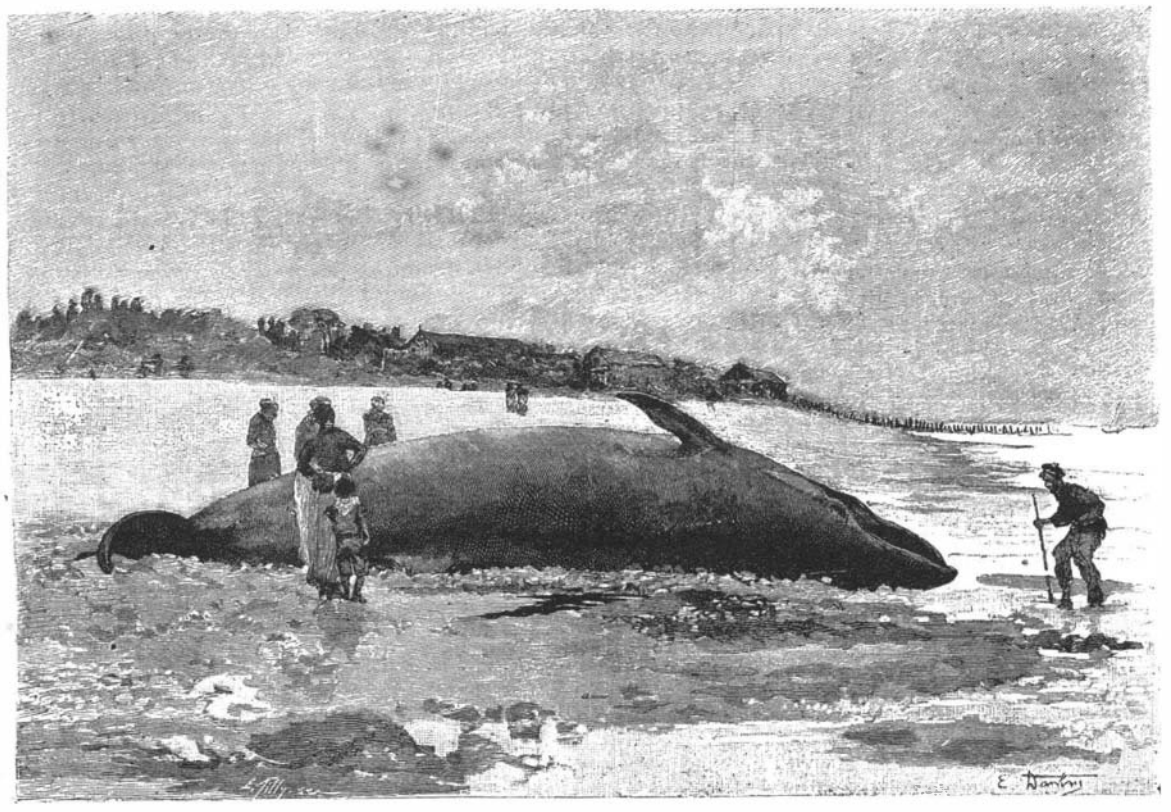
rious exhibits at the Fair—the plant of an illicit distillery. We illustrate the battered still and worm which was exhibited by the Old Times Distillery Company, and which is claimed to be the only distilling plant brought away from the mountains. The plant of an illicit distiller, or in cant phrase "moonshiner," is very seldom preserved when captured. Either the still is destroyed before the seizure or it is destroyed by the revenue officers, as in many cases the distillery is located on the top of rugged mountains, which makes the transportation of the seized articles difficult.

There is very little of the romance of crime left in America. The gentle art of holding up a coach is now practically a thing of the past. So that there is little left in the way of exciting adventures, except the too frequent train robberies and the occasional disturbance of the half-nomadic people of Kentucky, Tennessee and some other States, who gain a precarious livelihood by the illegal distillation of ardent spirts. Though the literature in regard to moonshiners is very limited, two or three novelists have used the stills in the mountain fastnesses as a foundation around which to weave their plots.

