

ENGLAND'S MIGHTY SEAPORT

AMERICAN INVASION AND HOW ITS GOODS ARE HANDLED IN LIVERPOOL

LIVERPOOL, July 12.—(Special Correspondence.)—The British are still worried over the sale of their greatest steamship company to Pierpont Morgan's trust. Nothing connected with the American invasion has created so much excitement and heartbreak alarm. The sale of the White Star is looked upon by many as almost treasonable, and the government has been asked to interfere, but so far nothing has been done. The White Star buildings here have been taken over by the trust, and the offices will be remodelled on American lines.

Liverpool is one of the centers of the American invasion. It is the chief port of England, outside London, and the port to which the most of our American goods come. It has long been second among the English ports, but the trust is now considering the landing of some of the White Star steamers at Southampton, and, if so, Liverpool may eventually lose its precedence. Southampton is a much shorter distance from London. It has about three miles of splendid docks, and in this respect can handle goods as easily as Liverpool.

The shipping facilities here are one of the wonders of the world. The town, which is the second largest in England, is on the sloping right bank of the Mersey, about three miles from the open sea. Just opposite the city the Mersey is only a mile wide, but further inland it expands and forms a basin about three miles across. It has two channels for the entrance of vessels, and the water is so deep that the largest steamers can enter without danger. The tide here, however, is very great. It has a fall of 22 feet at certain times of the year, and this has necessitated the building of the docks.

These docks now flank the Mersey for a distance of seven miles. There are 60 of them, great vasts of water, each covering acres, surrounded by massive walls of stone and entered by iron gates, which can be closed to keep out the tide. The gates work just like the lock of a canal, and when shut the water within them is as quiet as a millpond. There are in all 358 acres of such docks along the Mersey and 26 miles of quays.

Biggest Docks of the World.

There is an elevated railroad which runs from one end of the docks to the other. It is built upon a wall high up above the street, the cars being laid on semi-cylindrical rollers of iron. The trains are somewhat like those of the elevated railroad of New York, save that the cars are first and second class.

