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VOLUME XXI.

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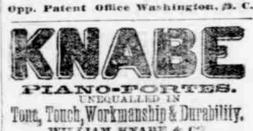
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SECOND COMPTROLLER'S DECISIONS. In the matter of the claim of P. A. Engineer E. A. Magee for difference between shore pay and sea pay and ration, the Second Comptroller has readered the following decision:

With the exception of the difference in dates, the facts in the case at har seem identical with those in the case of U.S. vs. Bishop (120 U.S., 51), wherein it is held that an officer serving on board the Minnesota in 1884 was entitled to full sea Is view of that decision I should consider the present claim to be as all four with the case cited, and should award full sea pay to the claimant for the time stated, had there not been mised the question of a bar to the claim by ecason of limitation of time, it being conceded that had the officer brought his claim in the Court of Claims he would have been hazzed by the statute of limitations. The relations of the Cent of Claims to the accounting officers are in many respects analogous to those of courts of equity to courts of law, having concurrent jurisdiction of the same subject matter. The well established rule in equity is that after a statute has set a har of time to a remedy in a court of law the statute will be applied in the Court of Equity. In admiralty courts the rule of equity forbidding the prosecution of stale demands, has obtained; but as a statute of limitation has never been enacted by Congress, the statute of limitations of the local jurisdiction will not be fol-

. . . I am firmly convinced that rules of limitation should be applied to the time of filing claims against the Government, both with the accounting officers and in the Court of Claims. I can see no good reason for according to persons employed by the Government, or to those having claims against the Government, the general right of delaying for an unreasonable and unconscionable period the prosecution of their claim. Such a right is prohibited as between individuals, and it would seem that the same rule should apply when the Government stands in the position of party defendant. It is quite unreasonable that time-worn claims should be permitted to be brought and successfully prosecuted against the Government many years after they became due. Nevertheless, an examina-tion of Revised Statutes, Section 1009, or of the Act of March 3, 1887, respecting the jurisdiction of the Court of Claims, evinces no manifest intention of the legislative branch of the Government to apply the statute of limitations to any other laims or claims than those brought beore the Court of Claims, the tribuna perein named. Twice Congress has has legislated aponth subject, although its attention has been called many times by the executive officers of the Government to what seem the very apparent propriety and reasonableness of applying statute of limitations to claims against the Government, whether brought in the Court of Claims or before the accounting officers. As I do not hold that the pres ent claim can be considered a stale de-mand, I shall allow it."

THE ANNUAL REPORT. The annual report on Army matters will soon be in order, and this year they will be especially interesting. changes of vital benefit to the Service have been made since the autumn of 1886, and many mere of equal value are projected. While the newspapers have done their best to make us believe that the Secretary of war and the Lieutenant-General commanding the Army are continually at loggerheads, and that even the President and the Secretary have had their little "tiffs" over Army matters, yet, if we are to judge by known results and actions, we should say that the utmost harmony has prevailed, and that each has done his best, in his place, to further the material interests and uphold the dignity and efficiency of the Army. Improvements and additions to barracks and quarters at most-needed points have been made to the extent of the funds aliotted. New barracks and quarters, projects for new posts and enlargement others at points where-concentration of troops is desirable, are well under way; important additions to the outfit of the enfisted men have been made, and other useful things done which we need scarcely recapitulate. Above all, we are soon to have a revised and condensed book of regulations, a veritable boon as so many will certify. We happen to know just how much care and economy, and cheese-paring, a little here and a little there, it takes to make the approprintions go around in anything decent shape, and, therefore, we are able to bestow sincere praise upon the supreme functionaries who have to regulate all these matters. We hope the next Congress will fully appreciate what has been done and what is still to do, and further, consistently and intelligently, the efforts of those whose only desire is to do their duty, and nothing but their

AN OLD DOCUMENT.

Col. J. P. Nicholson, so well known for This knowledge of military literature, has sescued and printed from the original manuscript, an interesting ancient local record. It is the "Return of the Pennsylvania Troops in the Service of the United States, August 7, 1787," commanded by Josiah Harmar, Esq., Lientensed-Colonel commanding. It is dated camp at Post Vincennes (Okio), August 1787, and is addressed to "His Excelency, Benjamin Franklin, Esq., President, and the Honorable, The Supreme Executive Council, Pennsylvania." It shows a total of 222 rank and file from Pennsylvania, Lieutenant-Colonel Hartwar commanding, and Captain Finney, laptain Ziegler, Captain McCproy and Captain Ferguson in charge of the various companies and posts included in the ostablishment. Colonel Nicholson has arided many valuable notes in reference to the places and persons mentioned in the "Return." His notices of the various officers revive the memory of men who deserve all honor. It may be said that from this handful of men sprang the army of the United States, and everyhing that throme light on its original or anization deserves a place in our historiat records, marking the centennial of its existence, now so pear at hand.

