

COMPLETE LOSS OF THE STEAMSHIP "PARIS."

We have refrained from giving any lengthy notice of the loss of the steamship "Paris" of the American line until it was known definitely whether there were any possibility of saving this unfortunate vessel. It is now learned that the officials of the American line have abandoned all hope of floating the ship and have turned her over to the underwriters. It is possible that the latter will make a final effort to recover this costly vessel before leaving her to be broken up by the heavy seas which break upon the coast of Cornwall.

The details of the stranding of the "Paris" are too well known to our readers to need any lengthy repetition. She left Southampton shortly after noon on Saturday, May 20, and in accordance with arrangements recently made by the American line, proceeded across the channel to Cherbourg, where she took on an additional fifty passengers. She left that port at six o'clock in the evening of the same day for New York, and soon after one o'clock on Sunday morning, just before high tide and in rather thick weather, she ran ashore on the Cornish coast off Lowlands Point, which is situated about nine miles from the town of Falmouth and not many hundred yards distant from the fatal "Manacles" rocks. The "Paris" has met her fate therefore almost on the identical spot which caused the fatal wreck of the "Mohegan" of last October, when out of fifty-three passengers and a crew of ninety-eight, all but fifty were lost.

By reference to our engraving of the scene of the

Manacles Rocks and
Wreck of "Mohegan."

lost. Our illustration is made from a photograph which was taken the next morning, when an effort was being made to tow the vessel off the ledge. The torpedo boat destroyer is lying off the port quarter of the "Paris," with the gunboat "Antelope" a hundred yards astern.

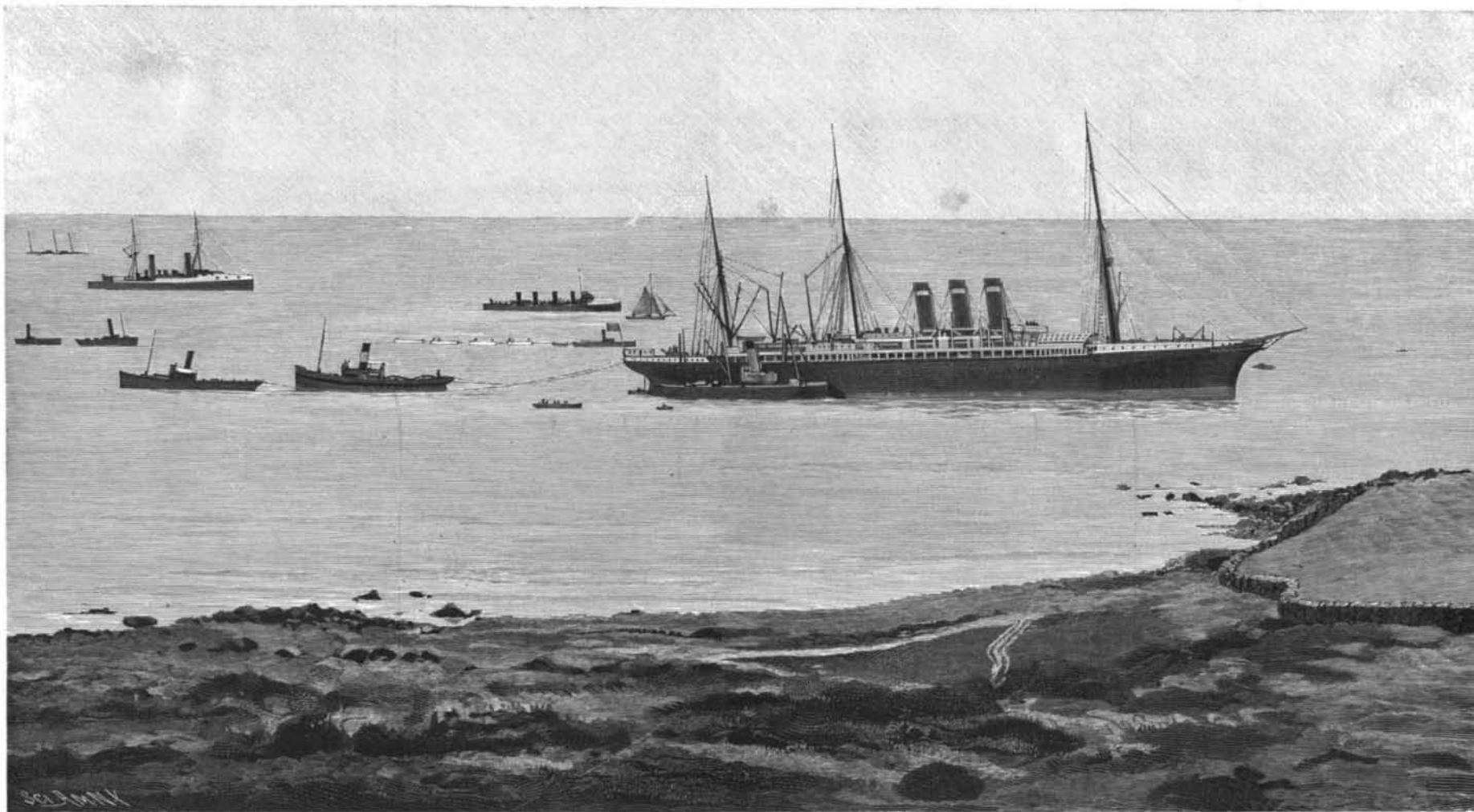
As to the direct cause of the disaster, the public is as little informed to-day as at the time it happened, more than a month ago. The fact that the wreck occurred so close to that of the "Mohegan" has started the old suggestions of local magnetic attraction acting on the compass, cross currents in the channel, etc., which were offered to explain the "Mohegan" disaster. The impression is gaining ground, however, that the course had been wrongly laid. If this is so, it must be regarded as one of those accidents which may always occur where safety depends so largely upon the "human element" as it does in navigation. Capt. Watkins is one of the oldest and most experienced navigators on the Atlantic route, and we know from personal inspection of the regulations governing the officers and navigation of the ships of the American line that the greatest possible care is taken to guard against error.

