

TRANSVAAL WAR.

British Forces Seem to Be Losing Ground.

They Routed the Burgheers at Elandsbaagte, but Were Compelled to Retreat from Glencoe and Dundee - Boers Capture Hussars - Gen. Symons Dies.

Pretoria Oct. 24.—The Transvaal government has received this dispatch from Commandant Joubert: "Commandant Lucas Myer has had an engagement at Dundee. He made a plan of campaign with Commandant Erasmus by messenger. Erasmus, however, failed to appear. It is estimated that the British lost heavily. Our forces suffered, but it has been impossible to get all the details. It is reported that ten of our force were killed and 25 wounded."

London, Oct. 24.—The Telegraph has received the following from Ladysmith, dated Sunday at 2:10 p. m.: "The Boers, reported to be 9,000 strong and under the command of Joubert and President Kruger in person, are to-day again attacking Glencoe. Gen. Yule, commanding our troops, has moved his camp back into a better defensive position."

London, Oct. 25.—The following dispatch from Gen. White to the Marquis of Lansdowne, secretary of war, received last evening at 11 o'clock, was posted at the war office soon after midnight: "Ladysmith, Oct. 24, 9 p. m.—Information received yesterday showed that the Boers had established themselves in considerable numbers in an exceedingly strong position west of the main road leading from Ladysmith to Dundee. I also had information that the Dundee force, formerly commanded by Gen. Symons and since his wounding, commanded by Gen. Yule, was falling back on Ladysmith by way of the Helpmakaar road, both and the valleys of the Waschbank and Sunday rivers and was expected to reach Sunday River valley to-day. I therefore moved out with a strong force to cover the movement of Yule's column. The enemy was discovered about seven miles out of Ladysmith in a position of great natural strength, west of the road. When he saw that preparations were being made against him, he opened fire with one gun with great accuracy. Our artillery soon got into position and the gun was silenced. Our troops were ordered to occupy a strong ridge, parallel to the enemy's position, but nearer to the road. I confined my efforts to occupying him and hitting him hard enough to prevent his taking action against Yule's column. Numbers of the enemy fled to the west and the firing had practically ceased at 2 o'clock."

The war office dispatch seems to realize the worst fears. Gen. Yule has abandoned not only Dundee but Glencoe also, and so far as present news would indicate, he has neither joined Gen. White nor reached Ladysmith. Gen. White's "successful action" announced in parliament by Mr. Wyndham, seems to resolve itself into a mere engagement of the attention of the Free State troops, while Gen. Yule is slipping southward. It is evident from the official dispatches that both Commandant Joubert's column on the north and the Orange Free State troops on the west now occupy strong positions and that nothing binds the Boers from following up Gen. Yule's retreat and getting around Ladysmith from the southeast. Until reinforcements arrive it seems that Gen. White is obliged to concentrate on Ladysmith. It is believed that the government has other dispatches that have not been published.

The colonial office has received a cablegram stating that President Steyn, of the Orange Free State, has issued a proclamation annexing that part of Cape Colony which is north of the Vaal river. This means Griqualand west and Bechuanaland and is apparently in consequence of the Free State forces having seized the railway and all stations north of Kimberly except Mafeking.

London, Oct. 26.—With unconscious humor a Cape Town correspondent telegraphed yesterday: "The censorship, which is always a delicate matter, is working smoothly and without a hitch." This exactly hits off the state of affairs. An ominous veil is still drawn over the movements of Gen. White and Gen. Yule. Beyond belated Ladysmith dispatches concerning the Elandsbaagte fight, which are still filtering in, the British public is left in complete darkness and to conjecture over "cooked" war office dispatches. The officials of the war office last evening said that very few dispatches had arrived and that nothing further was to be expected until morning.

Since it is practically certain that Gen. Yule has now effected a junction with Gen. White—although this was not brought about Tuesday night as announced by the Mail, but some time on Wednesday—and as both are now in a position of safety, conjecture concerns itself chiefly with the manner of Gen. Yule's retreat. That it was hasty is evident. Was it disorderly? Was any considerable camp equipment abandoned? Was there any fighting on the way? Such questions and others like them, the public is anxiously asking. Since the receipt of Gen. White's curious first description of the Ladysmith fight, in which the British lost 100 men, little reliance can be placed on the official dispatches.

