



IN ONE OF BROOKLYN'S NEW THEATRE TROLLEY CARS.

NEW THEATRE CARS FOR BROOKLYN.

Two Gorgeous Structures That May Be Hired by Private Parties.

These Trolley Cars Have Every Luxury of the Parlor Coach, Including a Buffet.

SUPPERS FOR THEATRE-GOERS

Old Gold Panels, Plush Cushions, French Plate Mirrors and Mahogany Tables Are Among the Rich Furnishings of These Street Cars.

A peculiarity of Brooklyn social life is the oyster supper after the theatre. Oysters, from the Brooklyn standpoint, are the only proper things to eat after going to the theatre, generally accompanied in the case of men by a bottle of lager beer and followed by index with ice cream.

Every Brooklyn young man takes his sweetheart for an oyster supper after the theatre, and elaborate provision has been made to meet the demand. Just at present this social custom has been raised to a degree of luxury and ease that leaves New York far in the background.

The exterior of each car is painted royal blue, the names of the cars being in

VERY REMARKABLE HORSE SURGERY.

Artificial Breathing for Race-horses by Means of Tracheotomy.

Silver Tubes Inserted in Their Throats as Skillfully as in a Human Being.

GLASS EYES AND FALSE TAILS. Successful Operations Nowadays Which Make Sick or Broken-Down Animals Almost as Good as New.

There is no corner of medicine or surgery in which greater advances have been made of late years than the curing of valuable race, carriage or saddle horses and the performing of necessary operations upon them. In fact the horse surgeons of to-day are a class of scientists that are hardly second to those that operate upon human beings.

On the race track now a number of crack horses are running who have had the operation of tracheotomy performed upon them, and who carry silver tubes in their windpipes, having been transformed from broken down steeds to racers that are all capable of their best work.

The operation of tracheotomy is performed in precisely the same way as it is in the case of a human being, and with even greater facility, on account of a horse's throat being much larger.

The tube inserted is generally of silver, though sometimes of brass or nickel plate, and consists of two pieces of metal, fastening one into the other and holding perfectly firm. After it is safely inserted it had to be taken out and thoroughly cleansed every three or four weeks.

A tracheotomy of a running horse requires a full quantity of "wind," when he is at work on the track. If his windpipe gets stopped up, even in a small degree, he can travel slowly with ease and safety, but for great bursts of speed he would be useless.

No longer is it an uncommon occurrence for glass eyes to be put into a horse. This is an operation precisely similar to that in the case of human beings. The eyelids hold the false eye well in, and turn a decidedly dazed animal into a decidedly very good-looking one.

made in Paris, though readily procured here. As to optical work on horses, that particular branch of equine healing is still in its infancy. There is no known horse that has ever worn spectacles to correct impaired vision, though there have been many instances where spectacles of plain window glass have been put upon racers to keep the mud out of their eyes on the track.

In France, however, optical experiments with horses are being made, and new facts are being constantly acquired. Naturally it was impossible to put up a chart directly in front of the animal's head and inquire of the beast what letters he could see, and what letters he could not. Recently a complicated instrument has been devised by French veterinarians somewhat on the telescope principle. The horse's head is held perfectly steady, and a tube is adjusted so that the surgeon can look down into the animal's eye and study it carefully, an electric illumination being turned on deftly just where it is needed. The results obtained with this instrument are not yet known.

Quite as interesting is the building up of a false tail for a horse that has lost his caudal appendage. The tail is made precisely as a woman's false tail is made from the tail of another horse. It is made on to a sheath, which is carefully drawn over the stump and secured with elastic. With the crupper on, no signs of the splicing are noticeable, and the horse has just as good a tail as nature gave him.

Splicing of false tails leads naturally to the subject of "docking." That is an operation that has occasioned much controversy in the past, and has been signally censured by the Society for the Prevention of Cruelty to Animals as simple torture. But in the opinion of the most eminent veterinarians the horse does not suffer anywhere near as much as is supposed.