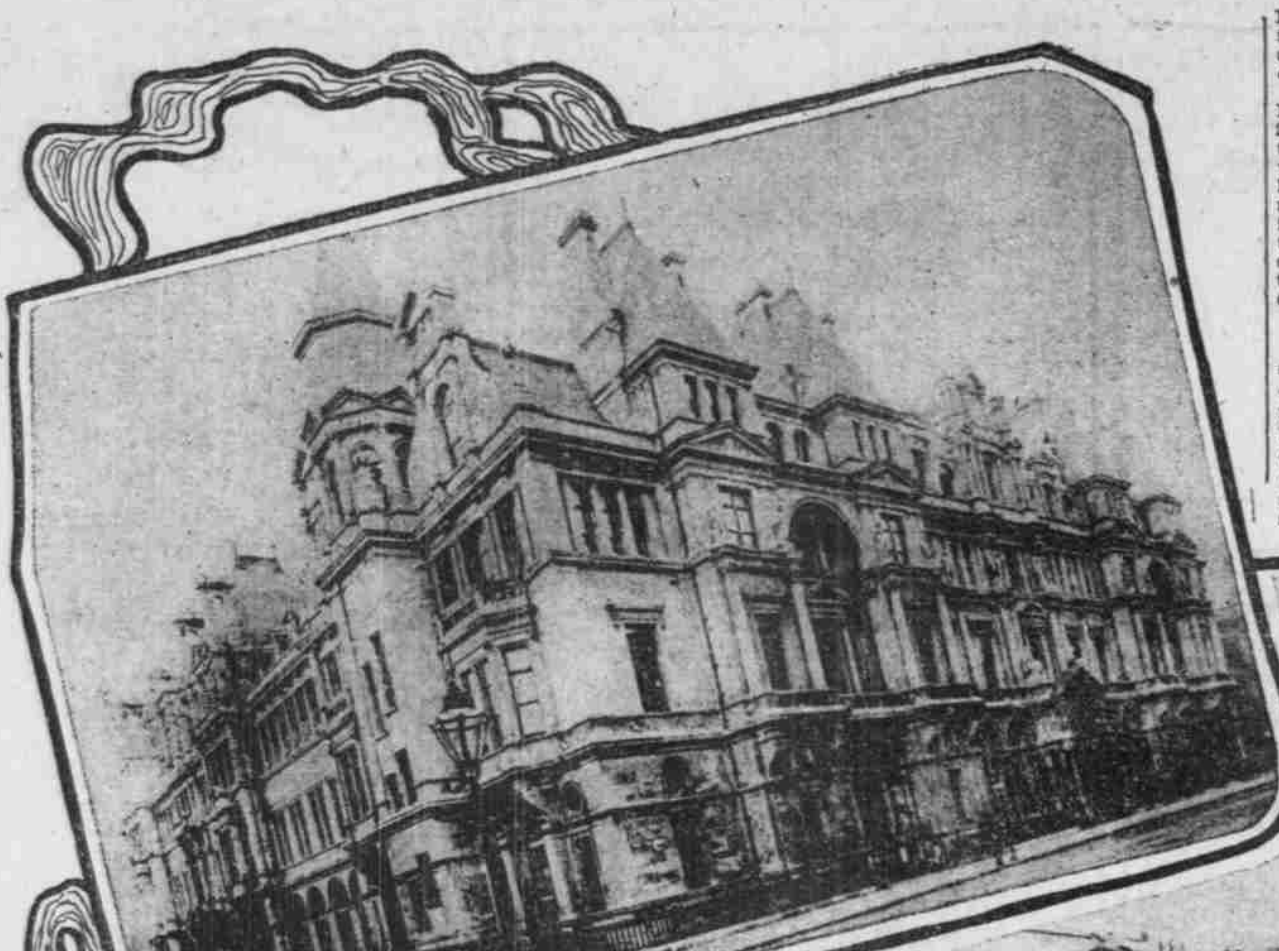
I took a ride on this road today to get a view of the Liverpool shipping. We went by warehouse after warehouse, and dock after dock, passing steamers from all parts of the world. There were enormous buildings filled with cotton from the United States, grain elevators covering acres at which were being unloaded carloads of wheat from New York, Philadelphia and New Orleans, the largest tobacco warehouse of the world, filled with tens of thousands of hogsheads of the favorite weed of our Southern states, and on by other warehouses, where all sorts of American goods were being landed from the Atlantic liners which carry passengers and freight. There were ships from Australia, India, China and the Cape of Good Hope, as well as sailing ships from almost every part of the world. About 5,000 vessels come to Liverpool every year, and the tonnage which annually goes in and out of the port aggregates almost 25,000,000 tons.

Enormous Vats of Water.