While the concealment of the facts regarding Gen. Yule's retreat can be amply justified on the ground of keeping the intelligence from the Boers, the hiding of the news respecting the hussars and fusiliers, who were apparently captured in the battle at Glencoe, is severely criticized, no intimation having been given that the officers were missing.

A squadron of hussars usually consists of three troops of 28 men each, so about 80 officers and men of the Eighteenth Hussars are supposed to be captured.

The war office returns show that the total British casualties since the beginning of hostilities reach 597, 18 officers having been killed and 55 wounded, and 76 privates killed and 435

wounded. There are 13 unaccounted for. This total, however, does not include the squadron of the Eighteenth hussars, which went astray near Dundee, and the officers of the Dublin fusiliers. The report of the heavy loss sent from Rietfontein came as an unpleasant surprise, as Gen. White's telegram to the war office gave the impression that there was merely a brush.

London, Oct. 27.—The official announcement of the joining of Gen. White's forces has come as a great relief, and all the more so in view of the fact that later dispatches have shown that only the incapacity of the intelligence department of the Boers saved Gen. Yule's column from a great disaster. It seems that on Friday night Dundee was full of alarms. Heavy firing was heard at 1 o'clock and again at 4. A severe thunder storm soon after stopped the Boer cannonade. Saturday passed in the same anxious manner, in momentary expectation of an attack. The British finally evacuated, taking all they could, but leaving plenty behind for the Boers to loot. The appointments of the Boer hospital at Dundee are described as very inadequate and primitive. The Boers themselves, in the absence of a nursing staff, get only scant attention.

It is reported that Gen. Symons died on Wednesday, not yesterday, and was buried at Dundee yesterday. Gen. Yule's column had a very exhausting march, chiefly by night. The reason for a night march is not given, but it was probably a fear of Boer surprises. The heavy rain and mist hampered the march, but was perhaps the means of saving Yule from molestation. It took the column 24 hours to cover the last 16 miles. The only news this morning consists of more detailed accounts of the battles already reported.

London, Oct. 28.—The war situation presents no new features. It is presumed in Natal that the Boers are re-constructing their plans and that the English are resting, but telegrams from Ladysmith still occupy 48 hours in transmission to London, and therefore it is not impossible that something is happening. The special dispatches assert that Col. Powell, the British commander at Mafeking, is aware that Pretoria has given Gen. Cronje orders to stay his hand, as already there is quite enough to employ the Boers in Natal.

News comes from the western border, which temporarily shifts the scene of chief interest to the beleaguered British force at Kimberly. The sharp struggle there on Tuesday appears to have been the result of a sortie, with the view of breaking the cordon surrounding the place. The British, apparently 500 strong, met 700 Boers, and routed them after severe fighting, where the armored trains appear to have done valuable service. The Boers were entrenched strongly seven miles northward, and the British carried the enemy's position without serious loss.

WIRELESS TELEGRAPHY. The Navy Department Tests Marconi's System—Experiments Conducted on Warships.

New York, Oct. 28.—The navy department yesterday continued its tests of the Marconi system of wireless telegraphy. The demonstrations are being made on the flagship New York and the battleship Massachusetts, in the Hudson river. The ships lay 445 yards apart and the demonstration was one of speed and accuracy. Code messages, using both the navy and the international Morse codes, were sent besides numbers and letters selected at random. The longest continuous message was a newspaper article of 300 words. In all there were six demonstrations and the work continued for about two hours. Signor Marconi said he paid no attention to the speed attained, as the navy department was more particular as to the accuracy.

The equipment overhead consisted only of wires strung from the cross-beams of both vessels. On the New York the apparatus was in the after gun room and here Marconi did his work. On the Massachusetts the receiving and sending was done in the captain's office where one of Marconi's assistants was stationed. The clicking of the instruments is vibrant and could be heard throughout either ship.

