

**THE RECORD-BREAKING RACE OF THE ILLINOIS.**

By Stanhope Sams, Special Correspondent of Collier's Weekly.

HE seemed almost conscious of the part she played—the great battleship Illinois—as she settled down to her race through the ocean path that had been marked out for her to prove that she was the swiftest, and withal the most terrible, sea-fighter of her class afloat. She gave the impression that the beauty and splendor she will some day wear had been renounced, and that here she was to exhibit only her winged power of flight and her deadly strength. So stripped was she that every muscle seemed laid bare, and she was still begrimed with the sweat of labor that had fitted her to run and win the race against a hundred rivals in the navies of the world.

The Illinois, a dull, gray, hulk, lay beyond the brooding islands and

extreme caution, as if wary of the treacherous channels, and her helm was in the hands of a harbor pilot. Then, as the wide seaway opened before her,



LOOKING OVER THE STERN—HOW THE BATTLESHIP STIRS UP THE WATER IN HER BROAD WAKE.

she dropped the pilot, shook off her swaddling bands, as it were, scorned all guiding hands, save those of her masters, and turned her head toward Cape Ann for her life or death race.

The course of thirty-three knots had been carefully measured five days before, and was marked by six boats and buoys stationed at intervals of little more than six knots, the total distance to be gone over twice, out

ten knots an hour—was evident to all from the moment she righted herself from the turn and moved down the line of stakeboats that disappeared in the direction of the Maine coast.

The crew, from Captain Hanlon and helmsman and engineer down to the deckhands, regarded the race as a personal affair. Each one knew exactly what the Alabama and the Wisconsin had done, and, therefore, what the Illinois was expected to do, and each felt the heavy responsibility that rested alike on steering wheel, or engine shaft, or sack of coal, or on a single drop of oil.

At the end of the half-course a singular thing happened. Until the race is finished every power of the ship is guarded against mishap. For this reason, the ship usually swings about on an easy helm, and reserves the test of her ability to turn in a small circle to the very end of the race. But there was some confusion in orders, and the ship suddenly came about, and hauled to port, and then as suddenly and mysteriously swung hard to starboard, like a tipsy sailor. Then she

thickness. The turrets are protected by seventeen inches of steel plate. She carries two thirteen-inch guns each in her forward and aft turrets, fourteen six-inch rapid-fire guns, and a secondary battery of sixteen quick-firing one-pounders, and four quick-firing one-pounders, and two Colt and two field guns.

The speed of the Illinois in the trial race, as given above (17.31 knots an hour) is the actual time made against tide and currents. Her corrected speed, calculated by the Board of Inspection and Survey, is much better—17.45 knots. This great speed places her still further in the lead of American battleships, and is her warrant to rank pre-eminently as the fleetest ship of her class in the navies of the world.—Collier's Weekly.

**TALLEST IN AMERICA.**

Texas Man Who Enjoys a Unique Distinction.

Living on a big ranch of his own in Titus County, Texas, lives a man with several claims to distinction. His name is H. C. Thurston, and he stands seven feet eight inches in height in his stocking feet. Mr. Thurston is a native-born American, and now at the age of seventy-one years he is still enjoying good health. He was one of the original forty-niners, and went around the Horn and back across the



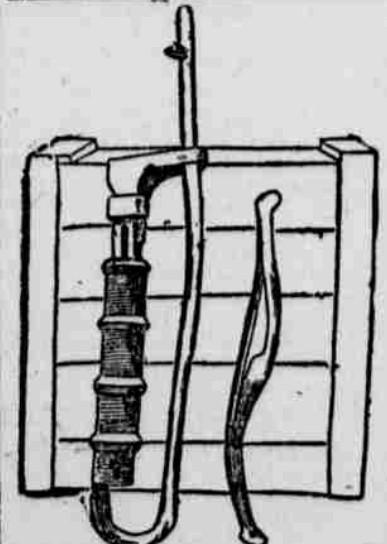
THE TALLEST MAN IN THE UNITED STATES

isthmus in the days when the trip meant something. When the war broke out Mr. Thurston promptly enlisted in the Confederate cavalry, and served until the surrender of his regiment in 1865. His great height and towering figure made him a favorite target for Federal marksmen, and it is estimated that thousands of shots were fired directly at him during the war. But some good fortune seemed to watch over him, and he was wounded but once, and then slightly. In 1871 Mr. Thurston removed to Titus County, Texas, where he has since resided. He is one of the prominent planters of Mount Vernon in the Lone Star State, and has refused countless offers to exhibit himself as an attraction at a dime museum.