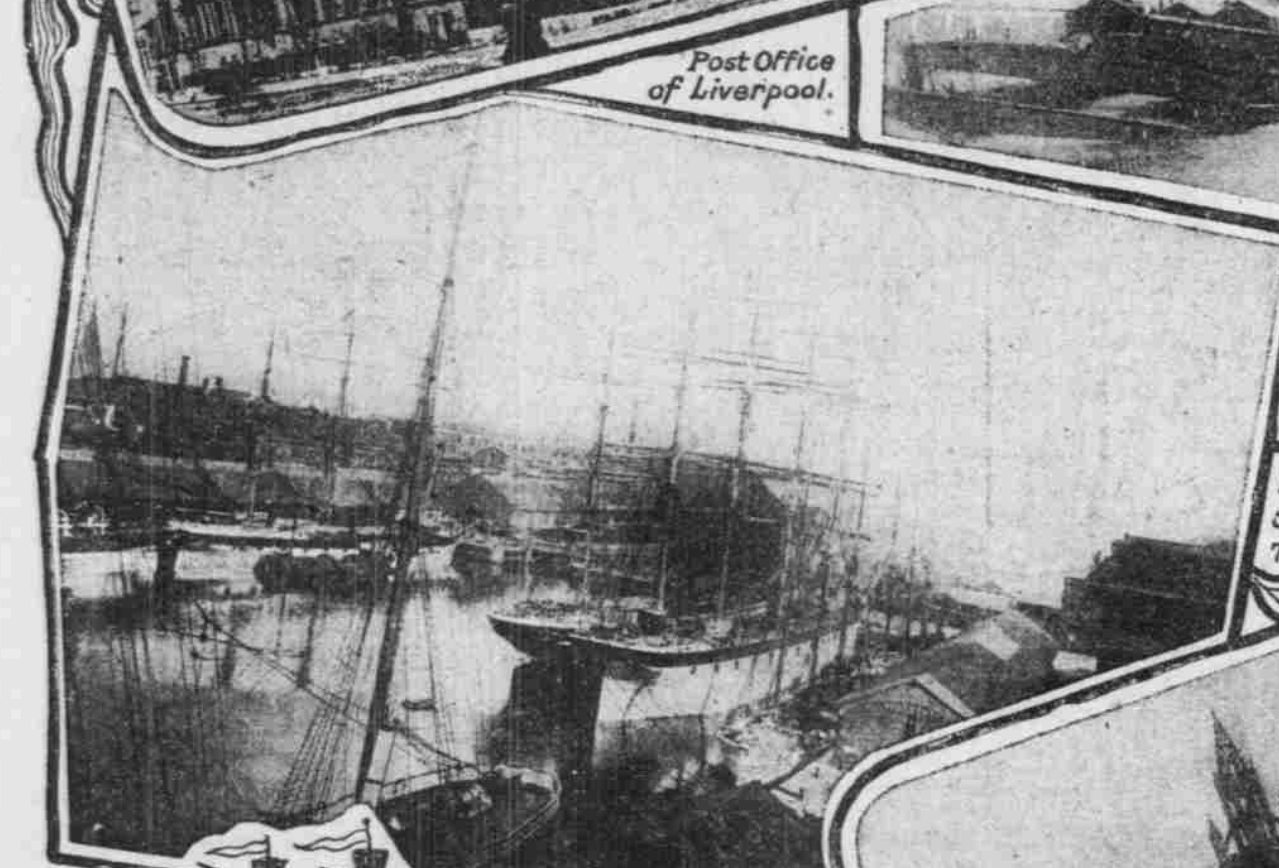
I wish I could show you one of these Liverpool docks. If you can imagine a line of fields ranging from an acre to 20 or 30 acres in area surrounded by the finest masonry, upon which have been built enormous warehouses rising almost from the water's edge, you may have some idea of them. The ships discharge their cargoes directly into the warehouses, and some of the docks have direct connection with the railroads, so that the goods can be taken almost from the ships to the trains.

The largest of all is the Alexandra dock, which has a water area of 44 acres. It is into this dock that the most of our great grain ships come. The grain is unloaded by means of enormous revolving belts, which take it under the roadway and carry it to the elevators, situated about a quarter of a mile from the landing. I went over the largest of these elevators during my trip along the quays. It is modeled after those built in the United States, and some of its machinery is American. By means of these bands and an endless chain of buckets a stream of grain is carried almost directly from the ship under the street to the tops of the elevators. It is here emptied into 500 great silos, each of which can hold 200 tons. From the silos it can be let out into bags by the turn of a lever, and thus shipped over the country. All of the shipping of our wheat through the interior is in bags. A great deal of it goes on the cars, some on barges through the canal, and not a little on carts and wagons, hauled by the enormous horses for which England and especially Liverpool is famous.

Consul Boyle tells me that the landing stage at Liverpool is the largest thing afloat. I can well believe it. The Celtic,



Post Office of Liverpool.



Liverpool's Mighty Landing Stage the Biggest Thing That Floats.



The Docks at Liverpool.

the Oceanic and the Great Eastern put together would be a thing like the size of this mighty raft. It is more than half a mile long, and from 80 to 100 and more feet wide. It would just fill F street in Washington from the Pension Office to the Treasury Department, and it has itself a roadway as smooth and solid as the asphalt streets of our National capital.

This enormous raft floats on 200 pontons, rising and falling with the tide. It has many bridges connecting it with the street, with passages for people and carriages. These bridges are in the shape of enormous hinges, so fastened that they rise and fall as the great landing stage goes up and down with the tide. Upon the raft are waiting-rooms, ticket offices, newspapers and candles. The steamers, which used to land passengers by tenders, now come directly to the land-

ing stage, the baggage being carried on an endless chain to the custom-house across the road.

These docks have cost an enormous amount of money, but they are owned by the city. The total expenditure for making them was more than \$100,000,000, but they bring in a revenue of \$1,500,000 a year, so that on the whole they may be said to be a fairly good investment. They are controlled by the dock board, consisting of men who are elected by those who pay dock dues to the extent of \$50 per annum.