Of the naval board which is supervising the tests, Lieut. Commander Newton and Lieut. Hill watched the work on the flagship and Lieut. Bliss was on the Massachusetts. When the tests were concluded they held a conference on the New York and compared notes. They will make a final report to the chief of the bureau of equipment of the navy department.

It is expected that on Monday the New York and Massachusetts will cruise off Sandy Hook in order to make a long distance test of the system. They may be away from the anchorage for several days. At times the vessels will be 40 miles from each other and this will be the crucial demonstration. If successful it will prove how valuable the system would be during a naval engagement, or while a fleet is blockading an enemy's coast. During the long distance tests the great guns of the warships will be discharged as a further test. None of the members of the naval board would give an opinion of the work done by Marconi. Admiral Farquhar watched the demonstrations for a time and seemed greatly interested.

Is "Forminist" the Canal. Chicago, Oct. 26.—President Taylor, of the commission appointed by Gov. Tanner to pass upon the capacity and condition of the Chicago drainage canal, declares that the body of which he is the head will report against the opening of the channel and he adds that the Chicago river is inadequate to furnish the required amount of water with the velocity of current fixed by the drainage board.

Urged to Offer Mediation. The Hague, Oct. 28.—At Friday's meeting of the committee of the second chamber on the foreign budget a resolution was adopted urging the government to offer to mediate between Transvaal and England.

REVIEW OF TRADE.

England's Purchases of War Materials Benefit the United States - Money Market is Easier.

New York, Oct. 28.—R. G. Dun & Co.'s Weekly Review of Trade says: Fears and not facts made a war in South Africa seem a menace to prosperity here, and a week of conflict has cleared away the fear. British markets for securities have been helped by the belief that mining shares would be worth more with no Boer control of mining regions, and large purchases here of ammunition and army food have swelled the balance due this country. Money markets have grown less embarrassing, stocks have gradually advanced and the industries are still supported by a volume of demand for which no precedent can be found.

The heaviest transactions in steel rails ever made cover over 1,500,000 tons for next year's delivery, or two-thirds of the entire annual capacity of the works. The Pennsylvania is said to have taken 105,000 tons at \$33, but all the leading railroads made large purchases and the price was then advanced to \$35 per ton, the same works having delivered during the past year at \$18 to \$19. Great contracts for material follow, one concern having bought 100,000 tons of Bessemer pig at Pittsburg.

While shipments of boots and shoes in four weeks of October have been 330,599 cases, against 343,814 last year, reluctance of buyers to pay as much as manufacturers ask renders spring orders much below the average.

Buying of wool has been heavy. Many mills are now buying which recently started after long idleness. The demand for goods improves and a great season is confidently expected.

The advance in cotton goods does not stop, for the demand is heavy, and standard print cloths have been raised an eighth. But the operatives have demanded higher wages and some works may be stopped.

Failures for the week have been 190 in the United States, against 226 last year, and 23 in Canada, against 24 last year.

HUGE ORDER FOR CARS. The Pennsylvania and New York Central Railroads Will Have 15,000 Freight Cars Constructed.

Pittsburg, Oct. 28.—The Commercial Gazette prints a story to the effect that the Pennsylvania and the New York Central railroad companies have just placed orders for coal and freight cars to the number of 15,000, the aggregate cost of which will aggregate about \$12,000,000. Both companies endeavored to get steel cars, but as their orders could not be filled within a year, they were compelled to take wooden cars with steel equipments.

The order placed by the Pennsylvania company with the Pressed Steel Car Co. calls for the equipment of 4,000 box cars and 1,500 gondolas of 80,000 pounds capacity each. The order of the New York Central is for the equipment of 4,000 coal cars of 80,000 pounds capacity, 5,000 box cars and 500 flat cars of 60,000 pounds capacity each. The money value of the orders thus given the Pressed Steel Car Co. is \$2,500,000. The orders for the wooden cars will be distributed between the Pullman Co., the Baltimore Car Co., the Erie Car Co., and the American Car and Foundry Co.

