

OLD RIPLEY'S LONG VIGIL

A River Man Waiting and Hoping to be Drowned.

RIVER FRONT STORIES

Only One of This Family Left—All Loved the Water—Cannot Leave the Longshoreman's Life—One with a Bank Account, but Persists in Working as a Longshoreman.

"Old Ripley" was another Staten Island waterfront man with a history and a fortune. He had blue blood, besides, for he was descended from one of the old Huguenot families that settled on the island in the young years of America—a family of noble lineage.

He was the last of his family, because, he said, "love of the water keeps me from all other loves." But it is told on the island by those who knew "Old Ripley" that his love of the water was inspired by an unconquerable desire to be near the place where the betrothed of his young manhood lost her life while attempting to cross the Arthur Kill during a squall.

From that day "Old Ripley" neglected his business in New York and took to hanging around the wharf of the little suburb where his fiancée had embarked to her death. His friends, unable to make him forget, desisted after awhile, and then "Old Ripley" swiftly sank to the level in which he stayed for nearly thirty years.

He did odd jobs to keep body and soul together, but always near the water. He slept, summer and winter, as close to the water as he could get. And when he was neither working nor sleeping he could be found gazing out over the "K" across the girl and her brother had drowned.

The only pleasure that "Old Ripley" ever permitted himself he indulged in whenever he was able to scrape up enough money to hire a boat for an hour or two, or was successful in pleading with some of his acquaintances for the loan of one.

Then he would pull out into the kill and furiously row up and down until worn out, when he would leisurely make the land and sink off, his uncut hair and long bristling beard flaring out in all directions.

"Old Ripley's" end was in keeping with his life. He rolled off the wharf on which he was sleeping one summer's night. They picked up his body several days later over on the opposite shore, and the old man's riverfront acquaintances, who were conversant with his romance, vowed that the body went ashore at the place where his sweetheart was making for when her boat capsized.

There is a river man in Pittsburgh who has been waiting for half of man's allotted span of years to be drowned in the Ohio. He believes implicitly that he will not, cannot, die any other way. His reason for his belief he states in a matter of fact way.

"The men of my family have been river men ever since they settled here in the latter part of the eighteenth century. They've all loved the water they've all lived by it, and they've all died in it.

"My great grandfather and one of his sons sank with a rift off Cincinnati. My grandfather was drowned, along with his wife and two daughters, in an explosion on the Monongahela, as the boat was about entering the Ohio.

"I saw my father knocked senseless off a coal barge during a fight, and he never rose above the Ohio's surface. Three years ago my brother and a cousin were capsized during a storm a piece down the river, and their bodies were found a week later.

"Now, I'm the only one of my family left, and the Ohio is waiting for me. It will get me some day just as sure as I'm talking to you and then, maybe, it'll be contented.

"Why don't I leave the river? I can't. It's got its hold on me. And what good would it do if I did try something else? I'd come back to the river some day, because I couldn't stay away, and then I'd be no better off.

The average longshoreman is not regarded as a man who would have much romance in his life, but a certain longshoreman in Philadelphia has had varied adventures all over the world.

Though a longshoreman, with a daily wage of something under \$2, he lives not in one of the waterfront boarding houses that his fellow workers haunt, but in a second-rate hotel in the central part of the city, where the rates for rooms alone equal his earnings. He has been staying there for ten years, and whenever he pays his bill it is by check.

The first time that he offered a check it was politely refused. "If you are afraid of it," smiled the man, "just call up the — Bank and ask them about me."

THE SUNDAY SCHOOL.

Lesson in the International Series for December 13, 1903—The Dedication of the Temple.

THE LESSON TEXT. (1 Kings 8:1-11, 22, 23)

1. Then Solomon assembled the elders of Israel, and all the heads of the tribes, the chief of the fathers of the children of Israel, unto King Solomon in Jerusalem, that they might bring up the ark of the covenant of the Lord out of the city of David, which is Zion.

2. And all the men of Israel assembled themselves unto King Solomon at the feast in the month Ethanim, which is the seventh month.

3. And all the elders of Israel came, and the priests took up the ark.

4. And they brought up the ark of the Lord, and the tabernacle of the congregation, and all the holy vessels that were in the tabernacle, even those did the priests and the Levites bring up.

