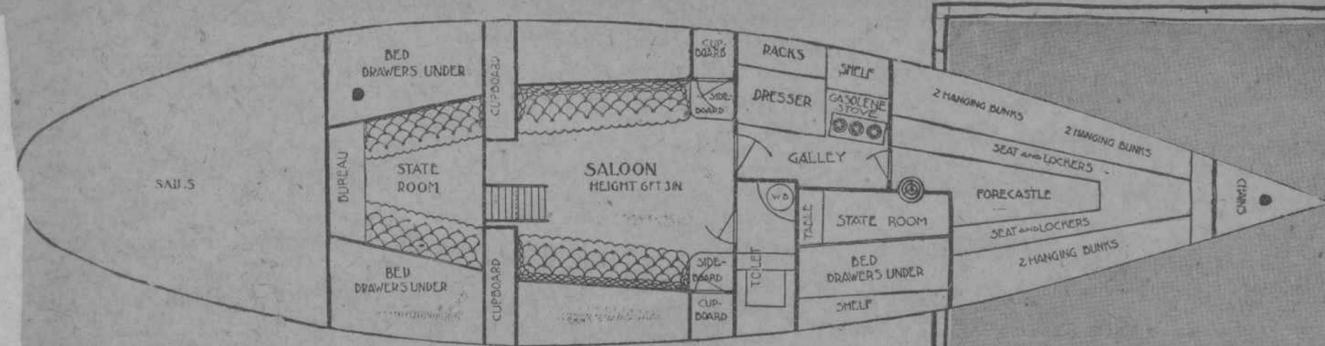


YOUNG VANDERBILT'S MODEST HONEYMOON on His Own LITTLE YACHT.



YOUNG MR. VANDERBILT'S FORTY-FIVE-FOOT CARMITA.

SKIPPER..... W. K. Vanderbilt, Jr.
FIRST MATE..... Mrs. W. K. Vanderbilt, Jr.
CREW..... Three sailors and a cook
LENGTH (water line)..... 45 feet
GROSS TONNAGE..... 27 tons
CARGO..... Mrs. Vanderbilt's trunks
HOME PORT..... Newport
BOUND FOR..... Anywhere

THE yacht Carmita is now the home of William K. Vanderbilt, Jr., and his bride, who was Miss Virginia Fair. They are spending the latter part of their honeymoon on the yacht—a honeymoon which has been remarkably varied. It has been followed with interest by a considerable part of the population of this country. The wedding of young Vanderbilt and Miss Fair was by far the most interesting event of its kind during the past season. In fact, since that of Miss Consuelo Vanderbilt and the Duke of Marlborough, immediately after the wedding the young couple went to Idle Hour, the Long Island place of Mr. William K. Vanderbilt. While they were there the house burned down and they fled, hastily attired, to New York.

She is seventy feet over all, forty-five feet on the water, has a beam of twelve feet and a draught of eleven feet. The difference between her over all and her water line measurement shows that she has an enormous overhang at stem and stern. Her beam is very small, and her draught comparatively great. Her draught is so great that she would have to sail in the mainship channel in New York harbor. Owing to her small beam, she keels over at the slightest pressure of the wind, but owing to her deep keel she can never turn over entirely as a stiff flat bottomed centerboard sloop might do. She gets the greatest possible amount of motion out of the waves with the greatest possible amount of safety. She leans over until you have to walk on all fours. There is about one woman in a thousand who would enjoy sailing on her in a rough sea. She is strong enough to defy an ordinary storm, and it would be no feat to cross the Atlantic in her. To a good yachtsman a small boat that is absolutely seaworthy is the culmination of human happiness.

The Carmita was originally fitted in a very severe and simple manner, as became a racing yacht. Hardwood and leather prevailed. She has been somewhat beautified for the benefit of Mrs. Vanderbilt. The broad seats on both sides of the saloon have been covered with light blue velvet, and the portholes have been draped with material of the same color. The crew of the Carmita now consists of just three sailors and a cook. Mr. Vanderbilt will be his own captain. This crew is the smallest that could handle the boat with safety. Three are just enough to reef the big mainsail in a rising gale, with the owner taking the helm. There are bunks for six sailors on the boat, besides the captain's stateroom. The Carmita spreads 1,800 square feet of canvas in her cruising rig and 2,500 square feet in her racing rig. She carries main and jib topsails and is double head rigged with foresail and jib. She is painted black, and flies W. K. Vanderbilt, Sr.'s private signal, a black bar on a white field. Her gross tonnage is 27.48 and her net tonnage 20.11.