HIS FRIENDSHIP WAS FALSE. Arrest of a Wealthy Filipino Who is Accused of Organizing a Revolutionary Conspiracy.

Manila, Oct. 28.—Ruperto Santiago, one of the wealthiest Visayans, who had taken the oath of allegiance to the United States, and who posed as a friend of America, has been arrested at Iloilo, while other Visayans are being watched. The prisoner is charged with organizing a revolutionary junta. It is asserted that a council of ten and the junta met daily at Santiago's office for the purpose of engineering an extensive scheme of collections for an insurrection. One of Santiago's steamers was captured while carrying supplies to the rebels. His arrest caused rumors of an outbreak of the natives of Iloilo and precautions have been taken to prevent trouble.

A battalion of the Eighteenth regiment of the marines of the gunboat Concord from an expedition to Concepcion, northern Palaya, which is searching for the Concord's coxswain, who was lured ashore by a white flag and who is supposed to be a prisoner. They found the place deserted and burned every house as a punishment.

Simply Amalgamated. New York, Oct. 28.—In view of conflicting statements as to the primacy of either company in the recent Pullman-Wagner merger, the exact conditions are as follows: Neither the Pullman company has absorbed the Wagner nor the Wagner has absorbed the Pullman. The two companies have simply amalgamated, retaining the Pullman organization in preference to the Wagner, as the Pullman is a stock company and the Wagner merely a business association with no charter.

Raised the Price of Coal. Pittsburg, Oct. 28.—Prices of coal here have been advanced about 15 cents a ton. The Pittsburg Coal Co., the railroad combination, has made this official announcement to the trade. It was unexpected at this time, as the rumor current several days ago that an advance was to be made was officially denied.

Bankers Assign. Lexington, Ky., Oct. 28.—The banking firm of D. A. Sayre & Co., whose president, E. D. Sayre, died Sunday, has assigned. It was the oldest bank in this city, having been founded in 1820. Deposits are \$140,000. The assignee says the bank will pay dollar for dollar.

Gen. Henry Is Dead. New York, Oct. 28.—Brig. Gen. Guy V. Henry, late military governor of Porto Rico, died early Friday morning at his home in this city, of pneumonia, aged 60 years.

ARMOR PLATE QUESTION.

Admiral O'Neil Pleads for Its Settlement by Congress Before the Work of Building Battleships Ceases.

Washington, Oct. 27.—The navy department has made public the report of Rear Admiral O'Neil, chief of ordnance. It shows a satisfactory condition of affairs in the ordnance branch of the service in all departments save that of armor. Admiral O'Neil goes into the history of the present difficulty in obtaining armor suitable for the new battleships and cruisers. Congress last year limited the price of armor to \$400 per ton. At this price no acceptable bids were received, but proposals were recently invited for armor for the three new battleships of the Maine class, the four harbor defense monitors of the Arkansas class, and three battleships and three armored cruisers.

The total amount of armor necessary for the seven vessels authorized by act of congress approved May 4, 1898, was 24,000 tons. Only one firm put in a bid and that at \$450 per ton. These bidders had no manufacturing plant and the bid was not considered. The difference in quality and price of armor arose in the desire of the department to secure plates of what is generally known as the Krupp process, which is deemed much more satisfactory than the face-hardened armor heretofore in use in American warships. The contractors claimed that it was impossible to supply this armor for \$400 per ton.

The question of a government armor factory, he says, should have no bearing upon the supply of armor for the Maine, Ohio and Missouri, as it would be impracticable to obtain armor in time to complete these vessels. He says in conclusion that the building of armored ships of war must soon be discontinued by this government unless the question of the supply and cost of armor can be disposed of.

A new type of gun has been completed for the navy this year and will be ready to test soon. It is a 4-pound, 3-inch rapid fire rifle intended as a part of the armament of the new "destroyers" and probably will form an important part of the secondary battery of future battleships and large cruisers. It is a particularly powerful gun of its size and is calculated to have a penetrating power of over an inch and a half of the Harveyized steel at 3,000 yards.

