

A SILVER FLEET.

A DUKE'S UNIQUE NAUTICAL COLLECTION.

Models of Famous Men-of-War—A Novel and Instructive Exhibit Which is Highly Prized by the Royal Sailor.

INTERESTING and novel in the way of curio collections is the silver fleet of the Grand Duke of Saxe-Coburg, which occupies the long gallery in the ducal palace at Coburg. The Duke was formerly Duke of Edinburgh, and is the second son of Queen Victoria.

The Duke's reigning passion is warships. He has models, in silver, of seventy-four-gun line-of-battle ships, fifty-gun frigates, twenty-five-gun sloops of war, ten-gun brigs and models of similar vessels of the old navy that made Great Britain for so many years the "Queen of the Seas," and models also of the armored battleships and swift cruisers of the present day.

The largest model is that of the ill-fated Victoria that was sunk, with nearly five hundred souls, off Tripoli eighteen months ago by an unlucky blow from the ram of the Camperdown. This little silver and gold model is six feet in length, and is complete in every detail of the original.

Another interesting model is that of the old line British ship of war Magnificent. She was an ordinary wooden vessel, and on the night of December 16, 1812, she was anchored between the reef of Chasseron and the reef of Isle de Rhe, in sixteen fathoms of water. A hurricane drove her close to the reef, and she would have been wrecked had not Captain Hayes, by a daring manoeuvre, spread all sail, cut the cables, and, when the ship swung around, stood out to sea directly between the dangerous reefs, and thus saved his ship and 500 men. Her commander thenceforward was known as "Magnificent" Hayes. The Duke has this story of the Magnificent, in all its details, engrossed and hung in a frame above the model.

Another model is that of the Japanese ironclad Matsushima, Admiral Ito's flagship and the vessel that has given such distinguished service in the China-Japan War. Like the new American Navy, the Matsushima is painted white.

A remarkable curiosity is a paraffine wax trial model of the Royal Sovereign. These wax models represent merely the hull of the vessel, and they are made in England after the plans of a ship are accepted and before the building is begun. The wax model is always made to a scale, and then floated in a large tank 400 feet long and ten deep, and by it the draught, resistance, speed and horse-power necessary are determined.

The queer-looking craft Twelve Apostles, belonging to the Russian Navy, is also reproduced. The ship is an old one, noticeable principally for the peculiar arrangement of its armor, the great sheets of metal rising above the upper deck and curved inward at the top, forming thus a sort of covered and shielded promenade, the guns protruding through this screen at irregular intervals. A more remarkable model is that of the new yacht of the Czar Nicholas II., now building at Copanagen. She will be christened The Standard. The yacht has two funnels and a double screw. The interior decoration is in the Louis XV. style, but made rather more ornate than in the original. The sides and ceilings of the saloon, dining-room, music-room, smoking-room and other apartments are covered with Watteau panels, painted by the most proficient Parisian artists. All the adornments and furnishings are in the highest Parisian style, and the colors are half-tones throughout. But the Russian weakness for gold and silver has been lavishly indulged, and the columns that support the deck are covered with sheets of the pure metal. The stairway leading from the social hall down into the Czar's apartments has porcelain steps and heavy silver

balustrades, the latter being covered profusely with the finest chasing.

The private rooms of the Czar are almost amidships, and consist of a dining-hall, smoking room and boudoir. The dining-hall is capable of seating forty guests, and is lighted by concealed electroliers that illuminate the room without being apparent themselves. This room is hung in white silk painted with Watteau panels. The carpets are so heavy that the foot sinks into them as into a bed of moss; they are a delicate shade of blue, with a fine scroll-running over it. The furniture is silver and gilt, each chair bearing upon its back the royal crown.

But the gem of the silver fleet is the Duke's old ship, the Galatea, in which he sailed around the world and made such a lively sensation in Australia. The model of the Galatea is of pure silver throughout, wrought in the highest style of the silversmith's art. She is four feet in length from out-water to the stern post, and all the fittings, rigging, battery, boats and cabin furniture are exact representations of the originals. She is shown under full sail, courses, topsails, top-gallant sails, royals, skyscrapers and moon rakers, staysails, studding sails, jibs and flying jibs, just as she took the trade winds on her voyage out.

The Duke's love of ships comes to him naturally. According to British custom he was brought up and trained as cadet, midshipman, lieutenant and captain in the Royal Navy, a service to which the junior branches of the royal family are mostly devoted. He was a good seaman and was never above his business. As Captain of the Galatea he doffed his title and was known on board as Captain only, being addressed, even by the foremast hands, merely by the modest epithet, "Sir," on duty, and in the privacy and freedom of the berth deck as "Our Little Man."

He frequently unbent from his dignity as commander and Prince so far as to bring out his fiddle in the dog-watch and play tunes, especially jigs and reels, to which the men would dance of a calm evening with true sailor's zest. His crew loved him one and all, and even with his officers he was a favorite.

A Cuban Tradesman.