The city is continually buying new ground for docks and improving the port in every way. It is now clearing away several blocks next to the landing stage and putting new streets through them. A part of this ground will increase the docking space and another part will be given up to public baths, including what promises to be the finest Turkish bath of the world. This Turkish bath will be opened by the city at a little more than cost price for the benefit of the public.

never seen such loads. A single horse will haul with from five to ten tons with apparent ease. The one-horse care of their horses. Indeed, it is said, they treat them much better than they do their wives. The harness is kept

opened a man handed Mr. Agnew a large parcel, and left immediately. Mr. Agnew hesitating, Mr. Pinkerton suggested that he open the parcel, and the famous painting of the Duchess of Devonshire came to light for the first time in twenty-six years in a perfect state of preservation. Mr. Pinkerton, who sat alongside of Mr. Agnew, watching his features closely, saw his eyes fill up for a moment, and then rising to his feet, he took the detective by the hand, congratulated him, and said that he had at last found the picture. Mrs. Agnew did likewise. Mr. Pinkerton urged him to make no mistake and to use every possible test, measurement, etc., on the picture before finally deciding. After doing this, with all the different tests to tell genuine pictures, he said: "I am positive the picture is the original picture—the one stolen from my father's gallery twenty-six years ago."

Mr. Pinkerton accompanied Mr. Agnew and his wife to the train and placed the picture in the drawing room of the Limited Express for New York, where they were met by agents from the Pinkerton office, who took the picture and kept it under guard all night at their office, and the following morning delivered it to Mr. Agnew in his study.

Nothing was said about the recovery of the picture until it was known that the "Etruria" had arrived at an English port for fear that the custom officers would demand that duty be paid on it.

Worth's Last Crimes.

The last noted crimes by Worth, for which no one was ever arrested, and which until now have been mysterious, were the thefts from mail wagons at the Gare du Nord, Paris; first a package containing \$100,000 in French money, and a year later a similar robbery at the same place, the package containing \$400,000, both packages being for the Credit Lyonnais Bank. This money was gambled like the rest, and squandered in high living or his steam and sailing

Liverpool already has public baths, where for a few cents you can have a swim or a steam, first, second and third-class, according to your pocket.

Liverpool Horses.

The business of Liverpool can be best seen along the wharves. The enormous cargoes brought here every day are carried through the city in wagons pulled by draft horses which have not their equals anywhere. These are Clydesdales or Shire horses. They are not so heavy as the largest Percheron or Norman, but seem much stronger than either. I have

wagons look like billiard tables on wheels, and the two-horse wagons are much larger, some weighing as much as two tons. The ordinary load for two horses is seven or eight tons, and with the wagon, a team sometimes carries as much as 10 tons through these streets. I know these statements will be looked upon as exaggerations in the United States, but they are true. The ordinary bale of cotton weighs 400 or 500 pounds. I saw a team carrying 30 bales on one load this morning, or from six to seven tons. The horses were piled up to the height of our hay wagons when in full load at harvest time. I saw equally large loads of merchandise, tobacco and lumber. The horses apparently had no trouble in pulling them, and walked contentedly along, directed by their drivers, who moved on foot beside them.

These Shire horses are costly. The price for the average work animal is from 50 to 100 guineas, or from \$250 to \$500. Some sell as high as 150 guineas, there being one man in Liverpool who uses horses only of this class.

The cart drivers are noted for their

shining, the skins of the animals are like satin and their manes and tails are often braided. The hoofs are kept oiled and blacked and the legs are washed down several times daily. The horses are not pushed and they look uniformly well. On the last of May, the time of the draft horse parade, the carters decorate their horses with flowers and ribbons and prizes are given to the best team.

The streets of Liverpool leading up from the docks have tracks of flagstones about a foot wide for the heavier wagons, but much of the hauling is done on streets as rough as those of New York.

I am delighted with Liverpool. It is one of the best built of the English cities and is more like an American town than many of the others. Its business blocks are of three and four stories, made of stone or brick. One of the finest office structures is the White Star building, now owned by the American shipping trust. It is a combination of red brick and sandstone, situated not far from the docks.

