It was an odd-looking, wide craft, with abnormally large sails, and when he first appeared he was the buil of

much good-natured rattlery. Forthwith he began to issue challenges to race, and much to the astonishment of everybody, he won all the races. And finally, to show what he could do, he sailed down the harbor from Newport, watched for one of the big sound steamers bound up from New York and veering into line beat the steamer into Providence.

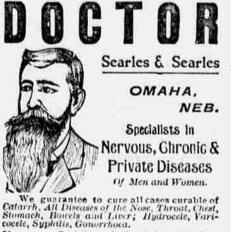
Another of the blind Herreshoffs, Lewis, is an expert swimmer, as well as something of a literary man. I saw him not many days ago wading out into the bay with a flock of little girls. Two of them held to his shoulders and he swam out to a float anchored twenty yards away, and there he taught them to dive. Still another of the blind brothers has become an accomplished musician and gives lessons in Providence. Two others are experimental chemists, and one lives on the old homestead of the family on the quaint-named Papasquash point, across the harbor from Bristol.

Capt. W. H. Dunlap, Chattanooga, Tenn., says : "Several years ago boils and carbuncles appeared upon me to an alarming extent, causing me great trouble and pain. Physicians' treatment did not seem to avail, and finally I decided to give S. S. S. a trial. I improved at once, and after taking six bottles, the boils and carbuncles disappeared entirely."

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THE ORIGINAL CUP WINNER AMERICA COMPARED TIN SIZE WITH THE COLUMBIA AND 3

Though the Columbia is but two feet longer than the America on the water line, her ninety-ton ballast twenty feet below the water, and long overhang, enable her to stand an enormous spread of canvas. The little diagram shows how the ballast holds

The sail (B) is called the foreask him if he would not like to help sail the the bloody prize you get.' Before that our crew had given no thought to the subject, 'That I would,'' he assured the writer. and no one would have mentioned it again Columbia an immensely strong steel tube has are all held in by ropes which can be

Her Great Sail Area. The total sail spread of the Columbia is about 14,000 square feet. Cut in strips a foot wide the sails would stretch nearly

three miles in length. Laid flat on the ground they would cover a good part of a city block, or about one-third of an acre. It is because of this mass of canvas that such a large crew is required on the yachts cerned in the outcome as are the British. No one without experience can appreciate Evidence of this is furnished by the news the tremendous task of handling surely and rapidly a sail spread such as the Columbia carries.

An ordinary commercial vessel of three times the Columbia's size would carry just about half her sail spread. To carry more would be unprofitable and unsafe from a business standpoint. A 400-ton scheoner cannot afford to carry over five or six men and make money. Then, too, it is out of the question for any vessel to carry a spread of sail such as the Columbia's except in

her up. A being the fulcrum. sociated with him are C. Oliver Iselin and her size at a similar speed under steam would

William Butler Duncan. Mr. Isefin is a require about 300-horse power. In other member of a millionaire family, and has words, 300 horses would be required to do spent hundreds of thousands of dollars for the work that the sails of the Columbia do yachting. He ranks as the managing owner when she is going with the wind. An enof the Columbia, and has full charge of her gine to drive her at the same speed would consume about 750 pounds of coal per hour. operations. Mr. Duncan inherited his fortune from the estate of A. T. Stewart, and | This would be a "long ton" for three hours' has spent his income lavishly in the pursuit sailing, maximum speed, or eight tons per



The Defender has been modernized and fitted equivalent to about 100 tons of coal. to serve as a pacemaker in the preliminary trial races arranged to test the Columbia's speed.

To remodel the Defender, put her in commission and handle her will cost Mr. Morgan | money spent on perfecting and fitting them and Mr. Duncan and the other gentlemen who | out, there are any number of boats in New are interested in the venture something in the neighborhood of \$50,000, a pretty fair item for a "trial boat." As a matter of fact the Defender is almost as fast as the Columbia herself and, according to the record made on the other side by the Shamrock, the pacemaker might safely be trusted to hold on to the cup on her own account.

