

The Saturday "News" Special Foreign Service.

FROM \$5 A WEEK TO A MILLION A YEAR

For Once, a Story of an Astonishing Windfall Proves True—The Details.

A RUSSIAN WORKMAN GETS IT

Drops Into Possession of \$30,000,000 And Sets Out to Spend it in Characteristic Fashion.

Special Correspondence.

London, Sept. 23.—As if to make up for all the stories of vast and unexpected inheritances that haven't proved true, it appears that the biggest story of the kind on record can be verified in every detail. A brief report of the

daughter of a serf on his estate, the girl herself being also a serf, and after he had married her, he could not bear the sight of her and of their children. When he died in 1750, it was found that he had made a curious will, providing that his entire estate and fortune should be left intact for 150 years, and that after the expiration of this period, it should be divided in equal parts among his direct descendants. His children cursed his memory and the money was put aside to grow through his accumulation of interest to the colossal sum of \$30,000,000. In 1900, the authorities began to look for the rightful heirs to this magnificent property. This was a task of some difficulty, owing to the fact that the family had been in Russia in the registration of births and deaths. Finally, it was ascertained that the only genuine claimant to the inheritance was Ivan Doroschenko, the railroad mechanic, who is the great, great, great-grandson of the celebrated "hetman" of the eighteenth century. No other direct descendants of the eccentric millionaire are living, or if they are alive they have no legal proofs to substantiate their demands.

COMMENCED THE PACE.

Doroschenko heard the news of his fabulous good fortune with the proverbial stolidity of the Muscovite. When he had made sure that he was not being deceived, and had received an instalment of his money his first steps were to an eating house where he treated himself and the two notaries

ital. He has engaged one of the notaries who communicated his good fortune to him to be his steward and to advise him regarding the administration of his property. Possessing the natural cunning of the Slav, he has also engaged a professional accountant to audit the ex-notary's accounts. Acting on their advice, Doroschenko intends to leave the bulk of his fortune in government investments yielding slightly more than 3 per cent per annum. A capital of \$35,000,000 at this rate will give him an income of about \$600,000 per annum. The remaining \$2,000,000 of his fortune will be devoted to the purchase of one or more landed estates and to other investments yielding higher interest, but involving more risk. Altogether his income will be about \$1,000,000 per annum.

BEGGARS AND SWEETHEARTS.

The number of communications which Doroschenko has received since the story of his windfall became known has been phenomenal. They have poured in from Europe, from Asia, from America, and from Africa. He has received no less than 100,000 begging letters from all quarters of the globe. Four secretaries are continually at work dealing with his correspondence. Doroschenko has given them instructions to keep a good look out for offers to sell him titles of nobility, from which it will be seen that the ex-mechanic is a man of social ambitions. He has received over 20,000 offers of marriage, and over 5,000 of the female applicants

SPAIN'S NAVY IS ONLY ON PAPER

But It Costs More Money Than The One American Gun Sent To the Bottom of the Sea.

WORKMEN WHO WILL NOT QUIT

Have a Good Time and Frighten the Government When It Talks of Discharging Them.

Special Correspondence.

Madrid, Sept. 23.—If it were not so sad it would be the funniest of all international jokes—this Spanish navy. As the Spaniards themselves frankly admit, it exists only on paper, yet this non-existent navy not only costs more than when it existed in fact, but it has just caused the downfall of a cabinet and provided Spain with a new premier and with a new cabinet. The price tag for this paper navy is a big one. It costs nearly \$2,000,000 in the maintenance and repairing of the ships, whose cost of building is now nearly duplicated through the expense of repairs; \$2,000,000 are employed for the ships which are being built, and a \$1,000,000 more is expended on the armaments and equipments of the yards, the uselessness of which is notorious.

From all this it appears that the Royal navy costs the Spanish rate-payers every year \$3,000,000 more than when the four cruisers and the various minor vessels destroyed in the American war also formed part of the fleet, inasmuch as in 1898, before the war with the United States, the minister of the navy's estimate of expenses came to less than \$3,000,000.

WOULDN'T BE DISCHARGED.