REAVY GUES ACTUALLY AFLOAT, In order to demenstrate English ineriority in this respect, the Army and Navy Gazette sets down in tabular form the approximate number of heavy breechloaders that could be sent to sea by the chief naval powers. Here is the list:

Over 98 70-98 45-70 20-45 tons, tons, Great Britain.. 9 . 0 13 12 11 35 48 Germany Austrin . . INJURY OF THE ATLANTA.

From what can be gleaned by inquiry of some of those who were on board the S. S. Allasta during the recent events on that ship it appears that the injury to the ship itself by the experimentation with her battery was of the most unimportant character. The doors torn from their hinges were the light doors on the apper part of the superstructure, secured by very light brase hinges, some of them

having been arrang proken more than once by ordinary use. The doors, re-paired at the New York Navy-yard before the ship sailed for Newport, did not give way at all, and those, which, having stood the wear and tear of ship's usage, were not properly strengthened before the gun trials, and broke during the firing, have been repaired on board since the conclusion of target practice. The Atlanta was aground about a half-hour, but fortunately there was no sea on, so injury was confined to the loss of about eighteen inches from the end of a propeller blade. The wild utterances seen in print as to the prospect of a continuation of firing from the 8-inch ritles of the Atlanta mashing her decks and inflicting fatal injury to the hull, is simply chaif, The fault is in the gun carriages and their fastenings, unless, indeed, there is something in what is said by a wellinformed cerrespondent who writes us: The trial of the Atlanta's guns shows that the gun is too light for the charge, rather than that the carriage is too light, for one pound added to the weight of the gan itself will be found more effectuel than two pounds added to the carriage, which must be made of pieces bolted to-

advocating the enrolment of yachtsmen in the proposed Naval Reserve, saying The importance of yachting is very little understood by the general public. It is looked upon merely as a luxurious extravagance. Yachting brings into play quick perception, fine calculation and courage, which are the prime requisites

ENROLMENT OF YACHTSMEY.

Captain S. Samuels publishes a letter

of a true sailor. What a powerful auxiliary to our Navy our yachtsmen would be if properly enrolled as a naval reserve! naval officers could not compete with them in handling small craft used in harbor defence. We cannot overestimate the importance of yachting or give it too much encouragement, considering the immense sums spent by yachtsmen annually to perfect themselves in seamanship, not for thoney remuneration, but as patriots. They fully appreciate the loss of our maritime power, which was the nursery for our Navy. This knowledge stimulates their actions quite as much and mere so than pleasure-seeking. These gentlemen, who orm a body of over thirty flousand men, including their employees, are not oblivi-

ons to the apathy of their members of Congress towards the shipping interest, and will see to it at the next ballot-box that those sent to the halls of legislation shall make the effort to restore our flag to its former prestige upon all seas."

LARGE CONTRACT. -

The contract made by the Navy De-

partement with the blotchkiss Co. is for

between ninety and one hundred guns of various sizes, from the 1-pounder to the 33-pounder. The 9-pounder and the 33pounder are the two largest sizes now made. They are both under trial by the English, the French and the Russian Governments. Neither of those two sizes has yet been adopted as standard by any of these leading Governments, it will prebably be three or four months before the tests are completed. Already the Hotelskiss Co. have furnished 136 guns to the Gevernment of the United States. Asseon as a European Government tested and adopted the gun it was stipulated that it should be made in that country. Secretary Whitney has now made the Cemand that other Governments previously made, and henceforth all the Hotchkiss guns to be supplied to the United States Government will be manufactured in this country. Ex-Licuteuant Very, the American re-presentative of the Hotchkiss Co. has grranged with Bratt and Whitney, of Hartford. Conn., eto manufacture the guas. and the ammoration will be made by the Winchester Company of New Haven.

they expect to execute in about eight months. TALL MEN IN THE MILITIA.