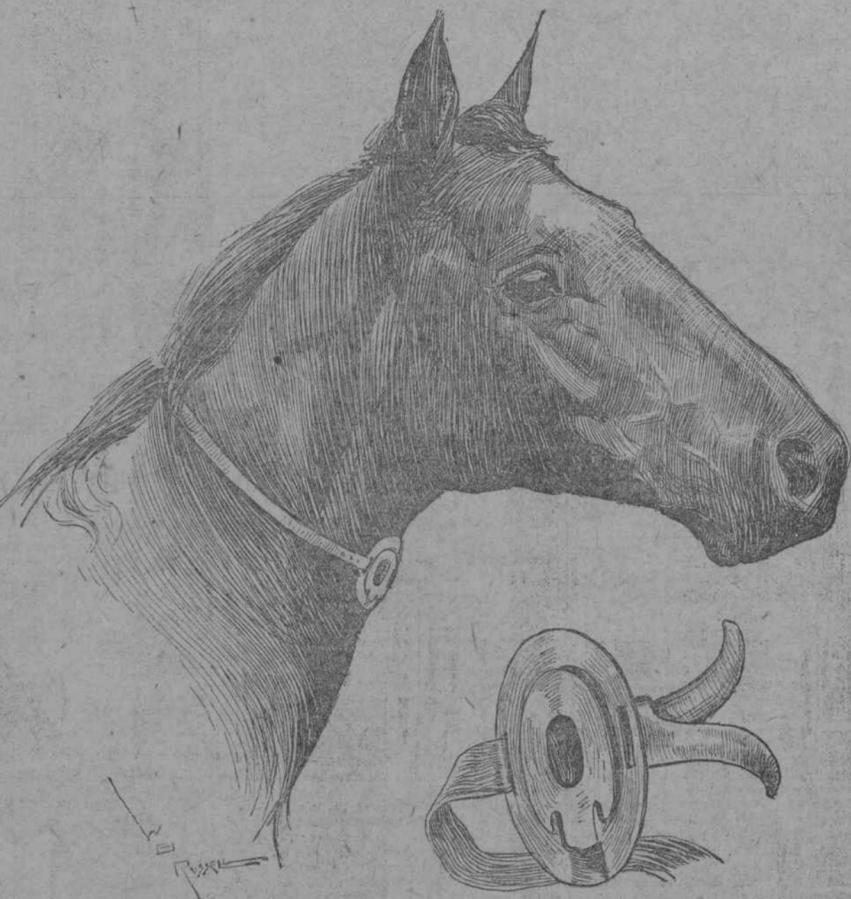
"Docking" is simply chopping the tail off. A "docking knife" is used, a knife having an edge of wood grooved for the tail to set in. A single cut goes right through. A light band of rubber is put on just above where the docking is done. If it wasn't for that ligature the horse would feel the pain a lot, but it numbs the nerves. Besides, this a "twitch," or a "twister," is put on the horse's nose. A "twitch" is a piece of rope running through a short stick, and is tightened up until it causes intense pain. The horse is more sensitive than the tail, and consequently, the horse's attention is distracted, and he hardly feels the cutting and the "sawing." Generally a man stands by holding up one of the fore legs to prevent a plunging and kicking.

Chronic lameness in horses is best cured by cutting a nerve in the foot. The nerve is not only cut, but a small piece is taken out of it. This operation is termed neurectomy, and is generally performed by the aid of injections of cocaine. If the nerve is simply cut, the nerve ends will grow out, and it will often grow together again, and another operation may have to be performed. If done carefully it is an effective way of curing a horse, but without the use of an anesthetic it causes the animal intense pain.

It seems curious to think of curing a horse of nervous disorders, but veterinarians actually have accomplished this. Dr. W. J. Gill relates an interesting instance. It is well known that race horses, when pitted against their more stable companions, simply will utterly fail on a public track in competition with strange beasts. This is nothing more or less than simple nervousness, and it can be cured in precisely the same way that a man's nerves can be steadied by giving some simple remedy which will have an immediate effect, and will "bolster him up."

Dr. Gill told of a trotter who failed utterly in the heat of the winter with three other horses. His private performances had been very remarkable, and he was the favorite of the day. Gill relates an interesting instance. It is well known that race horses, when pitted against their more stable companions, simply will utterly fail on a public track in competition with strange beasts.

Horses are often stimulated just before they run or trot by having a pint of whiskey and water administered at the post, poured directly down their throats through a tube. This is another excellent cure for nervousness. The skilled veterinarian knows just what quantity to give the animal.



BREATHING APPARATUS FOR A HORSE'S THROAT.

A WALKING SIDEWALK.

An Endless Moving Platform Seen at the World's Fair Suggested for the New East River Bridge.

There was shown at the World's Fair an ingenious mechanical affair called "the walking sidewalk." It was constructed on a pier running 1,000 feet out into the lake, and was a moving platform somewhat on the principle of the endless chain of floor used in horse-power motor.