But the most ridiculous fact of this vast national farce is yet to come. Throughout the 60 or 70 years past, when Spain really had a navy, there were never less than 12,000 or 13,000 workmen employed. Today their number remains undiminished. This figure was excessive even in those times when Spain had a considerable fleet.

The government has repeatedly attempted to discharge some of the men, but always in vain. The men themselves have threatened to provoke serious disturbances if interfered with, and the deputies and senators of the three shipbuilding provinces have insisted that the government must respect "the rights acquired by those workmen." In this situation, to avoid riots and incidentally not to lose the support of the aforesaid deputies and senators, the government has continued to use millions and millions of the money of the naval department in paying the workmen unearned wages.

This farce is played again only the other day. The last of the funds destined for the payment of the workmen of the Cadiz dockyards having been used up, the council of ministers decided not to appropriate any more money for that object. But as soon as this resolution became known in Cadiz the laborers rose in rebellion, the corporation resigned en masse as a protest against the government, and the other numerals in Spanish finances.

Officially the Spanish fleet is at present composed of one first class ironclad of 9,518 tons burden, four first class cruisers of 30,235 tons each, two second class cruisers of 3,847 tons, two guardships, 31 smaller vessels, including torpedo boats, torpedo boat destroyers, gunboats, dispatch boats, etc., and 10 training ships. Besides these, there are two cruisers not quite finished, the Queen Regent (second class) and the General Liniers (third class). This fleet is a paper fleet, and it is not what it seems.

The only ironclad which figures in the list is the Charles Fifth, built 12 years ago. Its floating line is so low and it pitches so much that it would be dangerous to undertake a long voyage in this ship, especially in a rough sea. Of the four first class cruisers mentioned above—two—the Catalonia and the Princess of Asturias, which were launched four or five years ago—are not yet properly fitted out. The fourth, the Pelayo, the only one in service, is in a comparatively servicable condition, but frequently suffers damages, and having been built in Toulon and always being taken to France for repairs, it is in need of repair. The Spaniards often observe sarcastically that, "if steam were got up in the Pelayo, and it were disembarked it would along inactivity and without the aid of any pilot, make straight away for the port of Toulon."

One of the two third class cruisers, the Rio de la Plata, presented to Spain by the Spanish colony of the Argentine Republic when the war with the United States broke out, has cost \$300,000 for repairs, which is sufficient to give an idea of the condition of the rest of the fleet. The only thing of much little worth that it is only utilized for imprisonment in its holds the anarchists who are constantly causing disturbances in some town or other of the kingdom. The smaller vessels, when not being repaired in the dockyards, are employed only in watching the coasts in order to prevent the landing of arms by the Carlist rebels, and on account of their lack of speed and fighting power. As for the training ships, they answer so badly the purpose for which they are intended that, according to what the sailors say, they are sent on board of them to be instructed only learn to thank the Lord for permitting them to disembark with a whole skin.

We Spaniards cannot even hope to see our miserable fleet strengthened and improved by the addition at an early date of the new cruisers Queen Regent and Gen. Liniers. The construction of these cruisers was begun 10 or 12 years ago. Taking into consideration the extraordinary progress which has been made of late in the building of battleships, it is likely that when the Queen Regent and the Gen. Liniers are finished Spain will be lucky if they can be utilized even as guard ships. They have already cost \$5,000,000 each, and will cost \$7,000,000 each.

A COSTLY CIPHER.

In spite of the actual fact being such a mockery, its maintenance costs Spain annually no less than \$3,000,000, of which sum \$1,000,000 are spent in paying the personnel, only a small part of the same being embarked and navigating only when the state of the vessels permits of the respective provinces threatened the ministry with all kinds

of vengeance at the reopening of parliament, and the cabinet promptly surrendered and supplied new sums for the gallant men of Cadiz, besides promising to ask parliament to grant them even more money.

Except for those who are supposed to be employed in the building of the General Liniers and the Queen Regent and in repairing the damage suffered by the various ships of the fleet, what the remainder of those workmen do is an enigma which no Spaniard has succeeded in solving.

OTHER PHASES OF THIS NAVAL JOKE.