Conn. They are putting down new

plant for the purpose. The present order

The English militia does not show much better in regard to stature than in numbers. A man over six feet in height is quite a rara aris in the force, there being only 806 out of 114,489 who can boast that distinction. On the other hand just one quarter of the total strength is represented as under five feet five inches, and 200000 odd between that height and five feet, six inches,

In former years, therefore, when a higher standard was prescribed, most of these men world have been rejected as undersized. These statistics certainly beat out the spublic belief, founded on the evidence of eyesight, that the constitutional force is not what it should be in

the matter of physique.

-London Court Journal.

RESIEW OF THE ITALIAN SLEET. King Humbert arrived at Leghorn July 21, to witness the review of the national fleet, and at the station had an exthusiastic reception, being loudly cheered during his drive through the city to the Grand Hatel on the parade facing the Pancaldi establishment. The fleet consisted of 21 ironclads and 21 torpedaboats. The first division, under Vice Admiral Orengo, consisted of the Dandolo, Affondatore, Dogali, Staffetta, Pagano, Palestro, Castelfidardo, Barbarigo, Volta, Folgore, and 15 torpode-boats. The sec-oud division, which in the manoeuvres has been representing, under Vice Admiral Racchis, the enemy's fleet, comprised the San Martine, Duilio, Tripoli, Mare Antonio, Colonna, America, Ancona Bausan Tevere, and nine torpedo-boats. NATEL AGADEMY.

The United States Naval academy was founded in 1845. The buildings were transferred from the wargto the naval departement, and in these midshipmen who were from time to time on shore were given instructions in manal matters. In 1849 the school was reorganized, the ocarse of instructions was revised and the title changed from Naval school to United States Naval Academy, and two years later the term of study was fixed at four veare.

The Secretary of the Navy has issued instructions that the United States steamer Michigan shall be at Detroit on September 14 and 15 to take part in the ceremonies of the reunion of the Army of the Tennessee and at Chicago from October 1 to 20 for the military encampment.

THE contract for the construction of the drydock at the Brooklyn Navy-yarhas been awarded to Simpson and Co., of Bosson, for \$1,061,000. The dock is to be not less than 485 feet in length from the inside of the coping stone at the head of the dark to the outer caisson abstract at the entrance. The width is to be not less than 125 feet, between the coping from side to side. The draught ou sid is to be not less than 25 feet 6 inches, width on floor not less than 40 feet and entrance 80 feet wider. The work is to be completed within 18 months. Besides, the dock is to be titted with iron caissons or floating gates, pumps, boilers, engines, pump houses, eapstans, pollards, discharge and drainage calverts, and all other attachments pertaining thereto to complete the docks. Some of the principal advantages which the Simpson docks have been found to possess over stone

samility, better menties for shoring and repairing vessels, better distribution of light and air, dryness and the greater safety and comfort afforded the workmen in freezing weather, especially in winter, when the adhesion of ice and snow will be less upon the wood, and the discomfort of the damp, chilling air will be largely obviated.

THE Army and Navy Gazette says: "If it is true that the Russian Minister of Marine has decided that liquid fuel is to be used in the furnaces of the Tchesme, an ironclad of 10,000 tons displacement, and protected with 16-inch armor, now building at Schastapol, we may expect one of the most important questions of the day to be settled ere long. It has long been known that the small craft on the Caspian were being run with liquid fuel, and a ship of considerable size trades, or did very lately, between the Tyne and Odessa, driven by petroleum fires; but our engineers generally have not seen their way to overcoming the difficulties that stand in the way of utilizing the enormous advantages that liquid fuel undoubtedly offers. One ton of petrolenm properly burned, will do the work of at least two tons of coal. Spaces of form and dimensions impracticable for coal can be utilized for its stowage. I makes no smoke to speak of, and requires no stokers. That it will be the fuel of the future we have little doubt; but whether the difficulties that have hitherto prevented its employment for large engines have now been satisfactorily disposed of is another matter.