The city postoffice of Liverpool is, next to the London postoffice, the largest in Great Britain, having cost about a million dollars to build. It is the government telegraph office as well, and connected with it there is a government telegraph school. The telegraphs here belong to the government, and in this postoffice the telegraphers have their own dining-room, with a kitchen, scullery and grocery store. There are pneumatic tubes running from the telegraph department to the postoffice, the different newspaper offices, and thousands of telegrams which come to the press daily are thus transmitted more quickly than by messengers.

John Bull's Shipping.

I have yet to meet a single Englishman who is pleased with the shipping combination. I have talked with people of all classes and they all look upon it as a very serious thing for Great Britain, and feel that it may mean the loss of her supremacy on the ocean. They fear that the other great ships of the country may go the same way, and that, through our trade association with France and Germany, Great Britain will lose her large carrying trade.

Today the British have more ships than any other people of the world. They have all told, about 3,600 vessels in the United Kingdom and the colonies, and their tonnage amounts to more than ten millions. They carry about two-thirds of their own goods and a large proportion of those of other nations. They carry more than 50 per cent of our exports and imports. They carry 44 per cent of the foreign trade of Russia and a like amount of that of Belgium and Holland; 41 per cent of the imports and exports of France; 29 per cent of the imports and exports of Germany, and 22 per cent of those of Italy are carried in English bottoms.

There are more than a quarter of a million men from this country whose business is following the sea, and there are thousands at home interested in ships and shipping. The loss of the shipping trade would therefore imperil the life-work and positions of these thousands, and also that of the other businesses connected with them.

The national feeling in regard to British supremacy on the seas is still very strong. As children they have been taught that the oceans are to a large extent their property, and the words "Britannia rules the waves" have long been in every British mouth. Many of the people look upon the shipping as the foundation of the prosperity of the nation, and to lose some of their greatest lines at one fell swoop fills them with the direst of forebodings.

The Matter of Shipbuilding.

Another thing which is mixed up with the loss of the ships is the thought that the loss of England's supremacy in shipbuilding may eventually follow. It is a part of Uncle Sam's policy to build the ships which sail under his flag, and although in the present instance an exception may be made to the ships already built, they fear that, if we are monopolized the carrying business of the world, we will want to monopolize the profits of making the ships as well.

This fear may be and probably is without foundation. It takes time and money to build great ships and ship yards, and today the British have the largest ship yards of the world. They build more vessels than any other nation. In 1900 they constructed 1371 vessels for themselves and 362 for other powers. Their facilities in this respect are such that they might in time replace the ships they have sold with the money that has been paid for them, but to do this would take a big trust combination, and at the end they would have to fight the American monopoly to which they have sold the good will and the business they have been generations establishing. It is therefore safe to predict that there will not soon be a British combination which can compete with Pierpont Morgan's American shipping monopoly.

FRANK G. CARPENTER.

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ADAM WORTH, GREATEST THIEF OF MODERN TIMES; STOLE \$3,000,000

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In the postoffice safe. The next night Worth opened the safe and got the "big" diamonds and other valuables to the amount of \$1,000,000. The robbery set not only South Africa, but all Europe aflame. Experts were sent to England to investigate. Knowing that any one who attempted to leave the country would be under suspicion, Worth buried his plunder quietly west from Cape Town, pretending to be in search of investments. He remained several months in the interior. In the meantime sending to America for a distant relative to join him. Between them they finally took the diamonds out of the country, going first to Australia, and then to England. On his arrival there he was pounced upon by his old partner, Charley King, who blackmailed him out of a good sum.

Worth then brought to London a young American crook named John Smith, a clever, educated fellow, entirely unknown to the London police, and established him in an office in the middle of Hatton Garden, London, as a broker dealing in rough diamonds. They had no trouble in bank in disposing of all their haul.

His One Slip.

One would have thought that, with this amount of money, Worth would have retired. But the robber blood in him had become too strong.

At this time, too, his wife died, and he acted as if there was nothing left worth living for in the world. He began to drink heavily and to lose all his old-time demeanor. There was no earthly reason for him to steal again, for he had a big fortune. Yet he went to Liège, Belgium, and attempted to rob a wagon carrying registered mail.