Many other cases of waste and abuse in the dockyards of the state might be cited. For example, it is well known that every person called upon to the post of minister of the navy gives lucrative places in his department to innumerable friends and protégés, although these have no more knowledge of things relating to the sea than they have of the most common of fishes. The new minister, Senor Cobian, has proved no exception to the rule, and he has had, besides, a brilliant and transcendental idea. As soon as he had taken possession of his charge he ordered a magnificent chapel to be erected in the ministerial buildings of the naval department, and this sacred edifice has just been solemnly and officially inaugurated. Masses are to be said there on all holidays for the personnel of the aforesaid department.

From time immemorial among the expenses of the navy there figure some thousands of dollars for the so-called "horses of the navy," and it seems strange that these should consist of the horses of the commanders of the regiments of marine. Another outlay in the naval department is occasioned by the maintenance and navigation of the vessel Giralde, which, presented to the state by wealthy Spanish gentlemen at the time of the war in Cuba, was afterward transformed into a yacht for the royal family, which uses it as such without any more satisfactory reason than that it costs nothing.

As if all this were not sufficient to increase the expenses of the navy, it is still the custom to begin paying the officers of a battleship from the day on which the ship to which they belong has been launched. It therefore results that there are dozens of officers (those destined for the General Liniers and the Queen Regent, for example) who are receiving good pay five, six or seven years before rendering any service. Other officers who for the want of vessels have not been to sea for many years, have continued in pay and promotion, so that it sometimes happens that a naval officer, although he stays strictly at home, reaches at the end of a certain number of years the highest degree in his career. In Spain everybody knows that when the government sent the Ironclad Charles V to take part in the last great naval review at Plymouth the ship had to return before reaching its destination because so many of the officers became terribly seasick.

COLUMBUS' SEASICK DESCENDANTS.

But in all that relates to seasickness nobody has as yet been contented for the palm with Senor Christobal Colon, Duke of Veragua, who, in his quality of legitimate descendant of the immortal discoverer of America, possesses the right from the day of his birth to be admiral of the Spanish fleet, besides receiving annually a pretty large pension, which is naturally included in the expenses of the naval department. This gentleman figures among the most conspicuous personalities of the Liberal party, and having often been designated for the post of minister of the navy, he never accepted the portfolio without first obtaining the promise that he would never be required to go on board of a battleship. Nevertheless, last year he found himself under the necessity of accompanying King Alfonso on the sea voyage along the coast of Austria, but so tremendous and constant was the seasickness which the unfortunate duke suffered on that occasion that he was confined to his cabin during the whole voyage, and when at last he emerged from his retreat to follow the king ashore his pale face, seeing him look so male and ill, kindly bade him go to bed.

But—even leaving aside the incapacity existing between the ocean and the Spaniards, the Duke of Veragua and other companions of his belonging to the Armada—it is certain that, besides the facts previously exposed calculated to provoke the hostility of public opinion against any bill for the reconstruction of the fleet, the feeling of opposition on the part of the people is augmented by the recollection of the \$60,000,000 granted in 1892 by parliament to be used in the building or purchase of battleships. It is very difficult to find out exactly how those millions have been spent.

A PIOUS WISH.

In these circumstances who can assure the Spaniards that even if they were to devote from \$125,000,000 to \$150,000,000 to the building of a new fleet, the disasters of 1898 would not repeat themselves?

"May the Lord help you!" coolly telegraphed Senor Moret, then colonial minister, in answer to Admiral Cervera, who, having received order to proceed to Cuba from the British government, warned that minister that the North American fleet was stationed in the waters of Cuba. Who can say that even if it were now decided to build a new fleet, that a but unfortunate Spanish sailors would not have to limit themselves to confiding in the help of God, especially as it has become known that various shipbuilders have been using all their political influence in order to obtain a contract for building the new fleet on terms most advantageous to themselves in case the recent appropriation bill had been approved?

Therefore it seems to be the unanimous desire that, leaving the reconstruction of the navy for better and for ill, the cabinet should begin by transforming the minister of the navy himself.