**Old Lock From China.**

Probably no objects of greater curiosity will reach this country from China, as a result of the recent troubles in that country, than the lock and key of the front gate of the sacred city of Peking, which have just been delivered to the National Museum by Minister Conger. The sacred city is surrounded by a wall, and in front of the Emperor's palace is the gate from which the lock was taken.

The lock, which looks something like an old-fashioned bassoon, is nearly four feet long, and consists of a cylindrical piece of wrought iron continued at the end, where the key is inserted with a six-inch loop, which extends back in rod form about one and one-quarter inches in diameter parallel with the cylinder passing through the haps of the gate; thence, at about two-thirds of the way, through the lock guide, which is attached to the lock proper. The latter



LOCK OF THE SACRED CITY.

is provided with four tumblers. The cylinder is re-enforced with cast iron rings apparently welded on. The key, which is about as long as the lock, is also of wrought iron, rounded for a portion of its length and flattened for the remainder. The flat end has four wards, which, when inserted in the cylinder, release the tumblers, thus causing the lock to open.

The new German cruiser Admiral Behring can steam 7000 miles without recouling.

**PEARLS OF THOUGHT.**

The unspoken word never does harm.—Kosuth.  
Genius is only a superior power of seeing.—Ruskin.  
The great obstacle to progress is prejudice.—Boyce.  
Integrity without knowledge is weak and useless.—Paley.  
Live with wolves and you will learn to howl.—Spanish proverb.  
Rashness is the faithful but unhappy parent of misfortune.—Fuller.  
What you dislike in another take care to correct in yourself.—Sprat.  
The great art of learning is to undertake but little at a time.—Locke.  
A judicious silence is always better than truth spoken without charity.—De Sales.  
He is a good man whose friends are all good, and whose enemies are decidedly bad.—Lavater.  
There is one form of hope that is never unwise, and which certainly does not diminish with the increase of knowledge. In that form it changes its name, and we call it patience.—Bulwer.  
Great occasions do not make heroes or cowards; they simply unveil them to the eyes of men. Silently and imperceptibly, as we wake or sleep, we grow or wax weak; and at last some crisis shows us that we have become.—Canon Westcott.

**A HARD LIFE.**

The Mental and Physical Hardship of Mail Car Clerks is Unremittant.

The life of a railway mail clerk or route agent at the best is not easy, says a contributor to Collier's Weekly. He travels under a constant strain and is subject to unremitting mental and physical hardship. He is always overworked, but he must be ever alert, expert and accurate. The business of a continent depends on the correctness of his instantaneous mental processes and his rapid manipulation—a letter "misthrown" may break a heart or burst a bank or ruin a railway corporation.

The lurching of cars going at tremendous speed around sharp curves; the continued succession of efforts to maintain equilibrium; the monotonous vibrations terribly destructive to nerve tissue, to spinal column and to brain texture are the daily and hourly concomitants of his ordinary work. Probationers often relent and go back to their former duties. One aspirant for employment in this field was assigned to a notably rigorous route. He never finished his first trip; he went halfway, bought a ticket for home, and returned as a passenger. Replying afterward to some questions as to the labor involved, he replied: "Lifting and unloading 200-pound pouches, shaking out the contents, arranging same, removing pouches, locking same, carrying on mail matter, re-arranging same, then going over same work, continuing same 17 hours, without rest, with trains flying around curves and slinging you against everything that is not slung against you."