An Army officer is reported by the Washington Star as saying on the subject of the proposed abolition of the regimental and post funds: "Such action would benefit the Army more than can be imagined, and I have no doubt would effect a material decrease in the number of desertions. This evil was inaugurated in General Scott's time, and has been recognized by the War Department since 1845; indeed, it originated in the Adjutant-General's Office of the War Depart ment. Congress has had no conception of its magnitude, or legislation would have been enacted long ago to root it out. The soldiers have had no redress. Individual complaint would be of no avail, while concerted protest would be regarded as mutiny, followed by severe punishment. The soldiers have in many ways been long sufferers, owing to their subordinate relations, and any move in the direction of securing to them their rights would be hailed with delight, not only by 25,000 soldiers, but by all officers and citizens who have the welfare of the

Army at heart.' THE mackinery of the new cruiser Chicago has been completely adjusted and made sendy for the full power trial at sea. The official report of this fact was made on July 26, but, ewing to the non-arrival of coal for the purpose, no further steps have been taken looking to this end since the above mentioned date. It is probable, however, that some move will be made during the coming week to get the accessary coal and test the machinery and boilers of this line ship preparatory to placing her in commission. The Department is not likely to experience any difficulty in finding officers for the Chicago, the request book being already full to overflowing with names of would-be cruisers on this vessel. The appearance of cleanliness. which the Chicago is slowly assuming under the steady operation of fine sand and holystones renders the superiority of the vessel every day more manifest, and she bids fair to rank very high in the scale of modern cruisers.

FRANK B. DE LAS CASES, who died at Malden, Mass., July 31, aged 84, was born at Vallo, Spair, and was an officer in the Peninsula war, although a mere youth at the time. He was in charge of the troops that blew up the prison buildings of the inquisition at Barcelona. He was obliged to fice the country, and escaped to Gibraltar, embarking thence for Cuba. After landing in Cuba he became involved in the struggle for Cuban autonomy, and was compelled to fice to the United States. Here he has publicly received as a hereuzed as a friend of liberty, and was welcomed to the homes of liov. De Witt Clinton and many others. He was afterwards a teacher in Williams and Amherst Colleges, Channeey Hall School, Boston, and at Cambridge.

The Philadelphia Inquirer says: "It is all very well for Secretary Whitney to reprimand Admiral Luce for showing American fishers an how to keep clear of the Canadian law, but why doesn't he say a word or two to the Canadian authorities? If their interpretation of the treaty is wrong, Admiral Luce cannot

> YACHTING MATTERS. -John Gilbraith has purchased the

steam yacht Mab for \$1,250 from W. W. Seymour. -The schooner yacht Dauntless, with

her owner, Caldwell H. Colt, on board, has sailed from Cowes, Isle of Wight, for

-The steam yacht Ouida is on a tour of the St. Lawrence river. Her owner, Mr. Benedict, has he tragedians Edwin Booth and Lawrence Barrett on Board as

-The first prize for the vacht race at Bar Harbor, Me., en August 26, has been increased to \$500. The Volunteer, Mayflower and Princille will be among the contestants.

-After the races of the Royal Nova Sootia Yacht club, at Halifax, the yachtsmen will be entertained on board her majesty's flagship Rellerrphon, at the ar-stillery mess and at the yacht club. A eitizens' ball will be given under the suspices of the home club.

-Capt. C. A. Crawen and a trained erew will sail the Mayflower against the Volunteer in the race for the Goelet Cup. Capt. Craven has hart command of the Suppho, Idler, Resolute and Halcyon, all seksoners, and the sloop Regina, as well as the cutters Muriel and Vinder On Wednesday last the machinery of

the U.S.S. Enterprise was subjected to the usual steam test, and passed the ordeal successfully. On Toursday the ship was reported eready for commission, and it is expected that orders will be received from the Department to fit her out for commission at once. The refitting of the Enterprise has been of a very complete description, and in the various departments care has been exergised to leave nothing undone which could add to her efficiency, with a result which will be highly satisfactory to those who may be detailed for service affoat on this vessel. The Nipsic, at the same vard (Erooklyn), will be the next craft propaged for commission, but it is not likely that much more will be done until the Exterprise hoists her pennant. It is regarded as will be assigned to the Mediterranean Squadron, but no definite orders to that effect have yet been issued.

For 6-inch breech-loading steel guns for the U. S. S. Boston were received and handed at the ordnance dock of the Brooklyn navy-yard recently, and three of them will be rapidly mounted on board the ship, there being that number of carriages already prepared for their reseption. These guns were made at the South Boston Iron Works under contract, but have been submitted to the regulastocks as usually constructed, are greater I tion proof and statutory test at the Navat I Judge Thomas W. Sutherland, Capt.