#### Cost of Rival Yachts.

The cost of the Columbia and her maintenance until after the last race has been sailed will, in round numbers, be about \$150,000, according to experts on the subject. To begin with, the boat cost to build about \$80,000. She carries a crew of thirty men, all high-priced, picked experts, from the captain down. These men must be quartered outside of the vessel herself, for, like all racers, the Columbia has absolutely no accommodation below deck. She is simply a huge shell 130 feet long and about eighteen foot deep. Standing on the platform which serves for her deck, one can see through the hatchway right down to her bottom. Inside there is nothing except a series of steel girders and braces. When the races are over, and if her owners choose, the Columbla may he fitted up with cabins. But even if this is the case, all such cabin work, flooring, etc., would be ripped out again as

soon as she was ready to enter another race. Unable to find room on the yacht, her crew are, therefore, quartered aboard a steam tender which accompanies the Columbia wherever it goes. To maintain this tender and to feed the crew alone costs somewhere in the neighborhood of \$25,000. The Defender likewise is equipped with a tender for its crew, the cost of which is little less than that of the Columbia itself. All these items must be included in making up the cost of the race. After the race has been sailed the Columbia, if thrown on the market, would probably not fetch over \$10,000 or \$15,000, as it is practically worthless for cruising purposes, having been designed entirely for speed, all idea of comfort being sacrificed. Some of the other items of expense connected with the American side of the race will be the cost of maintaining a How fleet of tugs to patrol the course, to serve

of yacht racing honors. He is the managing , day of twenty-four hours. Allowing twelve owner of the Defender, which defended the days for crossing the sails of a vessel such international cup against the Valkyrie III. as the Columbia would have given power Money Freely Spent.

There are many other interesting features about these races. Not the least interesting is the fact that with all the vast sums of York and elsewhere that could easily distance them in a straightaway race before the wind. Both the Columbia and the Shamrock draw about eighteen feet of water. This deep draught creates a proportionate

amount of resistance that must be overcome by the sails. A boat drawing only one or two feet of water has little or no resistance to overcome. Naturally, therefore, it could run away from the fastest vessel of the deep draught Columbia and Shamrock class as

long as it was going with the wind. It is when sailing against the wind that such vessels as the Columbia become flyers as compared with the others. It is then that their lines count, and it is for this that the designers and builders have spent years and years in experimenting and the owners have spent millions of money in building. It is for work of this class that the vessels are made to draw so much water. Sailing against the wind, or "tacking," involves a peculiar principle of mechanics. Here the wind is pushing one way, and in order to overcome this force and to prevent the vessel from being driven backward, a proportionately large against which the water must push the other way. Under these opposing forces the vessel

grade

wind and thus impede the progress of the yacht.

"I'd join the crew tomorrow if I could get if the skipper had not after the race. 'Americans are too damn independent to do away from business." The captain has for a long time been identified with a large coal this for prize money.' he explained, 'but company which has offices on lower Broad- you've done so well that there's a small way, his duty being to look after the towing divvy comin.' department. As a Brooklynite he belongs to the Parkway Driving club and is celemoney home. brated for his fast trotters. Like all seafaring men he is brief of speech, and this is particularly so in talking of the old America. His peculiar loyalty to his friends English yachts seemed to be standing still.

and shipmates is almost pathetic. His love As we passed the leader at a steamboat for the yacht they sailed has never waned, speed, the pilot made a remark which after and he speaks of her as of a boyhood sweetheart.

tell you, "and every one of us fell in love

A Veritable Water Witch. a propeller astern. "She was a witch in any breeze," he will