He confederated fellow men and he was caught and sentenced to seven years' imprisonment, the first and only conviction in his career.

was the most expert crackman of his time, and had actually driven a great safe company out of business by persistently robbing their safes. In Belgium he had been known as Baron Schindler, and was much respected until, with Worth's old partner, Charley King, alias Wells, he attempted to rob a bank in Liège, Belgium. He was serving his term of imprisonment for it when Worth reached there. Shindler was a tyrant, and having carried favor with the officials, held a petty position over other prisoners in his power to make trouble for his old friend, Worth. Shindler was noted in the prison as a "give-away" and a spy of the keeper, and eventually, on account of rendering such services, was liberated, returned to America, was arrested by us for the attempted robbery of the First National Bank of Middletown, N. Y., and sentenced to four years in the state prison. On his release he was returned to New Hampshire, where he was kept for a term of 9 years, 1 month and 25 days, having escaped from there 20 years previously.

Return of the Gainsborough.

Worth came from prison broken in health, and before long was a financial wreck as well, for his fortune went as ill-gotten goods always go in the end. He fell low as suddenly as he had risen. His old "pals" forsook him. Criminals feared him no more and thrust him aside. In this juncture he met Pat Sheedy, and Sheedy, who had always believed from what he had learned from William Pinkerton, that Worth had the Gainsborough portrait, broached the subject to him. Worth expressed confidence in Sheedy and said that, if Mr. Pinkerton gave his word also, he would make a trip to America.

One stormy morning in January, 1899, shortly arriving at his office in Chicago, William A. Pinkerton received a telegram dated at Northwestern Depot, Chicago, and reading: "Letter awaiting you at home. Send for it.—Roy." Over the telephone Mr. Pinkerton learned that just

after leaving his home a stranger had called and left a letter, stating it was important, and requesting that it be delivered only to Mr. Pinkerton personally. Mr. Pinkerton had the letter brought to him at once, and on opening it, found that it was from Adam Worth, whom he had not seen for 17 or 18 years. The writer said that he had come at the request of Sheedy to see Mr. Pinkerton confidentially, and that if Mr. Pinkerton could assure him that no harm would come to him and would say in an advertisement in one of the Chicago evening papers, he would consider that he had Mr. Pinkerton's word of honor and would respond. The advertisement was published, and about 11 o'clock the following morning Mr. Pinkerton, responding to a telephone call, found himself in conversation with Adam Worth. On Mr. Pinkerton's assuring him that he could call with perfect safety, within five minutes he did so.

Worth detailed all the facts, not only about the stealing of the picture, but his past life, as told here, with the understanding that Mr. Pinkerton was not, under any circumstances, to make use of any of the information during Worth's life time. He left it optional with Mr. Pinkerton to do as he saw fit about publishing his name as the perpetrator of the theft and all other details after his death. Mr. Pinkerton explained the friendly relations existing between himself and the Scotland Yard authorities, and said that under no circumstances would he do anything that they did not acquiesce in.

The only stipulation made by Mr. Sheedy was that no one was to be punished or injured. He said that he was interesting himself in the restoration of the picture solely as a matter of friendship, and in order that the lost treasure might be restored. Worth, who was in need of the money, believed that the reward offered for the return of the picture amounted to a considerable more than was stated by the Agnews in the circular. The facts were sent to Robert A. Pinkerton in New York, who, in turn, submitted them to Superintendent Donald Swanson, of the Criminal Investigation Department in New Scotland Yard. Mr. Pinkerton's letter brought back a reply from Lewis & Lewis, prominent solicitors of London, who were acting for the Agnews. But the matter hung fire, and at last was abandoned on account of the amount desired for the return of the picture. The attorneys also held that the picture did not exist, and that there was a scheme by sharp Agnews to swindle the Agnews.

Mr. Sheedy thereupon made a proposition to the Agnews to return the picture without cost to them, providing they would allow him the privilege of exhibiting it for four months. A month afterwards Sheedy proposed that if the Agnews would permit him to make a steel engraving of the picture and control the plate the picture would be restored. This must have convinced the owners that the picture was really in existence, for on January 14, 1901, was received a cable dispatch from Superintendent Swanson, of Scotland Yard, instructing us to negotiate for the return of the stolen portrait and saying that the terms asked by Worth were accepted.