The difference was that the person stepping upon it was carried over forward, until the end was reached, and then the platform moved at the rate of three miles an hour.

The passenger stepped on this from a stationary platform, and then walked naturally on to the next platform, which was kept moving at the rate of five miles an hour. This platform was equipped with benches.

The number of people who can be carried on this device is enormous. There are no waits for switching cars. The Commissioners of the new East River Bridge have instructed Chief Engineer Beck to examine into the matter. He will report upon its feasibility as a means of transportation of passengers across that structure. In addition to the four-track railroad system that will be part of the "L" road system of what are now New York and Brooklyn, but what will be the Greater New York long before the new bridge is completed.

gold. The platforms have open grill work and brass railings and brass ornamentations. On each platform are open seats for four persons.

It is in the interior of these theatre cars, however, that the full degree of luxury demanded by Brooklyn taste is to be seen. The cars are finished inside with mahogany, and there are numerous French plate mirrors.

The ceiling is of light cream, with gold trimmings. The floors are covered with rugs and carpets. The cane chairs are upholstered with plush cushions.

Portieres and hangings are at the windows of these gorgeous cars, and old gold and steel blue predominate in the furnishings. The windows are of the heaviest French plate glass.

The two theatre cars have electric heaters along the walls. They are lighted with three chandeliers, while there is an electric light in each buffet.

Small tables are conveniently placed whereon the orders may be served, and there are numerous electric call bells. The company owning these two cars has made arrangements with all the other electric roads in Brooklyn so that they can be run over any of the roads where the parties chartering the cars may desire to go.

The cars can be chartered for sight-seeing trips about the city. They are expected to be especially popular for skating parties to Prospect Park in the evening. They may be hired for an hour or a day and cost from \$20 upward.

THE LATEST ANGEL.

Bibles Now Being Sold Through the South Attract the Colored Brethren with Black Cherubim.

Despite the growth of education in the New South, swindlers continue to find the credulous black men easy victims for their wiles. There is often an element of humor beneath the wiles of these unscrupulous adventurers.

The ordinary "tin-horn gambler," or "cross-roader," who ventures South with his "loaded" dice or his "minute" cards, does not fare well, as the average negro is suspicious of either dice or cards in a white man's hands, and can take pretty good care of himself, even at that. Just after the war a favorite game of the fakes who invaded the Cotton States was the sale of nostrums that were alleged to straighten out the black man's curly hair.

The fakes were generally accompanied by a dark-skinned, long-haired Indian, who was exhibited as the "after taking" result. Then men went through the South playing upon the desire of the newly emancipated to belong to secret societies, a privilege denied them in ante-bellum days.

A fellow got into a small town near Atlanta and initiated seventy-five trustful blacks into what they were led to believe was a "Masonic" lodge. For the initiation the swindler charged each victim \$5, but generally declined any additional fee for bonding, with a red-hot iron, of the letter "M" on the person of each brother.

By the time the brethren were enabled to resume their favorite seats on the curbstone down at the public square the author of their troubles was far away.

And now comes from a half-dozen places in the black belt stories of the progress of shrewd Bible peddlers. The volumes are gaudy and pretentious in appearance and capiously illustrated. The distinctive feature of the illustrations is that in such pictures as angels and cherubims appear a goodly proportion of the angelic host have been definitely painted various prevailing shades of brown and black.

This idea of the "black angels" appeals very strongly to the devout negro, who recognizes at once its plausibility, and the shrewd agents are meeting with great success. The law does not seem to cover the case, as the appeal to race pride can hardly be construed into a legal offense. The white people charged it as a cool job, while the negroes and Bible peddlers are satisfied with their shares in the transaction.

Some such trick as this may flourish, but many of the old confidence games, if attempted now, would only provoke a scornful laugh from the field hand. Fine, and the Kansas exiles, the Mexican and Liberia colonization schemes enriched their unscrupulous promoters, but the negro of to-day does "buy no more scriblers."

HOW WRECKERS SAVE STRANDED SHIPS.

In the Case of the St. Paul They Had to Depend Upon the Tide.

The Pontoon Method and the System of Big Floating Derricks.

THE CARGO TAKEN OUT FIRST.

Both Generally Successful in the Case of Vessels Sunk or Stranded in River or Harbor.

The recent stranding of the St. Paul brought out prominently a peculiar class in the community—the wreckers. No business in the world has so many remarkable phases about it, depending entirely upon the misfortunes of others.