Vigor, vitality and resolution are essential in a beginner as well as keenest intelligence and unweary spirit of application. But the physical qualities are slowly sapped and undermined by such steady exertions of duty and the mental qualities are proportionately deteriorated.  
Hence the railway mail system is a huge Gorgon. Incessantly, cruelly devouring specimens of the best manhood of the nation. Under present conditions it must continue to demand and devour, in order that the currents of trade and tides of civilization may continue to flow. Suspend the man-reckoning process a single week for needed, universal rest and social chaos would ensue.

**Fortune Told by Features.**

Teeth that are long and not narrow denote large, liberal views, strong passions and heroic virtues; if they are long and narrow, a weak character is denoted. Evenly grown teeth show a better disposition and better developed mind than those that crowd and overlap. Long noses are cautious and prudent; short noses, impulsive and joyous. Deep colored eyes, with well-arched lids, both upper and lower, show a truthful and affectionate nature. An eyebrow slightly curling at the outer edge indicates a jealous nature. There is a whole world of tell-tale indications in the apex of the ear. If it lies close to the head the owner possesses a refined nature. But if the top starts away from the head at a well defined angle, that person has an uneven disposition and is not to be relied upon. If a girl's thumb lies flat, or droops a little, marital submission to the master mind is indicated. If a thumb has a tendency to stand at right angles to the hand, the damsel owning it is headstrong. A person of weak character has a pendent thumb; the strong character has a strong, erect thumb. Fingers which bend backward mean powerful determination. If they are round, strength, both physical and mental, is indicated. Stubby fingers are grasping fingers. Finger nails that are rounded show refinement; if long and rather square at the top, firmness and energy are denoted.—Leslie's Weekly.

**Museum Discipline.**

Visitor—So you weigh 700 pounds; doesn't it annoy you to have people comment on your size?  
Fat man—Oh, no; if I wasn't worried to death with fool questions maybe I'd weigh 1000.—Chicago Record-Herald.

It would be a good thing if people thought less of their ancestors and more of their progeny.

**FACTS AND FANCIES FOR THE FAIR**

New York City.—The comfort, convenience and luxury of the Kimona are established facts. Young girls, as well as their elders, find them essential

the stock is joined to the full front and closed invisibly at the centre back.

To cut this waist for a woman of medium size, three and one-fourth yards of material twenty-one inches wide, three yards twenty-seven inches wide, two and one-half yards thirty-two inches wide or one and five-eighths yards forty-four inches wide will be required, with one and one-fourth yards of taffeta, one and one-eighth yards of all-over lace and three and one-half yards of stitched bands to trim as illustrated.

**Primitive Indian Designs.**

There seems to be a tendency in many things to primitive Indian designs. It may not be that every designer who uses them knows this, but any one noticing styles in general will see it. For instance, on a long and handsome evening coat which has applications of cloth upon net, the cloth of the upper part of the coat comes down upon the net in sharp, slender, irregular points above a more conventional design. These sharp points are comparatively new and very much the same as designs that are to be seen upon old Indian rugs, and in them are intended to represent lightning, perhaps, or some of the elements.

**A Pretty Variation.**

A pretty variation of a somewhat hackneyed form of evening dress was lately shown, the "eteeteras" of a black tulle gown (lightly sprinkled with square gold sequins) being all of gold. A little gilt fan, wreath of gold leaves in the hair, gold-headed black velvet shoes and gold embroidered Empire belt, and gloves were worn and a broad gold bracelet on one wrist.



MISSIE'S KIMONA.

to a complete wardrobe and are provided with varying sorts to suit different seasons. In warm weather white lawn with figured border is charming as are dimly cheviot, madras, and China silk in various colors and combinations; for winter use flannel, flannellette, cashmere and all materials used for wrappers are correct.



WOMAN'S WAIST.

The very desirable model form is made with a square yoke in front and back that meet in shoulder seams, the full fronts and back being gathered and joined to its lower edge. The sleeves are large and ample, in bell shape, and all the edges are finished with contrasting bands. When desired in shorter length, the skirt portion can be cut off.