Senor Cobian is a highly respectable personage, and eminent lawyer, but he is absolutely ignorant in all naval matters. He himself admits this to be a fact. Having come with some friends two days ago to spend the afternoon in the neighboring park called El Pardo, Senor Cobian met there several other friends who in courteous language manifested their surprise at seeing him in that garden of recreation.

"Ah, you are surprised to find me here?" replied the minister, with a frank and good-natured smile. "Where you ought to be surprised to find me is at the head of the naval department."

These are some of the reasons why many Spaniards not only publicly ask for the postponement of the reconstruction of the fleet, but resolutely demand the total suppression of the whole naval department.

R. ROBALDI.

LIKES VEGETARIANISM.

Stand Dishes Kindly to That Sort Of Diet—May be Converted.

Special Correspondence.

London, Sept. 23.—W. T. Stead, editor of "The Review of Reviews," has

extended his liberal sympathy to yet another of the vegetarians. That is why object of his latest interest. Mr. Stead, although himself not yet converted to a vegetarian diet, heartily approves of vegetarianism. That is why he gave his country place at Wimbeldon, near London, for a vegetarian garden party. Mrs. W. T. Stead is also a sympathizer and on Sept. 12, with Mr. Stead, received several hundred guests. Vegetarians from all over London and its vicinity were present. In addition to the garden party proper there was an exhibition and sale of vegetarian foods and wearing apparel, feather hats and leatherless boots. The Vegetarian society looks forward to a day when Mr. Stead will become a convert to their system.

Vegetarianism in England has distinctly pressed ahead with the last few months. This is mainly due to the visits of the Kellogg of the Battle Creek (Michigan) Sanatorium and to the subsequent opening of half a dozen English institutions on the plan of Battle Creek. Mrs. Ormiston Chant, the undenominational preacher who lectures frequently in America, is deeply interested in the latest of the sanatoria, recently opened within a few miles of London. Mrs. Chant says that the health of nations would be materially improved if men and women would make a habit of retiring into rest cures in so often. She believes particularly in the benefits of vegetarianism. Another sign of progress among English anti-meat-eaters is the widespread approval of the men and women they have entered in various athletic sports.

SHRINE OF APOLLO, RUINS OF DELPHI.