Proving Ground, Annapolis, All but one of these piecer have been sighted and otherwise prepared for actual service. The breech-plug and manipulating mechanism did not accompany the guns but will be forwarded from Annapolis later on. The battery of the Boston, when finally erected on board that yessel, will be stained and shellaced instead of being painted, so that any defects of rings, trangion fastenings, etc., may be the sooner detected in case of weakness being developed by practice.

The question as to what disposition is to be made of the non-commissioned officers who have passed examinations for second lieutenancies in the Army, will be settled by General Sheridan upon his return to Washington. No certificates have yet been furnished the successful candidates for this year, for the oft repeated reason that in the absence of vacancies, existing and prospective, the of-ficials have been anable to decide upon what action to take in the matter. was the purpose some time ago to order the candidates before the Fort Monroe Board and, after a class standing had been established, give them certificates as usual; but as there is no possible chance now of any of them getting commissions during the time allotted by the regulations, it is considered by the majority of the officials useless for the Government to undergo the expense incident to the examination.

THE following is an abstract of the bids received at the Navy Department, July 30, for the purchase of condemned ves sels: Samuel P. Hedges, Greenpoint, L. I., New York, Powhatan; appraised value, \$17,000; bid, \$18,022.20. Mighell, San Francisco, Shennadoule: appraised value, \$12,000; bid, \$16,020. Lackawanna, appraised at \$12,000; bid, \$17, 020. Wachusett, appraised at \$10,000; bid \$13,020. Cyane, appraised at \$3,000; bid, \$4,520. E. J. Davis, Vallejo, Cal., Cyane, 83,175. Burdette Pond, Meridan, Conn. Powhatan, \$18,255. Thomas Butler and Co., Boston, Mass. Powhatan, \$18,255. Thomas Buttler and Co., Boston, Mass. Powhatan, \$18,100; Ticonderoga, appraised \$15,000, sold at \$15,900. W. T. Garratt, San Francisco Shenandoah, \$18,002; Lackascanna, \$18,002. Wachusett, \$16,501 Cyane, 4,501. There were no proposals to purchase the Tennessee. Her appraised value was put at \$35,000.

In reviewing the evidence given befare the coroner's inquiry held at Plymouth into the recent fatal torpedo boat accident, Engineering remarks experiments of a practical nature have somewhat shaken our faith in the efficiency of the fish torpedo, and it is a question whether fuller knowledge might not tend to show that we have on trust. If such prove to be the case it will be the beiter that will be found to be the weak place, and indeed the fact is pretty generally acknowledged, ocomotive type of boiler is an adaptation of an apparatus designed for entirely different purposes, and it is perhaus not altogether to be wondered at that it should not quite fill the situation. Almost the first these that a number of torpedo boats have been simultaneously pressed to their atmost two boilers have given out in a most disastrous manner.

THE report of the Hudson's Bay exdoration expeditions, sent out last year, as just been issued. It expresses the opicion that the straits, to specially constreeted vessels up to 2,000 tons, are not navigable before July 1, and that the season of navigation terminates about the first week of October. Further, that is an iron ship making a voyage between, say, Liverpool and Hudson's Bay, on arrival off the western end of the straits. the compass will not work, owing to magnetic disturbances. Altogether, the navigation of Hudson Strait is considered as being more than ordinarily difficult, with shores inhospitable and bleak, presenting a picture of loweliness and dosola The only safety in thick weather lies in the constant use of the lead and keeping a sharp lookout, as the dead reckoning is frequently in error to a considerable extent.

A DESPATCH from Philadelphia, Aug. 4, says: Three weeks ago the United Steamer Antietam sprang a leak, and she is now sinking in the back channel at the League Island Navy Yard. She has been used as a marine barracks and storeship and has about \$25,000 worth of stores aboard. . These are practically ruined. Bontswain Thompson has charge of a crew of half a dozen men working on the ship to recover the stores. They are bliged every day to strip themselves and dive down into fourteen feet of dirty bilge water in the hold and fish out the ropes and other material that can be

THE Secretary of the Navy has about decided to send Ensign George W. Street and Assistant Engineer, A. W. Stall to Paris, where they will undergo an advanced course of training, the former in the designing of ships, and the latter in the designing of machinery. It is understood that Ensign Street will receive an appointment as Assistant Naval Constructor after his first year of foreign study. It is said to be the intention of the Secretary to send a number of engineer officers abroad for advanced instruction in the art of designing machinery.