General B. R. Cowen, who returned recently from a trip to Cuba, relates the following episode as illustrative of the bargaining ability of the native Cubans. "I wanted a palm hat," said he, "and with a friend entered a store where they were exhibited for sale, and asked the price. 'Seven dollars,' said the tradesman. We turned and walked out without saying a word. Next morning my friend again visited the place and asked the price of the hats. The tradesman recognized him and hailed him as he entered, and said that the price of the hats was \$6. About that time I also entered the place, was recognized and hailed, and told the price was \$5. 'I'll give you \$3 for a hat,' said I, 'and my friend will give you the same.' The tradesman insisted that the price was \$6, and we insisted that we would give only \$3; yet all this time the dealer was busy lining hats for us and fitting them to our heads. At last we were fitted and I said: 'Three dollars.' 'No, six dollars,' replied he, smiling. I put down \$3, and he, touching one, counted 'One, two,' then touching the second, 'three, four,' and the third, 'five, six dollars. Thank you,' and smiling, counted six on the three dollars my friend placed on the counter, and, still smiling, bowed us from the store. A few days later I visited the store to get a hat for a friend whose wife was of our party. The fellow recognized me and asked \$3.50 for the hats. 'I'll give you \$3 and not a cent more,' said I. He said no, he must have \$3.50, but went ahead trimming the hat, and when it was done, I laid down \$3 and he counted them, 'One, two, three and half,' and politely bowed me out."—Cincinnati Times-Star.

The process of bookmaking has, from time immemorial, been so cheap in China that a book of twenty-five or thirty pages is rarely sold for more than one cent.

ROY BAKING POWDER

Absolutely Pure

Electric Power for London.

An original plan was laid before the Manchester (Eng.) Association of Engineers at one of their recent meetings for transmitting power from the South Yorkshire coal field to London, with trunk lines for serving the large towns along the lines of transmission, including, of course Derby, Nottingham, Leicester, Northampton, and Bedford, and possibly an auxiliary station in South Staffordshire for the service of Wolverhampton, Birmingham, and the industrial areas in the line of its route across to the point where it joins the main trunk line serving the metropolis. According to the explanation given the plan is to generate power by burning coal at the mouth of the pit, the power to be transmitted electrically. The system provides for removing first the residual products of the coal, and, as these form the most valuable portion of the latter, the fuel actually used may be itself fairly regarded as the residual product of the distillation. Gas engines are to be employed instead of steam engines and boilers, the power being transmitted by high-pressure alternating currents.—Sun.

Every new pair of shoes usually develops a new pair of corns.

The wars of the last seven years have cost Russia \$1,175,000,000 and the lives of 664,000 men.

Dr. Kilmer's SWAMP-ROOT cures all Kidney and Bladder troubles. Pamphlet and Consultation free. Laboratory Binghamton, N. Y.

Jutland was originally Jutland, or the land of the Jutes, a Gothic tribe.

F. J. Cheney & Co., Toledo, O., Props. of Hall's Catarrh Cure, offer \$100 reward for any case of catarrh that cannot be cured by taking Hall's Catarrh Cure. Send for testimonials, free. Sold by Druggists, 75c.

Broadcloth, so-called, from its width, was first made in England.

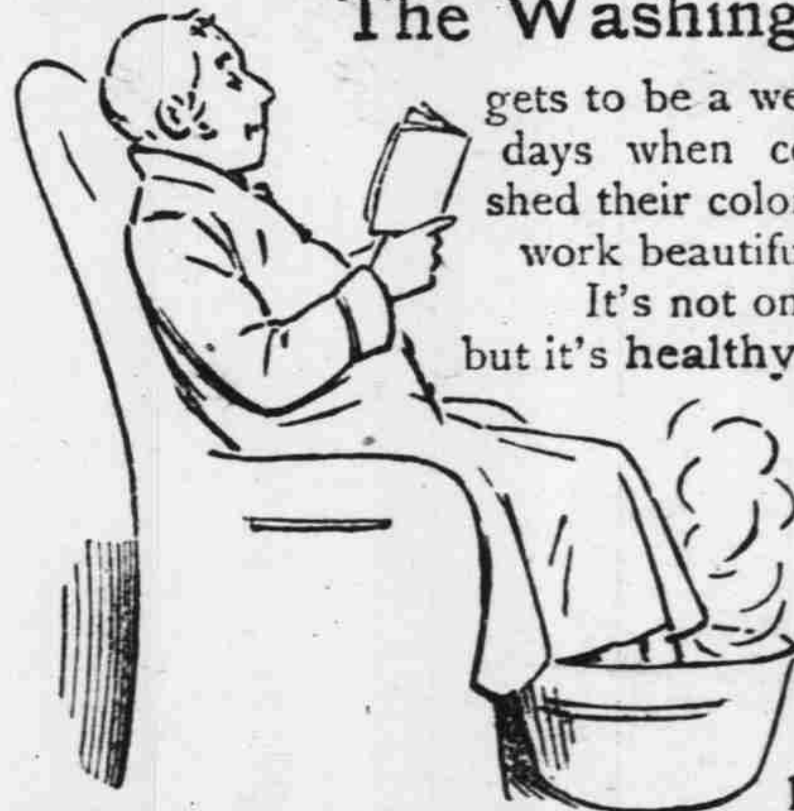
Mrs. Winslow's Soothing Syrup for children teething, softens the gums, reduces inflammation, allays pain, cures wind colic, &c. A bottle

England and Wales light something like 500,000 lamps nightly.

Piso's Cure for Consumption has no equal as a cough medicine.—F. M. Abbott, 328 Seneca St., Buffalo, N. Y., May 9, 1894.

Tobacco occupies 20,290,000 acres in the United States.

The Washing of the Feet



gets to be a weighty matter, in these days when colored stockings will shed their colors. Pearline does this work beautifully.

It's not only thoroughly effective, but it's healthy. Doctors recommend Pearline as a soak for rheumatism.

Try it in the bath. It will give you a new idea of cleanliness. Bathing with Pearline is a perfect luxury.

Beware Peddlers and some unscrupulous grocers will tell you, "this is as good as" or "the same as Pearline." IT'S FALSE—Pearline is never peddled, if your grocer sends you an imitation, be honest—send it back. JAMES PYLE, New York.