The young bride and groom will cruise about Narragansett Bay for a few days or possibly a few weeks to try the refitted boat, and then it is probable they will start on an ocean cruise. Young Vanderbilt has proved himself a good yachtsman, and yachting seems to be the sport which has the first place in his heart. He began his yachting career in a Herreshoff half-rater, and four years ago he and young Henry O. Havemeyer made Narragansett Bay lively with boats of that class. He had as sailing master Captain Tom Shea, a catboat man highly esteemed in Newport, who looked after his sailing education. Mr. Vanderbilt outgrew the small boats, and his father purchased the Carmita for him from C. H. W. Foster. That was three years ago. The first year he had her he spent a long time cruising with boy friends. Last year, however, he rarely left the waters of Narragansett Bay. There was an excellent reason for that. Miss Virginia Fair was a guest on most occasions. The yacht was used for luncheon parties, moonlight sails and other pleasant affairs. It had a large part in bringing about the happy event which set all New York agape this Spring.

Last Spring Mr. Vanderbilt bought a finkeel rater, in which he often took a spin by himself. It is this boat that broke from the Carmita in a storm while it was being towed to New London, and later was washed up on the beach at Block Island. The Carmita's mainmast was split by a sudden gust and the little rater snapped the tow rope. The party on the Carmita had a very severe tussle with the gale. On another occasion young Vanderbilt was upset in his rater and had to sit on her upturned side for some hours. Yachtsmen feel confident that Mr. Vanderbilt will develop into a national pillar of the sport, and that some day he will do his share in contesting an international race.

Mr. Vanderbilt's conduct in sailing his own yacht is a charming contrast to that of many millionaires, who purchase fine sailing boats and then do their sailing securely on steamships. There is one distinguished sportsman here who occasionally takes a sail on a fine sixty-foot sloop belonging to him. When she is beating against a stiff wind he leans over to windward in an anxious but important manner, believing that his great weight will materially aid in balancing the ship and keeping her from falling over. Young Mrs. Vanderbilt, they say at Newport, is becoming a very capable yachtswoman under the guidance of her husband. She has been seen at the wheel very often during the past week sailing about the waters of Narragansett Bay. They call her the first mate of Captain Vanderbilt of the Carmita. It is not every husband who is skipper in his own home, but when the home is afloat it makes a difference. There are some obvious advantages in being a yachtsman.



"CARMITA."
 COPYRIGHT BY FRANK H. CHILD 1898
 NEWPORT, R. I.

Then they went on to Newport, where they temporarily took possession of Bellevue, a cottage overlooking the harbor, and well outside of the town and the fashionable avenues. Mr. Vanderbilt ordered his yacht Carmita made ready for use as quickly as possible, and a week ago she arrived at Newport from Boston. She had been thoroughly overhauled and refitted. After two days' preparation, young Vanderbilt and his bride went aboard, ready to stay there as long as it pleased them. They may cruise for months. The Carmita, though small, is seaworthy enough to cruise around the world, not to speak of a little voyage across the Atlantic.

This honeymoon cruise is really a very remarkable and picturesque departure. The richest young couple in America are spending their honeymoon on a small, barely furnished racing yacht. The bridegroom acts as his own skipper—as far as the work of sailing is concerned—the bride superintends the cooking, and the crew is reduced to the smallest possible dimensions—just enough to reef the mainsail. They might have spent their honeymoon in a palace in Europe or anywhere else, or if they had preferred the sea they might have taken W. K. Vanderbilt, Sr.'s, steamship Valiant, the biggest yacht afloat, or any other floating palace. But they preferred a cutter forty-five feet on the water line.

In doing this Mr. Vanderbilt shows his true love for the sea. His bride shares this feeling, which is very delightful for him. The attitude of both of them should be very gratifying to the ocean. The Carmita is a steel hulled cutter built by Lawley & Co., of Boston. She was built for speed, and won some races in her early days, but they are soon over for a yacht.