THE U. S. S. Atlanta arrived at Gloucester, Aug. 5, and the Yantic at Charlottetown, Aug. 4. The Dolphin dropped down to Ellis Island, N. Y. H., on Aug. 4, and was taking in powder, preparatory to a trip North.

SAMUEL JONES, who died at Bedford Springs, Pa., July 31, entered West Point from Virginia in 1837, was graduated in 1841 and promoted to the 1st T. S. Artil lery. He rose to captain in that regiment Dec. 24, 1853, and resigned in April, 1861, to link his fortunes with the Confederacy. He commanded a brigate at the first battle of Bull Rus, and one time the senior Confederate Major-General. After the War closed he went to farming at Mattoax, Va., but not being sne cessful came to Washington in 1880 and through the influence of Gen. Johnston and others obtained a clerkship in the War Department. He was first on, duty in the A. G. O., but in 1885 was promoted to a higher grade and transferred to the office of the Judge Advocate Gen-

SECOND COMPTROLLER BUTLER has disallowed a voncher for \$850 in the accounts of Lient Col. Batchelder, of the Quartermaser General's Department. It is the amount paid for two horses purchased from the Hon, Robert T. Lincols for the ase of the Quartermaster's Department. The horses were appraised by a bond of officers, and they were purchased by Col. Batchelder by direct orders from the Quartermaster General. quite probable that one of these shing Col. Backelder sleads this order in defence of his action. The Second Comptroller criticises the mode of purchase as in violation of the law requiring such purchases to be made only after due legal advertisement, except in cases of extreme emergency,

THE Portland Sunday Welcome, referring to the recent death of Mrs. Suther land, says: "She left one son living, Col. Charles Sutherland, U. S. A., and one daughter, Miss Mary Sutherland, who derated hir life to the care of her aged mother. Two says and one daughter—

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4 9

James Sutherland, U. S. M., and Mrs. Caroline M. Prevost, wife of Gen. Chas. M. Prevost—preceded this dear old lady to 'the great unknown,' at the threshold of which, within hearing of their dear voices, she has been living for many years. No gentler spirit, nor purer soul

Admiral Luce has come to an understanding with Captain Scott, Royal Navy, as to the exact claims of the Canadian Government with reference to fishing rights. The conclusions are presented in a series of questions propounded by Admiral Luce and answered by Captain Scott. Copies of these have been distributed among the vessels of our fishing fleet in the Gulf of St. Lawrence, in order that fishermen operating in these waters may be fully informed as to their privileges and the statutory restrictions.

was ever welcomed to eternal bliss."

The Dolphin began coaling resently at the Navy yard, in preparation for a cruise, and it is quite likely that she will report to Rear Admiral Luce for duty on this coast. The Dolphin looks "quite English you know," having received a coat of white paint from stem to stern, and it will undoubtedly make considerabble difference in the temperature of the ship. It is, however, quite a marked departure from the traditions of the Navy to paint with white, and as such is a commendable step in the direction of comfort.

THE Navy Department will contribute its part to the Centennial celebration at Philadelphia of the adoption of the Constitution. Orders have been issued to Admiral Luce for the assembly of a naval force on the occasion, and the day of the great military display as large a force of marines and blue jackets as can be spared will be sent ashere to take part. The vessels will fire salutes and will be opened for public inspection, as usual on such occasions.

MAJOR GENERAL ADOLF SIEMENS, Who died June 30 (originally a Hanoverian Artiflery officer), entered the Prussian Service in 1866. The German Artillery owes to his talents many inventions and improvements, such as time fuses, fric tion tubes, etc. When sent to England to report on the Armstrong guns he emhasized particularly the advantages of Krupp's system, and this settled the mestion of the armament for the Imperial German Navy.

At the recent convention of colored veterans in Boston, it was stated that the first colored troops enlisted in the late war came from Massachusetts. General B. F. Entler publishes a letter in which he asserts that in 1862 he calisted three regiments of colored troops in New Orleans and had them in action a long time

About November 1 next the U.S.S. Marsion-will be looked for at Panama. where she will repair for the purpose of transferring her present officers and crew to the Atlantic side of the continent, re iving, in return, a new crew. On the completion of this duty the Marion will arobably resume her proper station in Asiatic waters.

The new ordnance building to be rected at the Washington Navy-yard will encompass the old anchor and ing shops under one root. It is to be (3) eet long and 173 feet wide. A travelling rane will be put up, equal to the weight 100 tons. Each machine to be used will be placed on foundations of concrete built on piles, with a top facing of twoinch yellow pine.