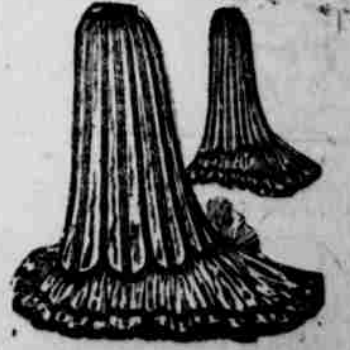
**Woman's Tucked Skirt.**

Tucks not alone hold their place but give every evidence of extended favor and are predicted as features of coming styles. The exceedingly graceful May Manton skirt illustrated shows a lower edge, but shaped and gathered at the upper edge to fit the skirt.

To cut this skirt for a woman of medium size, nine and one-fourth yards of material twenty-one inches wide, eight and three-eighths yards twenty-seven inches wide, six and one-half yards thirty-two inches wide or four and five-eighths yards thirty-two inches wide will be required for the full length, with two and seven-eighths yards for bands; three and three-fourths yards twenty-one inches wide, three yards twenty-seven inches wide or two and three-eighths yards thirty-two inches wide, with one and three-fourths yards for bands for shorter length.

**Woman's Waist.**

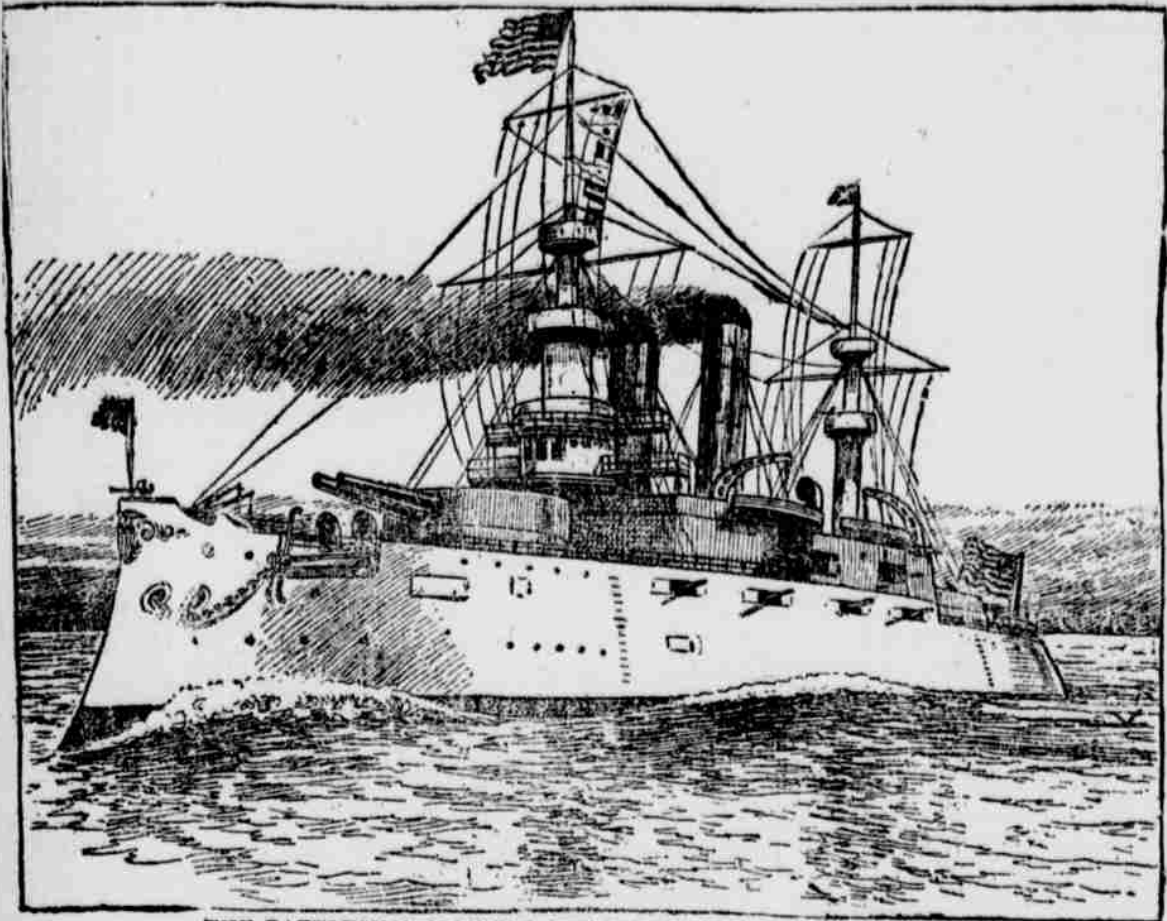
Blouse effects with revers and vests are exceedingly fashionable and make most satisfactory waists for street costumes as well as for indoor wear. The original of the smart May Manton model shown in the large drawing is made of tugged golden brown tannin with vest of the plain material, full front undersleeves and stitched bands of taffeta in the same shade, small jeweled buttons, revers, stock and cuffs of Russian lace, but all soft materials suited to tucking are appropriate.