Excavations Just Terminated Reveal the History of Greece for Fifteen Centuries

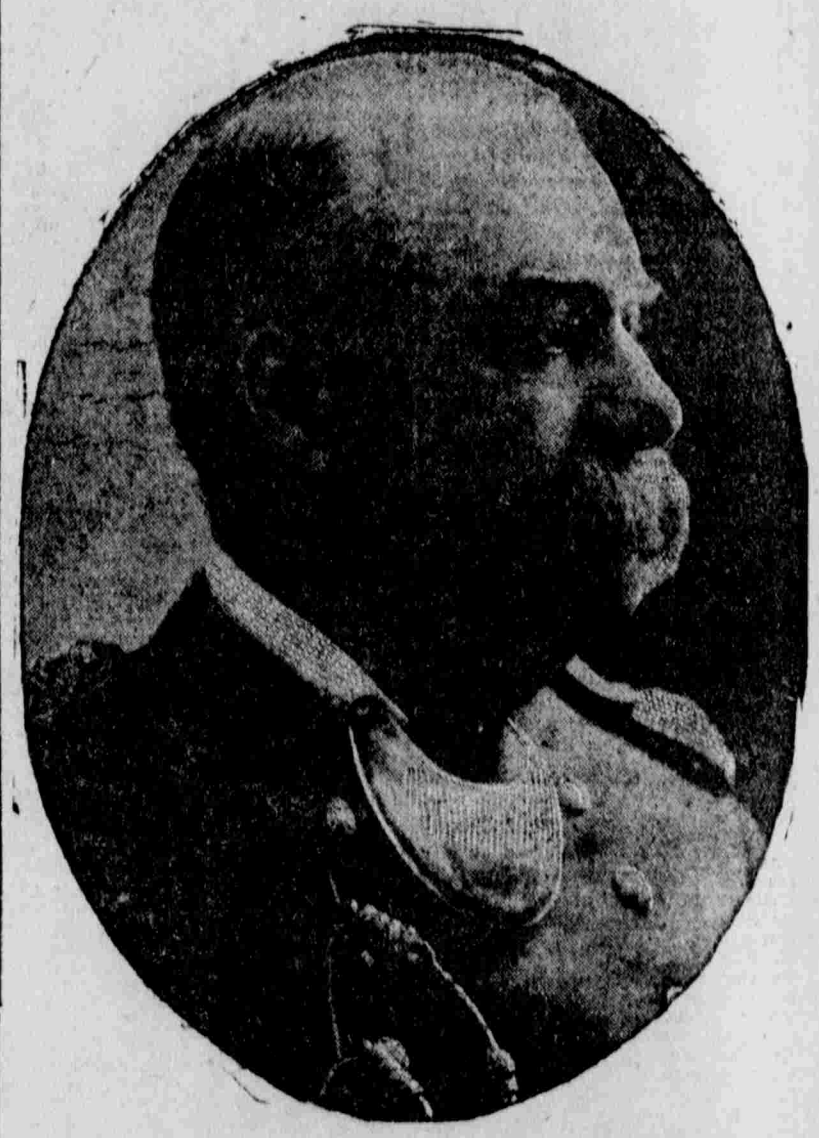
VATICAN OF THE ANCIENT WORLD

Great Task of Unearthing of Inestimable Value to Science—What Has Been Discovered.

Special Correspondence.

Athens, Sept. 15.—The French archaeological school at Athens has finished its 10 years' excavations upon the site of Delphi, the great sanctuary of Apollo, and has turned over the site to the Greek government. The work accomplished has been of almost inestimable

NEW INVADER.



Col. Sidney M. Hedges, of the London Ancient and Honorables, who invades us with his companions, and promises to make the biggest record as a trencher this country has yet entertained. The first date is set for Saturday, Oct. 3, when the lines will form over a genuine Rhode Island clam-bake at Providence.

G. A. Olley, the vegetarian bicyclist, has had so many triumphs this spring that he has been selected to represent England (vegetarians and non-vegetarians alike) at a series of international races to be held in Copenhagen next month. Propagators of free thought in England are about to make a crusade into London's fashionable West End. Under the leadership of G. W. Foote, they intend renting a hall and starting into battle against what they consider, narrow-minded creeds. Until the permanent weekly meeting place be secured the Free-Thinkers will gather in the same Queen's hall. This familiar place has been rented for the month of September, and it is expected that closer to the heart of the aristocratic quarter of London will be ready for use soon.

English Free-Thinkers are already preparing for their great convention to be held in Rome the beginning of 1904. As London is virtually the center of the free-thought movement, preparations are being made from this point. The society is in communication with radicals in America and Australia, and it is expected that hundreds of delegates will make the pilgrimage to Italy.

London Free-Thinkers have had some scathing things to say of late on two subjects, President Roosevelt and Dr. C. R. L. Brown. In their publication, "The Free-Thinker," they vented considerable sarcasm on the United States president because of his liberal policy with the Roman Catholics. Representatives of the St. Louis exposition at present in London are disappointed that Sir Harry Blake, governor of Hongkong, has refused to let his house leave Ireland for St. Louis. The exposition authorities tried to buy "Myrtle Grove" at Yough, Cork, because it once belonged to Sir Walter Raleigh. But Sir Harry, the present owner, said no. He has no intention of letting his home go traveling even on condition that it come back again.

The guardian of "Myrtle Grove" during Sir Harry Blake's residence in Hongkong has been his son Morris B. Blake, who, however, is deserting the old place now. In order to make a journey of exploration into the heart of South America, looking for a good site. Previous to his departure, Mr. Blake is entertaining a large house party at "Myrtle Grove." Among the guests is one American, George W. Baker of Detroit, who is planning to make a winter trip to the United States, and will visit, among other places, his home town, Detroit.