There appear to be three distinct classes of people who engage in illicit distilling; first, the common criminals; second, old confederate soldiers; and third, the descendants of the men who engaged in the post-revolution whisky insurrection, men who regard revenue laws as unjust and oppressive. Rye is one of the principal cereal crops in many of the States in which illicit distilling is carried on. Rye is bulky, cheap, and therefore not convenient or profitable to transport over the wretched roads But once converted into whisky, it can easily be transported on horseback, and the commodity can be readily disposed of near home.

To men coming of a whisky-making, whisky-loving people, the laws of the federal government enforced by the Treasury Department seem tyranny. It is stated that whisky can be made where rye is cheap for twenty cents a gallon. The internal revenue tax is now ninety cents a gallon. So that it will be readily seen that large profits may be made if the whisky can be sold without having to pay the tax. When attacked, the moonshiners defend themselves, and as they are expert marksmen, the pursuit of the moonshiners is extremely hazardous; but they are not as bloodthirsty as they are usually painted, and it is a significant fact that most of the revenue officers who are murdered are shot in the back. As soon as a moonshine still is broken up in one place, another is started a few miles away. The border of North Carolina and Georgia is a very bad spot for illicit stills, the people traveling from one State to the other when necessary.

The still is in form nearly always of the crudest shape, like the one illustrated, which is really a very good example of a better class still. Some of the makeshifts resorted to by these curious people are really amusing, and many of the stills are made of common wash boilers. The grain is, of course, hand-mashed. The market is generally local, seldom being outside of the State. The moonshiner is a curious outgrowth of the revenue laws, and his history forms a very curious picture of the primitive condition of border life.



A STRANDED WHALE.

A WHALE STRANDED AT VILLERVILLE.

A whale that had strayed into the mouth of the Seine went ashore Saturday, October 21, upon the coast of Calvados, under the herbage of Criquebœuf, near Villerville, between Honfleur and Trouville. It was perceived at about six o'clock in the morning by some fishermen, who at first took it for a capsized boat, but were undeceived when they saw it spout water to a height of eight or ten feet. Having adventured too near the coast at a moment when the tide was falling very rapidly, it was caught on the beach, and, despite its efforts, was unable to regain the open sea. It struggled for seven hours, giving formidable blows with its tail from time to time. It ceased to live at one o'clock in the afternoon.