Complete batteries, main and secondary, together with ammunition and ordnance outfits have been already shipped to Hong Kong for the former Spanish vessels Isla de Luzon, Isla de Cuba and Don Juan de Austria.

MUST GO TO PRISON. Sentence of Defendants in a Famous Case is Reaffirmed.

Philadelphia, Oct. 27.—The United States circuit court of appeals yesterday refused a hearing in the case of Joseph Wilkins, of Washington, D. C., and Howard Butler, of this city, defendants in the famous oleomargarine cases of several years ago. Wilkins was an oleomargarine dealer and Butler was employed by him. The two men were arrested in this city in December, 1896, for removing brands and the word "oleomargarine" from packages containing that commodity. The case attracted widespread attention at the time and a vigorous fight was made to prevent conviction.

Wilkins and Butler were tried in the United States district court and Wilkins was sentenced to an imprisonment of six months and to pay a fine of \$1,500 and costs. Butler, because of his only being an employe of Wilkins, received a more lenient sentence, that of four months and a fine of \$500 and costs. The case was taken to the circuit court of appeals. They are now on bail and have 30 days in which to surrender themselves and serve their sentences.

MR. POWDERLY'S REPORT. It Relates to Immigration, Which is Steadily Increasing.

Washington, Oct. 27.—In his annual report to the secretary of the treasury, Commissioner Powderly, of the immigration bureau, gives the total arrivals for the year ended June 30, 1899, as 311,715, an increase over the preceding year of 82,416. The opinion is expressed that at least 25,000 persons were not listed in this number through a defect in the law, as well as an indeterminate number from Canada and Mexico who are not, under existing regulations, accounted for.

As to illiteracy, 60,436 could neither read nor write, and 1,922 could read but were unable to write. As to the amount of money brought, 29,071 had each \$30 or over, and 174,613 had each less than \$20. The total amount of money exhibited to officers was \$5,414,462. There were returned to their own countries, within one year after arrival, 263. In addition to 796 paupers and 303 alien contract laborers debarred on the Canadian and Mexican borders, there were 3,798 others refused admission.

A Tax Law Knocked Out. Des Moines, Ia., Oct. 27.—The supreme court yesterday handed down a decision which knocks out the present system of assessing and taxing insurance, express, telegraph, telephone, sleeping car, and fast freight companies. The law provides that they shall pay certain percentages of gross receipts to the state treasury. The court holds that corporations must be assessed on the same basis and for the same purposes as individuals. A corporation paying its entire taxes to the state does not help support city and county schools, as individuals must do, hence the law is unconstitutional.

A Lucky Gold Hunter. Yankton, S. D., Oct. 27.—EX-United States Senator Moody, of Deadwood, gives a new version of the sensational gold discovery in the Black Hills, by Otto Grante. Senator Moody says: "I see the newspapers say that Grante took a carload of ore to Mint at Denver. He did not take any such amount. My son, who is chief engineer of the Homestake mines, says that Grante had only a few sacks of ore, but that they netted him \$79,000. It is the richest native rock ever unearthed in the hills and its discovery was an accident after 26 years of search."

VANDERBILT'S MILLIONS.

Concessions Made by the Principal Heir Alone Averted a Contest of the Late Railway King's Will.

New York, Oct. 28.—The Tribune says: The provisions of the will of Cornelius Vanderbilt have excited intense interest. It appears that this settlement alone prevented a contest that might have resulted in one of the greatest and costliest will litigations ever known. Cornelius Vanderbilt, jr., when he learned the provisions of his father's will, placed his interests in the hands of his counsel, Carter & Ledyard. They conducted negotiations with Henry B. Anderson, the attorney of Alfred G. Vanderbilt. While none of those interested will say just what was done, enough has been admitted to indicate that had Alfred not made the concessions mentioned, litigation would have followed. Cornelius Vanderbilt was at the Grand Central station yesterday. Alfred was seen at Newport. When Cornelius was seen he dismissed the subject by saying: "Whatever arrangements may have been made were effected through my attorneys, Carter & Ledyard. I have no comment to make upon the settlement. It was a family arrangement and not a gift."