Its singularity and unreliability are well illustrated by the fact that the wrecking companies that finally pulled the St. Paul off have put in a claim approximating nearly half a million dollars for their work. As the big liner was only stranded ten days this is at the rate of \$50,000 a day—as much as the President of the United States earns in a year.

"But," as one wrecker said yesterday to a reporter for the Sunday Journal, "these things don't come every day, and when they do we've got to make hay while the sun shines." The last good thing like this that we had," and the wrecker smiled, with much satisfaction, "was, over seventeen years ago. That was when the French liner Amerique went on the sand in pretty much the same place where the St. Paul got into trouble. She was stuck there hard and fast for ninety-seven days, but we finally pulled her off."

"What did that job bring?" "Well, it's a long time ago, and I don't know the exact figures as to cents, but as to dollars it was \$125,000 for the wrecking company. Yes, that was pretty good pay, but then we have not had any rich pickings since. The Amerique salvage was based on the computation of \$100,000 on every million. She was no such ship as the St. Paul and had no such cargo. The St. Paul was loaded with gold, and was altogether worth close to \$5,000,000.

"Surely it's worth 10 per cent to save \$5,000,000, and the claim of the wrecking companies, \$500,000, isn't such a remarkable one as people may think. In order to do this sort of business, to be able to save such a ship as the St. Paul, to literally pull \$5,000,000 out of the Long Branch sand at a moment's notice, it is necessary to keep up a very expensive outfit. It costs hundreds of thousands of dollars each year to provide this plant complete as a modern wrecking company must provide it, and they have to look for occasional windfalls that come once in a great many years for reimbursements.

"The Laminating. "Oh, she isn't more than an incident. If we had to depend on ships that are not worth any more than she is to pull out even all around we'd get lost. You don't think she will be saved, the Laminating, and there will be pretty fair salvage on her, not counting extraordinary from the wrecker's standpoint. With the St. Paul it was shrewd management that got her so soon."

In the case of the St. Paul the general impression was that she was pulled off by tugs. As a matter of fact, the tugs had practically nothing to do with pulling her off.

"All the tugs in New York harbor," as the wrecking man put it, "couldn't have pulled the St. Paul off in this effort. Every wash of the sea that forced the St. Paul further up would have forced the tugs back just as well, and just when they were getting in their best licks some big wave would come along and undo in a minute everything they might have accomplished in hours.

Instead of the tugs the method employed was this: A huge anchor weighing 7,000 pounds was dropped out to the sea about two thousand feet from the St. Paul's stern. A six-inch cable was then run from this anchor on board the ship, where it ran to some massive block and tackle, or pulleys, as they are generally called. The machinery of the ship was then used to shift her inch by inch, pulling toward the anchor. The cable was carried around the drum of the hoisting machinery, and at each favorable action of the wind and waves power was put on, the cable being drawn in.

Sometimes, when the conditions were particularly good, the monster ship might give a couple of inches at each effort of the machine. Again, as she got further and further out to sea, and the hold of the sands became less and less firm, the progress was even more rapid, and toward the last, just before she finally slipped off, she would go a foot at a time, finally reaching a position where the tugs could drag her out into deep water.

This system of drawing her off the sand put no such strain on the hull of the St. Paul as would have been the case if she had been jerked around by a lot of tugs. It is due no doubt to this fact that she went off the sand practically unharmed.

There have been a number of instances in this harbor where comparatively large vessels have been sunk at the dock or out in the East or North River. In every one of these cases the vessel has been

raised and floated again at comparatively small cost. The chief damage in these cases is to the cargo, which is practically ruined by immersion in salt water.

There are two distinct systems of raising vessels that have gone down. One is by pontoons, and the other is by huge floating derricks. The pontoons are monster boxes built of hard wood, and built with truss so that they can be filled with water to sink them. After they are sunk they are pumped out, and in rising to the surface bring up the ship with them.

The pontoon method of raising ships was well illustrated in the case of the steamer Wells City, which sank on February 10, 1887, off Christopher street. The cargo was well illustrated in the case of the steamer Wells City, which sank on February 10, 1887, off Christopher street. The cargo was well illustrated in the case of the steamer Wells City, which sank on February 10, 1887, off Christopher street.

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ODD PETS IN A FLAT.

A Cat and a Rat and a Dog and a Horsefly That are Boon Companions of Mrs. Earnst.