THE Noriolk Landmark says: "An elfort is being made by the authorities of Richmond to have the monitor fleet now stationed at City Point brought up to that city. This does not meet the approval of the officers stationed there, as nost of them have their families with them, and don't care to be disturbed."

ERNEST HAUCK, late first sergeant of the marine guard of the Teenton, has seen transferred to the marine barracks at Norfolk to await the return of that ship, when he will rejoin as first sergeant marine guard, under command of Capt. R. W. Huntington, U. S. M. C., for a three years' cruise.

Ir is understood that Commander Evans will soon be relieved from duty as President of the Steel Inspection Board and ordered to duty as Naval Secretary of the Light House Board. Capt. Pick ng, the present Secretary of the Board is to be given the command of a vessel THE new building occupied by the

Naval Museum of Hygiene on New York Avenue, Washington, is rapidly being put inte proper shape, and when completely grranged will afford for better oportunities for easy inspection of its hygienic treasures.

The two oldest ships in the British Navy, according to Lloyd's "War Ships of the World," are the Monkey, tug, built in 1821 at Rotherhithe, and now in usat Chatham, and the Sprightly, tender, built in 1823 at Blackwall, and now at Portsmouth. FOREIGN TENIN

-The Prince of Wales has been appointed Honorary Admiral of the Fleet Prince Louis of Battenbergh has been appointed to the command of the British inelad Desalhought over the heads of

scores of seniors. A somewhat unusual event is the official shipment of 100 mares, in Ioal, from Queenstown, Ireland, for use in cavalry regiments in Canada.

-Three Grand Cordons of the Legion Honor have just been bestowed in France, respectively upon Generals Sauscier, Galliflet, and Schneegans, -According to a Parliamentary paper just issued, 12,334 work people are employed in Woolwich Arsenal and in the Small Arms Factory at Entield.

-India again sout a team, selected from the valunteer corps of all the provinces throughout the country to compete at the Wimbledon meeting. -L'Exercise Italiana enlarges on the extraordinary value of Horse Artiflery, and the increasing estimation in which

it is held by all the great military powers. -The Afghan boundary question seems at last to have been settled. The protocol on the sobject defines the fronier from Zultikor to the Oxus, a distance

of about 340 miles. -Austria has added an armored-turret skip to her navy in the Kronprinz Ra-dolph, launched at Pola, July 6, in the presence of the Emperor. The duchess Maria Theresa named the ship. -A torpedo boat, the hull of which is constructed of phosphor bronze, has been received at Chatham Dockyard for trial

and report. The principal advantage claimed for the material is immunity from fouling and oxidation. A freuch paper reports a deficiency of nearly 20,000,000 francs in the across of Admiral Aube at the head of the Naval Department, and a similar deficiencv was not long since discovered in the

Admiralty accounts of England. -The French autumn manageres of will be followed by a grand review, at

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6 months 20.00

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factory. Light-ships will then be con-verted into valuable lookout stations. -Gen. Brackenbury, in his evidence before the English Comunities on Army Estimates, said England could never get recruits of the British soldier's uniform was made less imposing, and therefore less attractive to the fair sex, and be scouted the idea that the spike of the German soldier would be considered an effective substitute for the miment of a Guardsman in all his glory.

-A military balloon which had been constructed at Paris on an elaborate scale, and provided with all the most recent aerostatic improvements, to the order of the Chinese Government, was lately landed at Tientsin. The German engi-neers employed in the State reseast at that place had the machine at once examined and inflated, when the details of its system and working were carefully noted and at once forwarded in a report

to Berlin. -The new Russian ironelad cruiser. Admiral Nullimott, which was commenced at St. Petersburg in 1884 on the model of the Imperious, has just arrived at Cronstadt, where it will be completed in time to be commissioned towards the close of the autumn. The Nathing is 18 ft. longer than the Imperious, and about 400 tons heavier; and during her onestruction the Russians have taken dvantage of the exposure of the defects of the original vessel to improve upon

-The great archipelago which belongs to Holland is generally so tranquil and so entirely "Dutch" in its ways, that very little news from it finds its way late our papers. And yet in extent and wealth, Java, Sumatra and Celibes constitute an Imperial possession, besides Borneo, the North and Northwest of which do not belong to, or do not acknowledge the rule of Holland. The Dutch rule 25,000,000. people, not the most manageable in the world—Java alone containing nearly 19,-000,000 natives-with an army of less than 14,000 Europeans.