A Cure For Dyspepsia. I had dyspepsia in its worst form and felt miserable until after I used Kodol. I had tried everything and was completely cured. Mrs. W. W. Sawyer, Hilliard, Ohio. No appetite, loss of strength, nervousness, headache, constipation, bad breath, sour risings, indigestion, dyspepsia and all stomach troubles are quickly cured by the use of Kodol. Kodol represents the natural juices of digestion combined with the greatest known tonic and reconstructive properties. It cleanses the system and restores the stomach. Sold by all druggists.

value to science. The inscriptions, monuments and sculptures brought to light comprise offerings to the Delphi oracle from all parts of the ancient world. Magnificent buildings, statues, columns and altars erected by great princes and states have been found side by side with thousands of rude votive images from the poorest and humblest.

The Delphian shrine, as it now lies exposed, consists of a large irregular quadrangle upon the hillside below Mount Parnassus, with gates at intervals in its walls. The main entrance being at the southeast corner opposite the Castalian springs. From this gate the sacred way, paved and lined on either side with votive buildings, leads up in winding curves to the great temple of Apollo, of which only the substructure remains, revealing the chamber where the oracles were delivered. Before this temple stood the altar of the Chians dedicated in the fifth century B. C., but the excavations have proved that it had been a place of sacrifice from a remote age. Above the temple stood the theatre, one of the best preserved buildings in Greece, and the Lecha, a building mentioned by Pausanias as containing two celebrated series of paintings by Polygnotus. The most important of the buildings from the point of view of the artist are the treasuries, small temples in which the various cities deposited their offerings. These are all in ruins, but many of their fragments have been recovered that it has been decided to rebuild one of them the treasury of Athens as a trophy of the battle of Marathon. This stands on the Sacred Way and just beyond it are the House of the Sibyl and the famous Stoa of the Athenians.

The bas-reliefs, sculptures and inscriptions now in the museum are so varied in character and so great in number that it is impossible to enumerate them. The richly carved Omphalos, the stone which was supposed to mark the center of the earth, and a bronze statue of a charioteer of the greatest artistic beauty, dedicated about 450 B. C. by Polyzeus, brother of the tyrant of Syracuse, would alone have justified the expense of the excavations. Delphi is the place where the Delphic temple was destroyed by an earthquake, but was rebuilt. It was again destroyed and rebuilt in the fourth century B. C. It was plundered and then by the Persians in 480 B. C.

From the ninth century before Christ the fame of the Oracle of Delphi Apollo was fully established and continued until its abolition by Theodosius about A. D. 400. Its rich treasures excused Delphi to attacks of the enemy, and in 480 B. C. Xerxes attempted to take it. In 279 B. C. Brennus and his Gauls made an attack on the sacred city, but were unsuccessful. In the sixth century the temple was destroyed by an earthquake, but was rebuilt. It was again destroyed and rebuilt in the fourth century B. C. It was plundered and then by the Persians in 480 B. C.

PRETTIEST WOMAN IN ENGLAND.



This is from the best photograph of the Countess of Mar and Kellie, a sister of the Earl of Shaftesbury, who has been declared by King Edward to be the prettiest woman in England. Queen Alexandra agrees with the king in this matter.

extraordinary incident was called recorded from St. Petersburg, and I requested your correspondent there to look it up and supply the missing details if the story proved true. The answer received today with a rather poor photograph of the hero, is as follows:

WORLD'S LUCKIEST MAN.

The young Russian mechanic, Ivan Doroschenko, may be fitly described as the luckiest man in the world. Until a few days ago he was a common workman employed on the railroad works at Kharkoff, and earning the modest wage of five dollars per week. He lodged in a laborer's hut outside the town, where he shared a small room with four other men employed on the same work. He was obliged to be up before 4 o'clock every morning in order to reach the railroad works in time to begin the labor of the day punctually at 6 o'clock. His hours of labor lasted from this early hour till noon, with a few minutes' interval at 1 o'clock and from 1 p. m. till 4 p. m., making eleven hours in all. His daily fare consisted of bread, washed down with cheap Russian brandy, for his means did not enable him to indulge in the luxury of meat more than once a week, on Sundays and saints' days, when he was not required to go to work, he used to sleep off the exhaustion caused by his continuous toil. He had no relatives that he knew of, and lived a lonely, joyless life of incessant labor.