5. And King Solomon, and all the congregation of Israel, that were assembled unto him, were with him before the ark, sacrificing sheep and oxen, that could not be told nor numbered for multitude.

6. And the priests brought in the ark of the covenant of the Lord unto his place, into the oracle of the house, to the most holy place, even under the wings of the cherubims.

7. For the cherubims spread forth their two wings over the place of the ark, and the cherubims covered the ark and the staves thereof above.

8. And they drew out the staves, that the ends of the staves were seen out in the holy place before the oracle, and they were not seen without; and there they are unto this day.

9. There was nothing in the ark save the two tables of stone, which Moses put there at Horeb, where the Lord made a covenant with the children of Israel, when they came out of the land of Egypt.

10. And it came to pass, when the priests were come out of the holy place, that the cloud filled the house of the Lord.

11. So that the priests could not stand to minister because of the cloud; for the glory of the Lord had filled the house of the Lord.

12. And the king, and all Israel with him, offered sacrifice before the Lord.

13. And Solomon offered a sacrifice of peace offerings, which he offered unto the Lord, two and twenty thousand oxen, and an hundred and twenty thousand sheep. So the king and all the children of Israel dedicated the house of the Lord.

GOLDEN TEXT.—I was glad when they said unto me, Let us go into the house of the Lord.—Ps. 122:1.

OUTLINE OF SCRIPTURE SECTION. Preparation for Building the Temple..... 1 Kings 6. Description of the Temple..... 1 Kings 6, 7. The Dedication Ceremonies..... 1 Kings 8:1-11. The King's Address and Prayer..... Kings 8:12-26.

NOTES AND COMMENTS. (1 Kings 6.) When, in his fourth year, Solomon began to build the temple, he found that the preparations of David had made the work very much lighter than it would otherwise have been. Immense quantities of gold and silver and brass and iron had been stored away. Just how great these quantities were and how much they were worth in our money we have no way of knowing, for the numbers, especially in the Books of Chronicles, seem to be greatly exaggerated, owing perhaps to the confusion arising from the use of letters of the Hebrew alphabet for numbers.

(Chs. 6, 7.) In these chapters is given an interesting and detailed description of this most magnificent building. The cubit was about 18 inches. As we saw in Lesson IX, the site of the temple was the threshing-floor of Ornan, just outside the city. The temple walls were of huge blocks of hewn stone. "Like the tabernacle, the sanctuary consisted of two chambers; the Holy place (40 cubits long by 20 broad), and the Holy of Holies, which formed a perfect cube of 20 cubits. Abutting upon the outer walls of the temple were built chambers rising in three stories, for the use of the priests and other officials. The place of worship assigned to the people was the large outer court, containing a brazen 'sea' or laver intended for the ceremonial ablutions of the priests, and doubtless also (though it is not expressly mentioned) the great brazen altar of burnt offering."—Ottley. For more details of the temple see any good Bible dictionary.

(Ch. 8:1-11.) "Solomon assembled the elders of Israel," etc.; Solomon believed in the impressiveness of great pageants. The dedication ceremonies covered an entire week, and were immediately followed by the regular Feast of Tabernacles. "To bring up the ark:" Which David had established temporarily on Zion (the "City of David"), one of the two principal hills of Jerusalem. "And the tent of meeting:" The old tabernacle dating from the days of Moses. It had been standing of late at Gibeon, but was now brought to be preserved as a sacred relic in the new temple. "The holy vessels:" The candlestick, table for showbread, altar of incense, the brazen serpent and perhaps the great brazen altar. "Before the ark, sacrificing:" The whole ceremonial was religious and the most impressive part of it to the people was the sacrificing. It expressed their gratitude and praise, but also their confession of sin and their faith that Jehovah might be approached in penitence and would gladly pardon the sin. The animals sacrificed provided food for the immense crowds that thronged the city. "The oracle:" Better, the most holy place. (Vs. 12-26.) After the priests had placed the ark in the most holy place the singers (2 Chron. 5:13) burst forth with what has been called the national anthem of the Hebrews. "For He is good; for His loving-kindness endureth for ever."