The cabin plan of the Carmita shows that she has just room enough for comfort and none for luxury. It is not a boat for fine dinner parties, although one could entertain all the friends one wanted in a simple way. The owner's stateroom occupies the whole width of the boat at the quarters. There is a big bed on each side, and a good space between them. It used to be the custom to divide a yacht into two rooms here, but in this case there is one fine large stateroom. This room is now Mrs. Vanderbilt's boudoir. She has superintended its decoration. It is now hung with light blue draperies and contains all of the comforts that one of the best dressed and best groomed young women in society really needs. At the after end of the stateroom is a fine, big bureau. It is not usually considered good form to take many trunks with you when you go yachting, but Mrs. Vanderbilt is a young person who uses a hundred outfitting occasions when on land, and therefore nautical customs must make some concessions to her. In the lazaret there is room for the modest number of six trunks. Forward of the owner's stateroom is the saloon, which has the peculiarity of being higher than it is broad. Forward of this, on the port side, is the galley, and on the starboard side the captain's stateroom. Then comes the fore-cabin, with the men's bunks. In that galley you might see some morning the fair owner of \$10,000,000 making coffee for the prospective heir of \$150,000,000.

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"IN THE CABIN"

20,000 DAMAGES FOR DEFAMATION OF THE CHARACTER OF A HOG.

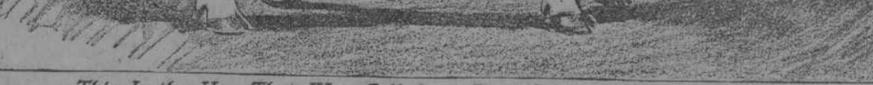
GEORGE C. COUNCIL has begun a suit in the Circuit Court, in Springfield, Illinois, to recover \$20,000 Charles A. Vigil because Vigil has the hog that Council sold to a syndicate as a famous porker known as Kiever's Model was not Kiever's Model at all, but a plain, every day "ringer." Now the term "ringer" as applied to swine does not mean merely a pig adorned with a ring in its nose to keep it from the unwholesome habit of rooting up young onions. The syndicate that bought the hog Council calls it a "ringer" because, its miterers say, it is not the hog that Council claimed it was at all.

The hog the members of the syndicate tried to buy was a proud, aristocratic one of the Poland China breed called Kiever's Model, and they paid \$5,100, said to be the highest price ever paid for a hog in the United States, for one they thought Kiever's Model. But after they had found it in their possession they claimed to have discovered it was, instead, only a common, base-born porker known as the Wilkes, which they say would be hard to dispose of at \$40. They tried to get a matter of some \$3,000 on they had given Council when the hog was bought. Council sued on the notes, but had Council indicted by the grand jury to have been suits and cross-suits. Litigation over the hog already has cost over \$100,000. The last time Council tried to recover of the notes the jury decided in his favor and gave him \$20,000. Now he has started after the hog who said Kiever's Model was a plover in disguise and has begun by suing it for \$20,000.

Under the straw stack, but said they were those of two hogs that had died of cholera and he had buried them to prevent the disease from spreading. Neither of these hogs, he declared, was Kiever's Model, which he insisted he had sold to the syndicate. The syndicate men, however, were not satisfied. They took the hired man over to the trial during the trial of a suit which Council brought against the members of the syndicate to recover on the note. In the first trial the jury disagreed. In the second both sides brought experts from every part of the country to swear for the defendants that Kiever's Model was Columbia Wilkes in disguise, and for the plain-

Kiever's Model, but which they said was Columbia Wilkes. Council went out to his farm and came back with a hog that he proved to the satisfaction of the jury was the original Columbia Wilkes. With Council's account for the jury decided that Kiever's Model could be none other than himself. So the case was decided for Council, and now he has begun suing the men who have insisted that Kiever's Model was Columbia Wilkes, with another ring in his nose and his tail trimmed off. Meantime the hired man is silent and mysterious, and is expected to come forward soon with a story new sensation.