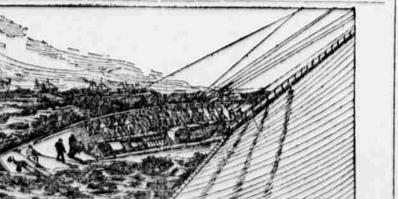
with her the minute we stepped on the deck. It took a dozen men to handle her, not counting Captain Brown, our skipper, and two mates. We were picked from many a locker, but every man knew how to sail a boat. Most of us had been to sea, and the others were old hands at navigating the pilot boats about New York harbor. Captain Brown himself had this berth for many years, and he could sail a yacht with any of the later cracks. He was a good Yankee, and it was due to his influence that we hung together so well. He told us the boat was built for a syndicate headed by Commodore Stevens and the New York Yacht club, who was a dead game sport, by the way. He came on board several times with George T. Schuyler and Mr. Steers, the builder, and looked us over very carefully. 'Boys, we

can clean up anything that floats,' he said, and ordered up some superior rum. This was after we had beaten a number of sloops in trial races down the bay, and word came to make ready for an ocean trip. There was not a man who did not feel a little uncertain at this proposition, for crossing in small boats was not so common then as now, and the America was only 100 feet over all and twenty-three feet across the beam. But when the skipper asked if any one was white-livered enough to stay behind not a man sung out. Soon as we got under way the boat showed she was just a queen. We seldom used topsails, for there was enough

### never felt in danger.

Yankee Secrecy. "On putting in at Cowes we were boarded by nearly every small boat in the harbor. Captain Brown had called us all aft before making port and cautioned us against talking. 'You needn't say anything about our centerboard, nor what we draw,' he said, adding that Mr. Stevens had offered to sail anything in England, and there would be not swarm with visitors and part of the crew were told off to see that they did not pry too much. In fact, they kept so close that

we lost the first races we were in." This is a feature of the narrative that surface must be presented underneath Captain Hoffman cannot be persuaded to against which the water must push the other dwell on. "You know," he said, with a wise blink of the eye. "that sometimes you glides, and it is here that the fine line in want to pitch a stove overboard when you



'like fish to dry.' so as not to catch any

As a matter of fact, we each got a few dollars and our passage America's Weather. "When the breeze got fresh we simply walked away from everything in sight. The

ward caused trouble. 'Captain Brown,' he said, by way of a joke, 'I believe you have

until the English sallors heard it, and asked caused the recent accident to the Columbia. if it was true. They would not be convinced When the crosstree snapped the topmast was

THREE MASTED SCHOONER CUM setting their PARED IN SIZE WITH THE COLUMBIA, PINAAACR

In addition to the Columbia's ordinary sail area (AAA) she carries a balloon jib topsail and a spinnaker. With this additional area the difference in spread of canvas may be seen.

otherwise, and after the race spread this loosened and fell before the wind with report ashore. Then we were boarded by such force that the steel mainmast broke celebrated her eighty-ninth birthday and breeze to keep us going without them, and greater crowds than ever and were not short off about half way of its length. Next though we struck heavy weather twice, we cleared of the charge really until the Amer- to the mast in importance is the bowsprit on was put into dry dock. No one could (3), which is held down by the bobstay and

understand how the Aurora was beaten so the bobstay fall (16 and 17). The main family of Lewises of Boston, merchants and badly without some device such as this. boom (4) spreads and holds fast the lower portion of the mainsail (A). At the top of She finished about half an hour behind us, and this time would have been tripled had the mainsalf is the gaff (5) and above that ship designers and builders, not a strong breeze come up after we had is the club topsail (D), reaching higher crossed the line." even than the top of the topmast. These are

For lack of twenty simple words yacht acing to 95 per cent of the people of the racers are also provided with a very im- whom, James B. and Nat G., are the organportant boom called the spinnaker boom (7). anything in England, and there would be United States is a sealed volume. It is true a race. Not a day passed that the deck did that the language of the yacht, which has as many terrors to the inlander as Sanscrit or Choctaw, has many more than twenty words; but a thorough knowledge of this twenty-word vocabulary will transform the

story of an international race from a dreary, unintelligible waste of technicalities into . narrative of fire and power. It will make a yachting contest as fascinating as a game of base ball or foot ball, or a horne race

And with a good, clear diagram of a yacht before the eye, a thorough understanding of sailing talk can be had in half an hour. Without it, the inlander falls dumb when he embarks on any craft more pretentious than a ferryboat, and he loses half the keen pleasure of Stevenson, W. Clark Russell, Cooper and many another famous writer of the sea.