THE WHALERS LOSE.

Season Closes with Very Few of the B.g Fish Caught.

Only One Ship Has a Profitable Trip to the Arctic Waters—History of Other Disastrous Seasons.

The whaling season in the northern Atlantic, which ended last month, was a disastrous one. Of the dozen steam sailing craft that cruised in the Arctic waters not more than three have made expenses, and only one, the Alexander, had a profitable trip.

Ever since 1848 whaleships have cruised in the Arctic ocean for the bowhead whale with varying luck, but never before in the history of the industry has the chase been marked by such poor success as this year, except when disaster has overtaken the fleet.

This was the case in 1817, when 34 vessels were crushed in the ice, causing a loss of more than \$1,000,000. Five years later came another disaster, when 12 out of a fleet of 20 crafts were lost, entailing damage, aside from cargoes, of \$442,000.

For some years prior to the entrance of the Superior into the Arctic whaling had been carried on in the waters of the northern Pacific. In the year following the fine voyage made by the Superior, no fewer than 154 vessels tried their luck in the chase for bowheads.

In 1852, when there were 278 ships engaged in the fishery, 3,000 whales were captured, yielding about 5,000,000 pounds of bone, which sold for a little more than 50 cents a pound. The largest catch in the last 20 years was made in 1887, when 39 ships took 360 whales, of which 292 were bowheads.

In 1895 only 46 whales were taken. Poor as was the season of 1895, it wasn't a patch to the record of 1903, and if whalebone does not jump to the six dollar mark, it will be because some sharp Yankee has a cargo or two stowed away for just such a year as this.

So far as heard from, the number of whales captured this year is about half that of 1895. The failure of the catch in 1895 was due to the early formation of ice. That season whales in plenty were seen to the westward, but no one could reach them. This year they were seen in open water, sandwiched in between ice floes, and capture was impossible.

Capt. Foley, a well-known whaling master, who sailed for New Bedford agents, has just returned to San Francisco in the auxiliary schooner Monterey. He made use of gasoline to drive his engines, and he reports the experiment a very successful one, except that the catch did not reach his expectations. This was due, however, to the thick ice encountered east of Point Barrow.

Capt. Foley raised eight or ten whales, but only succeeded in capturing two, which yielded 3,500 pounds of bone. The steam whaler Thrasher, Capt. Gurney, of San Francisco, which was reported clean on October 11, arrived down from the Arctic on November 8, in exactly the same condition. After a seven months' cruise in northern waters she returned without having taken a single whale, and, as her fitting out cost \$20,000, her owners suffer quite a loss. Only once did her crew have a chance at one of the monsters, and then he got away.

IRELAND LOSES IN RESIDENTS.

Decrease of Sixteen Thousand There the Past Year, Exclusive of Emigrants.

Ireland is a country which still loses thousands of its natural increase of population by emigration, in which more boys are born than girls, and the most fatal epidemic is influenza. The population of Ireland in 1902, according to the registrar general's return, was 4,432,274. The marriages, numbering 22,949, and the births, 101,863, show a trifle increase on the average of ten years; the deaths, 77,576, were a trifle below the average.

The excess of births over deaths being 24,187, and the loss by emigration amounting to 49,190, there was a decrease in the population during the year of 16,003, less whatever immigration there was, of which no record is kept.

NEW STYLE SMOKER.

French Railway Officials Test an Improved Pattern of Cane for Users of Tobacco.

An effort is being made to introduce a new type of railway carriage on the Metropolitan railway, in France, suitable for smokers, the glass of the windows being replaced by metal plates pierced with square holes. Many officials were present at a trial at Paris. Police Prefect Lepine appeared with a box of cigars, and soon all were smoking merrily. The smoke passed through the holes, and the ventilation was excellent, but it was rather chilly in the car.

A woman suggested having the compartments made smaller. The experiment, as a whole, was pronounced a success.

New Mask for Automobilists.

The difficulty automobilists find in protecting their faces has at last been satisfactorily solved. Ugly masks and goggles are now likely to be cast aside for a new mask, which is strong and transparent, and modifies in no way the appearance of fair complexion. It is constructed of transparent horn, with the usual spectacle glasses, and thus obviates the danger of fire so much feared with inflammable celluloid masks.