THOUGHT IT A JOKE.

It is hard to imagine what his feelings must have been when two notaries appeared at the railroad works, called him aside, and communicated to him the amazing intelligence that he had inherited the sum of \$30,000,000. At first, Doroschenko thought that he was the victim of a poor practical joke, but the two notaries soon convinced him of the genuineness of the communication they had made to him, and outlined to him briefly the story of the inheritance.

AMASSED A FORTUNE.

It appears that a celebrated captain of Cossacks who lived in the earlier half of the eighteenth century amassed a fortune which in those times was almost unprecedented. His name was Doroschenko, and he was a man of extreme eccentricities. He married the

to a glutinous meal of 17 courses, each one of which was a highly unsuitable sequence to the former. His next stopping place was the best tailor in Kharkoff, where he bought the most expensive ready-made suit on the premises, at the same time giving order for a score of other suits to be made to measure. The tailor, on hearing from the notaries the reason of this extravagant, became glib in his efforts to be adequately polite to the millionaire. From the tailor to the shoe store was the next way, and Doroschenko was pleased to admire himself in a pair of shining patent leather shoes.

KEEPING IT UP.

A further round was then made to all varieties of shops, at every one of which Doroschenko made purchases to an extent which showed how easy money is of a workman to play the millionaire when the means for the amusement are provided. At the Jeweler's, Doroschenko bought a heavy gold watch, set in diamonds, six diamond rings, four gold bracelets, a set of pearl studs in which the pearls were of extraordinary size, and a diamond pin for his necktie. Altogether he left upwards of \$10,000 at the Jeweler's. During the next few days, Doroschenko continued his purchases in all directions.

IN PRINCIPLE STYLE.

He bought silk underclothing and a house of 13 rooms. The house he furnished in princely style, though with scant taste. He engaged servants and spent the first night of service in his new abode. Before morning, he was on his feet, in intimate terms with them that they were all addressing him by the familiar "thou," which in Russia is only used by superiors to inferiors a long way beneath them, or by relations and intimate friends to one another. He bought horses and carriages, and hired men to look after them. He bought dogs of various kinds and intended to go hunting when he had possession of the estate, for the purchase of which he is already negotiating. Altogether, Doroschenko means to enjoy life to the full.

WILL NOT SQUANDER ALL.

Doroschenko has no intention, however, of recklessly squandering his cap-

sent him their photographs. He has received over 4,000 letters from inventors who are anxious for him to finance their discoveries. A German pastor offered to come and look after Doroschenko's soul for the sum of \$5,000 per annum. Proprietors of patent medicines have sent him countless bottles of their concoctions, asking him to try them, and write them a testimonial. These international attentions flatter Doroschenko but they do not upset the equilibrium of his heavy, Muscovite mind.

COMING HERE TO RACE.

Loxton Hunter Hopes to Beat American Performances.

Special Correspondence.

London, Sept. 23.—Loxton Hunter, who made a record motor ride between London and Ireland a few days ago, will sail for the United States early in the new year with the intention of breaking records that have been established there. Mr. Hunter's new record is 598 miles between 9 a. m. on Wednesday and 10:15 p. m. on the next day. His first effort in the United States will be between New York and Chicago and if he finds the roads favorable he will try a run between New York and San Francisco. He will use a 10-horsepower H. P. engine and he will be accompanied by George Ducros who is acknowledged to be one of the most expert drivers in England.

Mr. Hunter is going to America to be prompted into sport by sportsmanship, as he is a man of means and has taken up motor racing for the fun of the thing. The American cars which he saw at the recent Gordon Bennett race in Ireland impressed him very favorably and he is going to America to see if he can arrange a match with any of the motor cars. If he can get a match he will content himself with attempting to record-breaking and if his car succeeds in doing anything more sensational than has already done in England, it may be seen at the St. Louis exposition. In any event Mr. Hunter is a member of the Automobile club, one of the most swifter establishments of its kind in Europe, expects to see America from end to end, and with the aid of his motor car, and if time will permit he may run across Canada. Foxhall Keene has given him many letters of introduction to sportsmen in the United States.