While they are about it the firm has decided to try to alter the old style of horse-drawn construction. They have designed a carriage which shall combine graceful curves with strength. The body of the hearse will be shaped something like a huge egg. It will be longer in proportion, however, than a true egg, but this design, it is believed, will enable the builder to work to better advantage. Instead of the usual doors in the rear, the body of the hearse will open as if the upper end of the egg shell was hung on a hinge. This will enable the bearers to place the coffin in the interior with ease. The present apparatus for sliding the casket in and out will be retained, but when closed, the hearse itself will hold the casket firmly in place. Glass sides will enable the public to see the casket resting on its upholstered bed. When opened the entire interior will be exposed to view. It will be finished in lighter colors than is now usual in vehicles of this kind. Instead of the dead black or glaring white cushions or enameled wood-



This Is the Hog That Was Called a "Ringer" and Otherwise Insulted.

fore the auction sale of one of the pestilences peculiar to the hog race. The hired man said he had been with Kiever's Model when it lay down and died, and had been chief mourner at the funeral, and had acted as undertaker for the deceased porker. He related how at the dead of night, by the sickly glare of a barn lantern, he had laid Kiever's Model in a grave. The next day, he said, Council built a straw stack over the grave and put a few low-born hog Columbia Wilkes in the place formerly occupied by Kiever's Model. This degraded hog was introduced around as Kiever's Model, so the hired man alleged, and finally sold as the original animal. When the members of the syndicate heard the hired man's tale they were greatly exercised. They sent a man to exhume the remains under the straw stack on the Council farm. The grave was opened, but instead of finding the skeleton one hog they found all that remained of two. Council had not denied the existence of hog bones

see the hog they had bought and the hired man pointed his finger at it and said, like the hero of a melodrama, "I know you now. You are not the aristocratic Kiever's Model, but the base-born Columbia Wilkes." So the syndicate men posted off to Springfield and put the hired man in the Grand Jury room, and the hired man told the Grand Jury his story and Council was indicted. The case came up for trial and the State's attorney was preparing to wage a vigorous prosecution against Council and the false Kiever's Model, when he received an affidavit from Thielander stating that he had sworn falsely before the Grand Jury and that the real Kiever's Model was alive and not moldering in the lonesome grave under the haystack. The State's Attorney thought this settled the matter and dismissed the case, but it was not to end here. The syndicate members claimed Thielander had been bribed, a position in which they were enthusiastically sustained by the versatile Mr. Thielander-

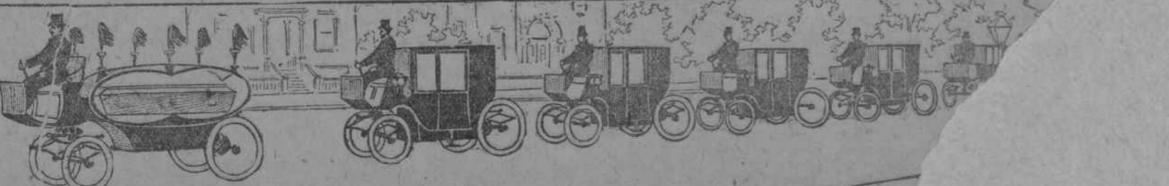
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AUTOMOBILE CARRIAGES FOR FASHIONABLE FUNERALS.

CHICAGO intends to abolish horse-drawn funerals and to install automobile hearses and carriages instead. One of the largest undertaking firms in that city has already completed arrangements to change its entire plant to motor-driven vehicles. It holds that the day of slow funerals is past, and that, as trolley funeral processions have been a success in other towns, there is no reason why automobiles should not be used instead of horse-drawn hearses. Modern necessity has compelled the old method of conducting a funeral to be modified. It is no longer possible to process to a cemetery at a walking pace, both because of the distance at which cemeteries are generally placed and because of the interruption to traffic which would ensue. In Chicago, as in many other towns, it is usual to see a funeral procession moving at a tolerably brisk trot, so that the new method proposed by the undertaking firm is not looked upon as a startling innovation. While they are about it the firm has decided to try to alter the old style of horse-drawn construction. They have designed a carriage which shall combine graceful curves with strength. The body of the hearse will be shaped something like a huge egg. It will be longer in proportion, however, than a true egg, but this design, it is believed, will enable the builder to work to better advantage. Instead of the usual doors in the rear, the body of the hearse will open as if the upper end of the egg shell was hung on a hinge. This will enable the bearers to place the coffin in the interior with ease. The present apparatus for sliding the casket in and out will be retained, but when closed, the hearse itself will hold the casket firmly in place. Glass sides will enable the public to see the casket resting on its upholstered bed. When opened the entire interior will be exposed to view. It will be finished in lighter colors than is now usual in vehicles of this kind. Instead of the dead black or glaring white cushions or enameled wood-



A CHICAGO FUNERAL WITH A FULL COMPLIMENT EN ROUTE TO THE C