EACH COLOR TO ITSELF.

How the Cherokee Nation Have Solved for Themselves the Race Problem.

The race problem in the Cherokee nation is solved to the general satisfaction of the three races concerned and the intermediary mixed bloods, says the Kansas City Journal. In the location of homes the Cherokee full-bloods and negroes are mostly in settlements. The intermarried whites largely are in towns and territory contiguous to each other. The Cherokee speaking citizens much prefer to associate together.

In the nation there are 30 schools attended by fullblood Cherokee children and 17 by negro children. The negro blood schools are not so by legal requirement, but as a corollary of their preference to live near each other. The Cherokee and negro do not intermarry or socially mingle. Two seminaries and an orphan asylum are attended by fullbloods and mixed bloods, only the colored high school by negroes only.

In the incorporated school districts whites and Indians attend the same schools, and race prejudice and undue feeling on either side are being lost in fellowship and friendship cultivated in the class room and on the playground. Both sides are better satisfied in the combined schools than they were when they were kept separate. Fullbloods seem to mingle as freely with white renters and their families of good character as they do with mixed bloods.

Of the 38,500 citizens of the Cherokee nation the best statistical information gives about 8,500 fullbloods, 3,200 intermarried whites, 22,800 mixed bloods, and 4,000 freedmen.

KRUPP ARMOR NO PROTECTION.

Experiments in England Raise Demand for Revolution in Construction.

The revolutionary changes in naval construction which are likely to result from the recent Belle Isle experiments have caused considerable discussion in naval circles.

Inquiries made among well-known naval authorities show that the result of the experiments makes a drastic change in the defensive character of ships an absolute necessity.

One eminent authority pointed out the difficulty there would be in adding to the armored strength of the vessels, and expressed the opinion that the change necessary was a great increase in speed, as it was practically impossible for a torpedo to be accurately aimed at a quickly moving target.

Two prominent officials in the naval construction department at Devonport agreed that a modification in the construction of warships had been made necessary as the result of the experiments.

"It is impossible," added one of them, "to completely armor the under-water portion of a warship owing to the question of weight. The comparatively small section of Krupp belting on a modern battleship weighs already about 4,000 tons. Now the heaviest armor yet devised would form an effective protection against the torpedo.

KEEPS TAB ON HIS ENGINES.

How James J. Hill Reduces the Running Expenses on His Railroads.

James J. Hill has introduced a new economy out west on the Great Northern, Northern Pacific and Burlington railroad system. While it has caused the bookkeepers, trainmen and engineers much tribulation, it has been found to pay well.

Each engine on the system has a tab kept on its daily operation. In a book is kept the cost of that particular piece of machinery, and against it is charged every cent of expense for oil, for fuel, for repairs, for operation, and on the credit side is given what it earns each day, based on the tonnage hauled.

If engine No. 200 is found to be costing more for oil, fuel or repairs than engine No. 300 an investigation is at once instituted. The result is that No. 200 reforms. The same plan is to be extended to every car on the system, and the conductors and engineers who can make the best showing are down to get bonuses at the end of the year.

The sole idea is to secure better returns, and while the idea costs many thousands of dollars in execution, it has been found greatly to increase earning power while lessening expense.

A Medical Discovery.

Medical authorities are puzzled over the case of a man who was operated upon for appendicitis and immediately recovered his sense of smell, which he had lost many years before. This seems to indicate, says the Chicago Tribune, that the appendix vermin-formis may be made vicariously useful.

Wealth to a Baby.

Alfred G. Vanderbilt has given his two-year-old son \$1,000,000 as a Thanksgiving present. This isn't likely, however, says the Chicago Record-Herald, to keep the boy from having more or less trouble with his teeth.

When a general alarm is received at the New York police station, says the Washington Post, now the officers are left in doubt as to whether a riot or a fashionable wedding is in progress.



The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

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Advertisement for CATARRH and ELY'S CREAM BALM with 'HAY FEVER' logo.

Large advertisement for 'Build up your Health and Strength with Jayne's Tonic Vermifuge'.