NINE-GORED TUCKED SKIRT.

The foundation for the waist is a fitted lining. On it are arranged the full front, vest portions and back and fronts of the waist proper, which are laid in fine tucks, while the fronts are finished with revers. The sleeves are made over a smooth lining to which the puffs are attached, and which can be covered with the material when plain sleeves are desired. The flare cuffs are attached to the lower edges of the upper sleeves and

one-fourth yards thirty-two inches wide or five and one-fourth yards forty-four inches wide will be required.



THE BATTLESHIP ILLINOIS, THE FINEST WARSHIP AFLOAT.

the busy harbor traffic of Boston, on the morning of June 12, awaiting the supreme moment that would see her transformed from a germ in iron and steel into a battleship. She had lain there for some time, and every hour her picked crew and her shrewd builders had made her fitter, and stronger and feeter. They had let the grime and dirt accumulate on her decks, and sell the creamy white of her gracefully curved sides; but they kept the machinery clean and free, and as sleek with oil as the mouth of a million-gallon "sooter."

The test of the ship had been regarded by all as a dramatic climax toward which everything was moving. Her builders had been preparing her for this moment ever since her launching on October 3, 1898; and the United States Navy, which was to reject or accept her on the result of the trial, had selected a trained body of officers to witness the race. As if to mark the occasion as a sort of baptism of fire, Rear-Admiral "Fighting Bob" Evans was placed at the head of this board.

On one, however, not even her builders or her crew, expected that she would run the marvelous race she did, eclipsing all records. But after she reeled off her wonderful speed of 17.31 knots so steadily, without fretting or quivering, Admiral Evans said she could easily be forced to eighteen knots.

As soon as the members of the trial board, which consisted of Rear-Admiral Evans, Captain C. J. Train, Captain J. N. Hemphill, Commander Charles Roelker, Lieutenant-Commander Charles E. Vreeland, Lieutenant-Commander T. E. Rodgers and

in. The path lay directly across the deep bight in the shore-line of Massachusetts and New Hampshire and ended off Cape Porpoise beyond Mount Agamenticus on the Maine coast. The gunboat Hist was the first stake, and the others were, in their order, the training ships Lancaster and Essex, the gunboats Newport and Peoria, and the naval tug Potomac.

Long before the Illinois reached Cape Ann she had worked up to a high speed, and when she swept around the first stake-boat and swung easily into the path she had to follow, she was making more than seventeen knots an hour. So smoothly did she rush through the water, without vibration or clatter, that even the naval experts could hardly believe she was moving at that wonderful speed. Only the white beaten foam she dashed wide and far from her bows, and left in a broad swath behind her, told of the tremendous power and speed with which she was being driven. Admiral Evans and President Calvin B. Orcutt, of the Newport News Shipbuilding and Drydock Company, the builders, who were on the bridge, Admiral W. T. Sampson, who watched the first part of the trial from a station near the wheel, and all the other naval officers present, held their watches to catch the exact time of the start and finish of the first reach, as if the ship were a racehorse nearing the wire in a sharply contested heat.