We communicated with Mr. Sheedy and he called to Worth, who had in the meantime returned to England. Worth telegraphed to Sheedy the name of the steamer he would leave on, and when it was known he had sailed, we cabled to London to send a party to identify the picture to the United States. In response Superintendent Swanson cabled that C. Moreland Agnew had left for America on Saturday, March 15, 1901, on the "Etruria." At New York Mr. Agnew was met by our representative, who requested him to continue to Chicago, where he arrived on the evening of March 27, 1901, and was met by William A. Pinkerton, who told him that he would be in a position to deliver the picture the next morning. As arranged, Mr. Agnew called at Mr. Pinkerton's office about 10 A. M. the following day, and, the financial end of the matter being arranged, they immediately returned to Mr. Agnew's hotel, where while Mr. Pinkerton, Mr. Agnew and his wife were sitting in the room a rap came to the door. On its being

opened a man handed Mr. Agnew a large parcel, and left immediately. Mr. Agnew hesitating, Mr. Pinkerton suggested that he open the parcel, and the famous painting of the Duchess of Devonshire came to light for the first time in twenty-six years in a perfect state of preservation. Mr. Pinkerton, who sat alongside of Mr. Agnew, watching his features closely, saw his eyes fill up for a moment, and then rising to his feet, he took the detective by the hand, congratulated him, and said that he had at last found the picture. Mrs. Agnew did likewise. Mr. Pinkerton urged him to make no mistake and to use every possible test, measurement, etc., on the picture before finally deciding. After doing this, with all the different tests to tell genuine pictures, he said: "I am positive the picture is the original picture—the one stolen from my father's gallery twenty-six years ago."

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yachts and ashore in various parts of the world.

At Mr. Pinkerton's first interview with Worth in Chicago, it was evident that he was much broken in health. He told Mr. Pinkerton that he was suffering from a disease contracted in prison in Belgium, which produced violent headaches that were driving him crazy. On his return to Europe after this interview, in his first letter to Mr. Pinkerton he spoke of his condition as worse than ever before, and that he was likely to be found dead at any time. He said that he had left an order to be forwarded to us for a removal of the Devonshire picture, which he could not claim, and all that he asked was that whatever money was obtained through it should go for some benefit to his two children, who were all he had in the world to care for, and who knew nothing of his past career.

On his second trip to America, Mr. Pinkerton was startled by how much he had failed, and when he went back to England he lived a comparatively quiet life up to his last illness, when he quietly passed away, after much suffering. He had been temporarily left alone by the nurse, who had gone to her supper. On returning to the room she found him dead.

In the death of Adam Worth there departed probably the greatest inventive and daring criminal of modern times. It may be said in his favor that in the prosperous days, when he had money, he was generous to a fault; never allowed a friend to leave him without the assistance he sought for, and held out a helping hand to everybody in distress, whether in his sphere of life or not. One with whom he had a speaking acquaintance could always go to him and receive assistance whenever he had it to give. In all his criminal career, and all the various crimes he committed, he was always proud of the fact that he never committed a robbery where the use of firearms had to be resorted to, nor had he ever escaped from custody by force or jeopardizing the life of an official. He

held that a man with brains should exercise them quickly and had no right to carry firearms.

Among those we have known in a lifetime, this was the most remarkable criminal of them all.

Rules to Make a Happy Home.

Learn to govern yourselves, and to be gentle and patient.

Guard your temper, especially in seasons of ill health, irritation and trouble, and soften them by prayer and a sense of your own shortcomings and errors.

Remember that valuable as is the gift of speech, silence is often more valuable. Do not expect too much from others, but remember that all have an evil nature, whose development we must expect, and that we should forbear and forgive, as we often desire forbearance and forgiveness ourselves.

Never retort a sharp or angry word. It is the second word that makes the quarrel.

Beware of the first disagreement.

Learn to speak in a gentle tone of voice. Learn to say kind and pleasant things whenever opportunity offers.

Study the characters of each and sympathize with all in their troubles, however small.

Do not neglect things, if they can affect the comfort of others in the smallest degree.

Avoid moods and pets and fits of sulks.

Learn to deny yourself and prefer others.

Beware of meddlers and tale-bearers.

Never conceive a bad motive if a good one is conceivable.

Be gentle and firm with children.

Do not allow your children to be away from home at night without knowing where they are.

Do not allow them to go where they please on the Sabbath.

Do not furnish them with much spending money.

Do not say anything in their hearing which you do not wish them to repeat.

Beware of correcting them in a petulant or angry manner.