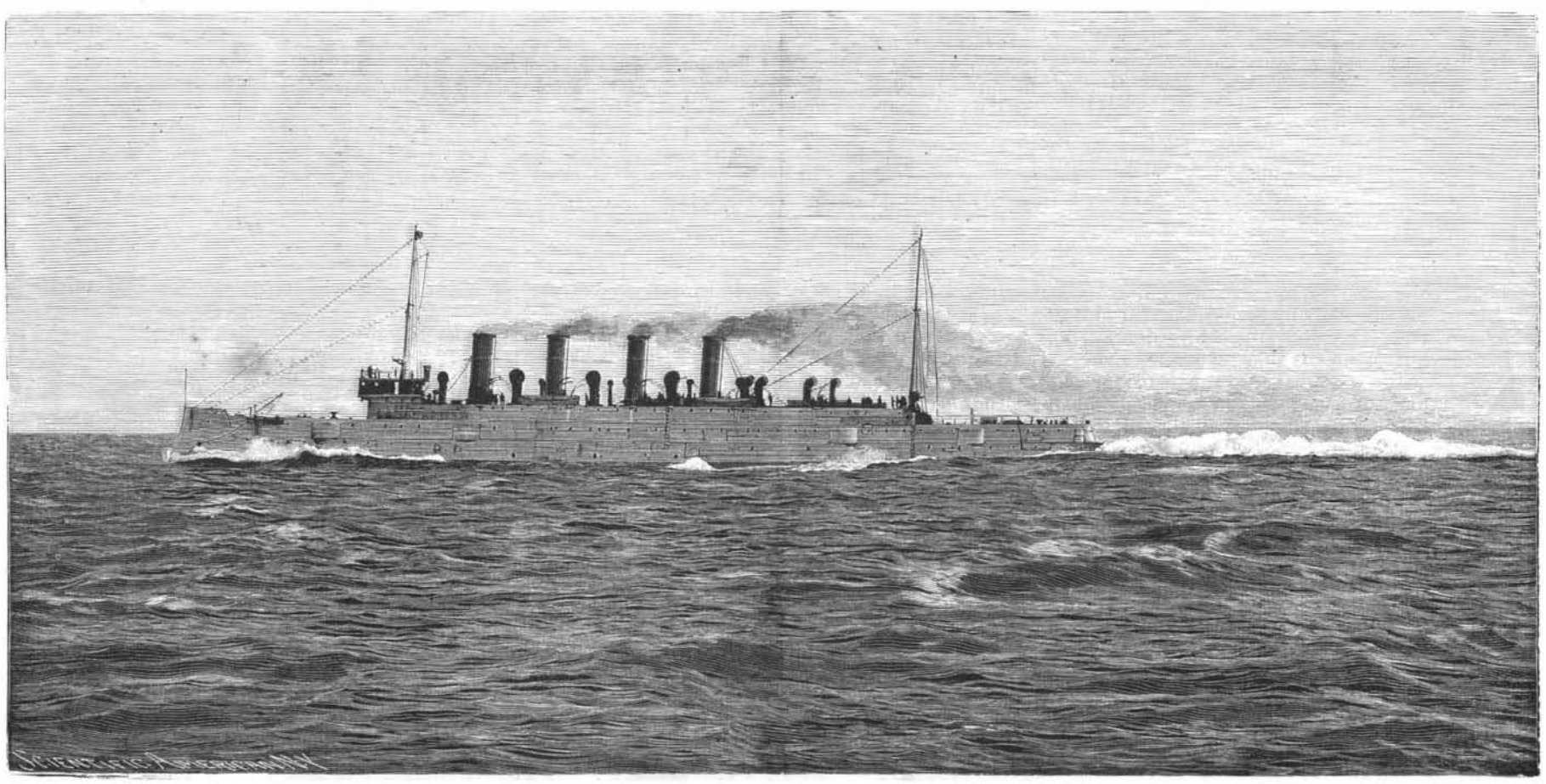
It was 10·5 meters in length. Its vertical diameter was 1·3 meter and its horizontal diameter was 1·75. Its jaw was 1·15 in width. Its flippers were 1·2 meters in length and the fin on the back 0·75 meter. The width of the tail was 1·3 meters.—*L'Illustration.*

OUR PHOTOGRAPH OF THE COLUMBIA.

We give this week an engraving of the new war ship Columbia, taken when the ship was running at highest speed on her recent official trial. It will be noticed there is an absence of undue wave. The three propellers at the stern throw up the water considerably, and form a rather wide cataract ten feet high, which subsides gradually, and no heavy waves are formed. The bow waves are comparatively light, and in this respect are in strong contrast to some other war ships. The Columbia is one of those poetic vessels that seem to "walk the water like a thing of life."

The Columbia is 412 feet long on the load water line, 58 feet extreme beam, 22 feet 6½ inches normal draught, and displaces 7,350 tons. Her power consistsof three three-cylinder vertical inverted triple expansion engines, having about 22,000 collective indicated horse power and driving three screws, one on the middle line, as in single screw ships, and the other two under the counters, as in twin screw vessels. This power is calculated to produce a speed of 21 knots an hour, which the contract for the vessel calls for, the builders to receive a bonus of $50,000 for every quarter knot the vessel makes over the required twenty-one knots. On the official trial she made a mean speed of 22·81 knots, thus netting for the fortunate builders, Messrs. Cramp & Company, the handsome bonus of $350,000 above the contract price.

Notwithstanding the above successes, it cannot be said the speed of the Columbia is commensurate with her great power. We believe she is the highest engined boat of any ship afloat of her size, but not the fleetest. Her displacement is 7,350 tons, with 22,000 horse power, or 3 horse power per ton of displacement. The two new Cunard ships, built to serve as war cruisers, are of 12,500 tons displacement, 30,000 horse power, twin screws, showing $2\frac{2}{5}$ horse power per ton of displacement. These boats have made the Atlantic voyage of nearly 3,000 miles at an average of 21·3 knots per hour. It would doubtless be impossible for the Columbia to make such a voyage at that rate. Smaller ships, with higher engine power in proportion to dis-



From a photograph by W. H. Rau.

THE NEW WAR SHIP COLUMBIA.