It is learned from a trustworthy source yesterday that Cornelius Vanderbilt, jr., is much disappointed by his father's will and the attitude in which he has been placed by his brother's handsome concession, and that he will withdraw from any further participation in the affairs of the Vanderbilt property. Cornelius Vanderbilt, jr., is described by those who know him intimately as a retiring young man. He took his disagreement with his father much to heart, and after his marriage tried in every way to overcome the difficulty.

He entered the office of the superintendent of motive power of the New York Central and went to work to prove his merit. He worked early and late. He never asked more than any other employe. He did everything he could to prove to his father his serious intentions. He never complained and never allowed an opportunity to pass without trying to secure a re-establishment of the former cordial relations between himself and father. It is said further that he hoped and believed he would succeed in gaining his father's favor. The two men did not discuss the subject, but for hours father and son talked cordially, at the Breakers in Newport and also in this city. The young son of Cornelius, jr., was often taken to the Breakers, and Mr. Vanderbilt manifested keen enjoyment in seeing his grandson.

It is said that in the light of these talks and the fondness displayed by his father for the baby, Cornelius, jr., believed he had regained his father's favor, and would share at least equally with Alfred, should he not be the chief heir. When he learned the provisions of the will he was much disconcerted. It was said yesterday that he would soon retire from the place in the New York Central office and that he would never attempt to have voice either in the family councils or in the management of the enormous Vanderbilt property. His plan, it was added, was to go into the banking business as a partner of his father-in-law, R. T. Wilson.

A THREE-CORNERED DEAL. Senator Mason, Gov. Tanner and Another Illinois Official are Said to be Concerned Therein.

Chicago, Oct. 28.—The Times Herald says: Senator Mason's threat to resign unless the administration's present foreign policy is changed, may be executed before Christmas. Persons who assume to be well informed insist that he will step out immediately, in pursuance of an arrangement which will change the whole face of republican politics in Illinois. The story, as widely circulated, runs to this effect: Senator Mason will resign in a few weeks to take a high salaried legal position—\$12,000 or more a year—with one of the biggest corporations in the country, having headquarters in Chicago. Gov. Tanner will resign and Lieut. Gov. Northcott, on succeeding to the governorship, will appoint Tanner to the vacant senatorship. With Tanner thus eliminated from the gubernatorial situation, Northcott can be made the "organization candidate" for governor next year.

Forest Fires Spread. Greensburg, Pa., Oct. 28.—From every mountainous section of Westmoreland county come reports of fierce forest fires spreading. Farmers are working with might and main in semi-cleared districts in the hope of staying the flames, but seemingly to no effect. Heavy timber upon which the natives of the ridge have worked all summer is being destroyed, but the greater loss is to timber in the tree. The fire is eating down into the valleys and many farmhouses are in danger.

A Cablegram from Otis. Washington, Oct. 28.—The war department has received the following from Gen. Otis: "Insurgent government submitted application to send five commissioners to Manila to arrange difficulties attending release of Spanish sick prisoners and discuss peace conditions. Declined. No negotiations necessary, as we would gladly receive all Spanish prisoners at our lines, welcome them from their cruel captivity and labor for their welfare."

A Warning to Meddlers. London, Oct. 28.—Commenting upon the petition to President McKinley, promoted by the New York World, urging that the good offices of the United States be offered in settling the differences between England and Transvaal, the Standard says: "We very much doubt whether the Washington government will at all appreciate the suggestion, but in any case it is as well for those whom it concerns, and particularly for those whom it does not concern, to understand that the Transvaal question is one which we propose to settle without intervention of any kind."

\$500 Reward

The above Reward will be paid for information that will lead to the arrest and conviction of the party or parties who placed iron and slabs on the track of the Emporium & Rich Valley R. R., near the east line of Franklin Howler's farm, on the evening of Nov. 21st, 1891. HENRY AUCHU, President.

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