The gunboat Hist saluted as the battleship crossed the starting-line, and the great fighter snorted curtly through her siren whistle in acknowledgment. At this moment, as the Illinois had attained almost her utmost pitch of

swung again in a short curve, and came round, beautifully righting herself, and seemed to leap back into the path for her spur home. She behaved exquisitely under the severe strain, neither listing too much in the abrupt swings to starboard and to port, nor throbbing or quivering under the immense tension of her engines.

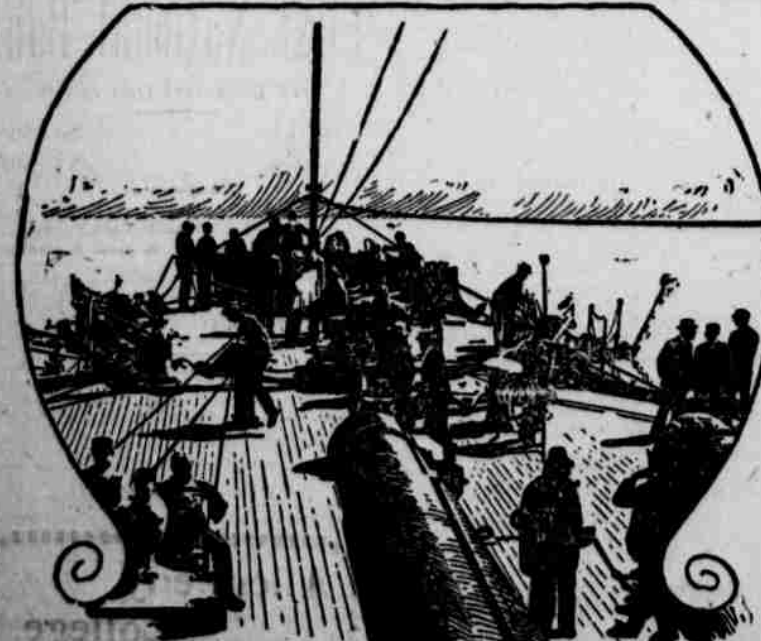
At the finish, the Illinois made the usual figure "8," to show how quickly she can turn, and swept a complete circle within three times her own length.

Then she dropped anchor again in President Roads, and the great record breaking, historic race had ended. New records had been established, and a new goal and prize set up for all future battleships to strive for. The Illinois had made 17.31 knots. But as a fighter? It is not enough that a battleship can steam fast. She must be able to vanquish her adversary after running her down. Can the Illinois do this? Let "Fighting Bob" Evans answer:

"The English sometimes say we overburden our ships with armament. That is what the fighting ship is for—to carry all the guns she can effectively use. She is a floating battery, and if she can hurl more weight of metal than her enemy, and can hurl it as accurately and timely, she will win, and the ship is built to win. She must get to her fighting ground quickly, and outfight her foe.

"I believe the Illinois can do both. I believe she is the fleetest ship of her tonnage and fighting power on the sea to-day and can whip anything that can now force her to fight, and many battleships that she could force to fight her on her own terms."

The Illinois was launched October 4, 1898, at the yards of the Newport News Shipbuilding and Drydock Company, Newport News, Va. Her hull is 308 feet long at load-water line, her beam seventy-two feet, and draught at normal displacement of 11,525 tons is twenty-three feet and six inches. Her indicated horsepower is 10,000, her speed is 17.31 knots, and her coal supply is 1500 tons. She will have forty officers and 440 seamen and marines. She has triple-expansion twin-screw propelling engines, capable of 120 revolutions a minute. Her armor consists of a belt, four feet below and three and a half feet above the load line, of sixteen and one-half and nine and one-half inches



LOOKING AHEAD FROM THE TOP OF THE FORWARD TURRET.

Naval Constructor J. J. Woodward, had made a tour of inspection of the ship, she left her anchorage in President Roads and steamed slowly out of the bay. At first she moved with

speed, she presented a remarkable spectacle, viewed from her own forward fighting-top. That she could and would make the speed required by her contract—six-