A cat and a rat are boon companions, and a dog and a horsefly have fun with each other up in Mrs. Francis Earnst's flat at No. 24 Columbus avenue. The lady has perhaps the strangest collection of pets on earth.

Three years ago, when Mrs. Earnst was living at No. 327 West Fifty-ninth street, she found one morning in her kitchen a little pink rat. She picked it up and petted it. The next morning the little visitor was on hand again. She gave him cheese, cracker dust and bits of meat. He began to grow, and within six months was a full-grown rat. Just where the rat slept up to that time Mrs. Earnst does not know. She arranged a bed of cotton in a cigar box, with a round hole cut in the corner, through which the rat would go in and out. He has slept there ever since.

Another pet of Mrs. Earnst is a tremendously large gray cat.

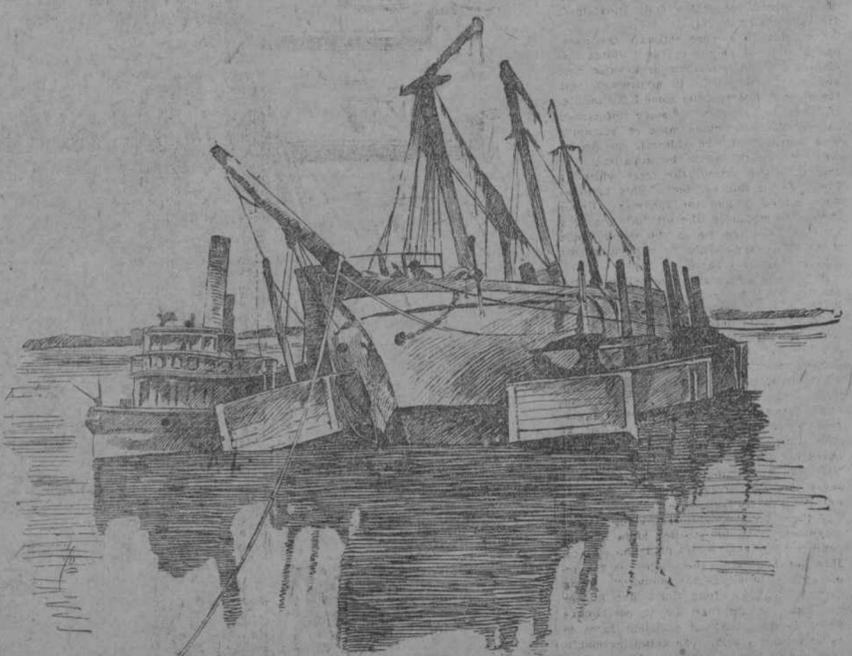
"The rat and the cat have been the very best friends all along," said Mrs. Earnst. "On one or two occasions while they were both eating from the same dish, the rat would get on the cat's side. I have heard her growl at him, but she has never bitten or abused him in any way. Many mornings while the sun is shining through the east windows the rat and cat lay sprawled out in a cigar box on the carpet. Of course you have noticed a mother cat giving her kittens a bath with her tongue. I have often seen my cat bathe the rat in the same way."

While the cat and rat were on exhibition a terrier ran into the room barking. "He's jealous," the owner explained. "When he sees me fondling the cat and the rat he is never pleased until I take him up with them. The dog and the cat sleep in the same box, and put in the greater part of each day playing together."

"The strangest of all Mrs. Earnst's strange collection is a horse fly. During the Summer of 1894 the fly came buzzing into her kitchen. If you see a fly for the sugar bowl, then it was into the milk picher. After a while it flew out of the window. The next day the fly was back to see Mrs. Earnst. It came every day during the Summer. One morning in the Fall the lady caught the fly in her hands and petted it. After that it would light on her hands or face or wherever it was convenient. When the cold weather came and the windows were closed the horsefly did not attempt to leave the room. Throughout the Winter the fly made Mrs. Earnst's kitchen its home.

When Summer came it flew out and was gone for several weeks. One morning it came back. The same day it went away and was not seen again by Mrs. Earnst until late in the Fall. Then the fly became a regular visitor as before, and when the Winter came on the fly went to its old place back of the range. "Bob Toombs," which has reached the extreme old age of nineteen years, is another of Mrs. Earnst's pets. The bird was hatched in Jersey City March 7, 1877. It was hatched from an egg laid by a canary brought to New York in 1878 by a ship from Madeira.

Mrs. Earnst also has on her three parrots. Two of the latter birds speak both English and German.



HOW PONTOONS ARE USED TO RAISE A SHIP.