The "Paris" was at one time the most notable of the fast transatlantic liners. She and her sister ship, the "New York," were built in 1889 and were the first large passenger steamers to be fitted with twin screws and achieve a speed of over 20 knots an hour. She is 525 feet long, has a tonnage of 10,795 tons, and her engines indicate 20,000 horse power. In her maiden trip

can offer nothing better than theories, and you can get those in carload lots for nothing. The only positively reliable information that we can give up to date is that it is a mighty tough proposition, and that, as in all great undertakings, it behooves a man to do his "be-hoovenest."

But those who have been over the route have declared themselves on occasions, and there is no copyright on what they said. Russell Sage, who has dealt with millions as familiarly as a soda fountain proprietor does with nickels, and who would regard it as a wanton extravagance to pay more than \$16 for a business suit, declares: "Be honest, industrious and economical and you'll be sure to succeed." As he started as an errand boy, he is a pretty fair indorsement for his prescription. Hetty Green, with her \$60,000,000 and backbone of chilled steel, advised women to go into real estate, buy "snaps," and after improving the property sell at a nice advance. But she also jerked out the opinion that the most important thing of all for a woman to learn is to mind her own business. It is better thus than if some men had said it. Blind Charles Broadway Rouse, who has offered one of his six millions to have his sight restored, says that "industry, integrity, economy and promptness; learning when to buy, where to buy and how to buy; buying and selling for cash, and quick sales and small profit, will do the business."

Collis Huntington, who has had a repeat or two in his race for fortune, making his first start as a country



Gunboat.

Torpedo Boat Destroyer.

Lowlands Point.

STEAMSHIP "PARIS" (NOW ABANDONED TO THE UNDERWRITERS) ON THE ROCKS OF THE CORNISH COAST.

wreck, it will be seen that the "Paris" must have passed in close proximity to the "Manacles," which lie a few hundred yards astern of the vessel and are still marked by the projecting masts of the "Mohegan." It is probable that she was running at a fairly high rate of speed, and as the vessel is capable of 20 to 21 knots an hour when doing her best, and when loaded has a displacement of over 16,000 tons, it can be understood with what terrific impact she must have run upon the rocks. At the point where she struck is a ledge or reef extending out from the shore, and the impetus of the great ship was sufficient to cause her to mount the ledge for about 250 feet of her length. The rocks cut through her double bottom and destroyed the integrity of the bulkheads, the first four or five watertight compartments being penetrated.

From the first it must have been evident to all practical men that the ship was doomed, nevertheless, everything possible was done to save her. In response to the call for assistance, several tugs from Falmouth quickly responded, and at daybreak a requisition was sent to the navy authorities asking them to send assistance to the stranded ship. The request was immediately complied with, and the gunboat "Antelope" started at once for the wreck, and was followed by a torpedo boat destroyer and one or two other government vessels. The passengers were safely taken ashore by the small boats of the "Paris," and not a life was

to New York she broke the record from Queenstown and created a record of 5 days 15 hours and 58 minutes; her best average for one day was 21.02 knots an hour. On March 5, 1890, when 216 miles west of Fastnet Rock, Ireland, one of her engines collapsed, and as a result both engine rooms were flooded, and for three days she drifted with 2,000 tons of water in her engine room compartments. She was finally picked up and towed to Queenstown. During the Spanish war she served, under the name of the "Yale," as a scout auxiliary cruiser, and under the command of Captain Wise she captured the "Rita," a blockade runner, and was of great service as a transport, scout, and dispatch boat.

How to Get Rich.

The Book-keeper, a useful magazine devoted to the science and practice of book-keeping, published at Detroit, Mich., has been asked by a subscriber how to get rich. Others, too modest to ask, are equally interested to know. In answer to his correspondent the editor quotes the sayings of some of our most prospered citizens.

What the expressive language of the day designates as a "wise guy" used to advertise a recipe for this very thing, charging a dollar, and responding thus by return mail: "Work like the devil and don't spend a cent." Personally, we are working on the problem teeth and toenails, but at this stage of the game we

merchant, puts it thus: "The best way to become rich is not to talk too much during business hours." "Don't let your competitors know what your next move is. Eight hours' sleep every day and twelve hours' work, do a little more than you agree, meet bills as they fall due, put by a \$1 bill out of every five you earn and invest it in some sound banking, railroad or real estate enterprise," are among the tips dropped by D. O. Mills. Henry Clews' scheme is to buy cheap and sell dear. It sounds easy. And he did it. The former messenger boy is a multi-millionaire.

Andrew Carnegie: "Five things are necessary. They are push, squareness, clear-headedness, economy and rigid adherence to the rule of not overworking. But the final question will be, What has he done for his fellows?" As he comes out of the scrimmage with a surplus of a quarter of a billion, he is now worrying his declining years with the vexed problem of doing for his fellows.

The Consumption of Beer.

It is estimated that the consumption of beer in the entire world amounts to \$1,080,000,000 per annum. This seems to be an almost incredible figure, but does not appear so strange when it is considered that the beer which is consumed throughout the world in a single year would make a lake three and three-quarters miles long, a mile wide and six feet deep.