The diagram which accompanies this article shows a sloop yacht, or a cutter yacht, as the Englishman would say. A loop yacht has one mast, the mainmast. If a forward mast were added, and the arrangement changed to suit, the vessel would then be called a schooner yacht, or in sea talk, a "two-sticker." The great race between the Columbia and the Shamrock is, therefore, a race of sloop yach's. The America, which was the original winner of what is now known as the America cup, was a schooner

been used. At the top of the mainmast, the easily extended or shortened so as to draw topmast (2) is attached. In the case of the more or less wind. One of the most picturnew cup defender this topmast is so made esque of the sails is not shown in the diathat it will slide down into the hoflow por- gram because it is used only under certain tion of the mainmast, but in ordinary yacht favoring conditions. This sail, the balloon jib, is an enormous sail made of very light construction it is firmly attached to the outside of the mainmast, as shown in the dia- cloth-in the Columbia of silk-and it is gram. These masts are held in place by larger than either the mainsail or the spinwhat are known as shrouds, long, heavy wire naker. It is attached at the very front of ropes (10 and 11), which run from the the boat and it is supposed to gather up all "hounds" at the top of the mainmast and the wind that there is. It is usually used from the top of the topmast to each side of when the winds are very light. The correct the hull, where they are firmly attached. In method of using a balloon jib is a very imorder to further strengthen the topmast a portant feature of the yachtsman's work, and it may play an exceedingly important part crosstree (9) is placed at the head of the topmast for spreading the topmast shrouds. "This was caught up and passed along It was the breaking of this spreader which top of the topmast (22) is called the burgee

J. B. HERRESHOFF

THE HERRESHOFF BROTHERS

in the coming race. The little flag at the and that which flies from the tip of the gaff is called the pennant. In case of heavy winds it is found necessary sometimes to reef the sails. This is done by means of the little strings which are seen hanging in rows along the lower part of the mainsail. The canvas is pulled down to the boom and

tied with these strings, so that less surface will be exposed to the kind. Reefing is only done in case of a very heavy storm or squalls.

With these few definitions the ordinary reader will be able to understand the published account of a yachting race, or, if the diagram is taken to the seashore, it will help the visitor to pick out the sloop-rigged vessels and to distinguish clearly the various sails and spars, thereby adding very greatly to the pleasure of watching a vessel under sail.

Mother of All the Herreshoffs. Across the street from the Herreshoff shipyards in Bristol, where the Defender and the Columbia were built, there stands an old country house with a generous New England "stoop." In front of it there is a row of magnificent trees and it looks out upon the bay of Bristol. Sometimes in pleasant weather a little old woman in black comes out and site for a while with

NAT " HERRESHOFP

Digests what you eat. one of her daughters and watches the It artificially digests the food and aids stately yachts come up the harbor from Nature in strengthening and recon-structing the exhausted digestive or-Newport and Fall River. She is the mother of all the Herreshoffs. Last February she gans. It is the latest discovered digestant and tonic. No other preparation can approach it in efficiency. It inshe was yet hale enough to take pride in the Columbia as it was building in the stantly relieves and permanently cures shops. She is a descendant of the famous Dyspepsia, Indigestion, Heartburn, Flatulence, Sour Stomach, Nausea, Sick Headache, Gastralgia, Cramps, and shipmen, and she brings to the present branch of the family much of its skill as

all other results of imperfect digestion. Drepared by E. C. DeWitt & Co., Chicago. Hor husband, Charles Frederick Herreshoff, died thirteen years ago, leaving a famthe principal sticks in a sloop yacht. The lily of seven sons and two daughters, two of DUFFY'S izers of the famous shipbuilding company, This boom is removable and is only used Never was there a family more positively when the yacht is running full before the touched with genius. John B. Herreshoff, PURE MALT WHISKEY wind. It is always conveniently placed on the president of the company, who has been ALL DRUCCISTS the deck, so that when the wind is right it blind new for more forty than can be instantly placed in position. It is let years, developed in his early boy-



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