-Most of the islets of the Atlantic have been carefully surveyed, and their animals and plants duly noted and collected, but one or two yet rannin andxplored. To one of these Fernando de foronm as it was called by the early explorers, an expedition, under the cuspices of the Boyal Society and the Bouish Musenin, is about to start. The island, or group of islands, lies within four degrees south of the Equator of the scribesse corner of Brazil, and 200 miles from th neurest land. The largest identificate five miles in length, and about two across in its broadest part.

-General Bressonnet, president of the French Engineer Communities, but be a ordered to improve and transform the defensive works around Paris. All the outlying forts around Paris are to have their profiles uniterially altered, and forms of circumvaliation changed. The defenses are to be faced or cased shove and below the line of soil with huge masses of concrete, for masking revolving armor-plated cup lus, to shelter guns of an improved pattern. The changes are to be completed within the current year, an in the meanwhile the walls or fortificattons that enclose the capital projer are to remain, although manifestly use less, save as an orbid or customs barrier. in their present condition for the time.

-A new ganbout, built for the Russian Government at Copenhagen, has arrived at Cronstadt. The vessel, named the Manchuria, has been constructed of steel, at a cost of \$275,000. The fellowing are the principal dimensions: Length, 210 feet; beam, 35 feet; displacement, 1,200 tons; draught, fore, without artillery and war material, 10 feet and 2 inches; aft. 10 feet six inches. The boot has two engines, with an indicated power of 1,000 horse power each. They can without any particular strain develop a speed of more than 15 knots. The armament of the Manchasta will consist of two S-inch long range guns in the stern, six Hotchkiss, and Baranovsky, and four 9-pounder guns. The bottom of the boat is divided into 42 water light compartments, and the hull is amply pretected by 14 air-light partitions. An apparatus for ejecting Whitehead torpedees cill be placed in the vessel's baw. The average speed attained during the ran rom Copenhagen to Cronstalit was 11 knots. The new gunboat is destined for service in the Pacific Ocean.

> Value of Spirits of Tuepcatine.

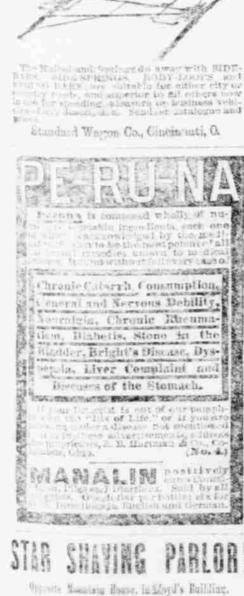
This is one of the most enviable articles in a family, and when it has once obtained a footbold in a house, it is really a necessity, and could if he dispensed with. Its medicinal qualities are very numerous, for burns it is a quick application and gives immediate relief; for blisters on the hand it is of priceless value, searing down the skin and preventing screness; for corns on the toesit is useful; and go of for rheumatism and sore throats, and it is the quickest remedy for convolsions or fits. Then it is a sure preventive against moths; by just dropping a traffe in the bottom of drawers, chests and cupboards, it will render the garments secure from injury during the summer. It will keep ants and bugs from elects and storerooms by putting a few drops in the corners and upon the shelves; it is sure destruction to bed bugs, and will effectually drive them away from their haunts, if thoroughly applied to the joints of the bedstead in the spring cleaning time, and injures neither furniture nor clothing; its pungent odor is retained for a long time, and no family ought to be cutirely out of a supply at any time of the year.

A Triangular Parlor Chair.

A pretty and novel arrangement for a parlor is to get a carpenter to make a triangular seat, the height of any ordinary chair or ottoman. It can be made with a fid to open, to put work or newspapers into. Stuff the top with "excelsior covered with a thick layer of wool; ever that place the final covering of plosh, which can be tulted or left smooth, as fancy dictates. Have the carpenter fasten the seat in the corner, having the lid open towards the front, the tri angle fitting close against the wall. I'm two or three handsome cushions against the wall. Fit a piece of gilt molding or cornice to the ceiling across the corner to match the shape of the sent below, and hang a pair of madeas, or transparent or flowered silk curtains from the cornic and loop them back with chains or wide satin riobous the color of the physic seat. When nicely litted up this little corner seat makes a most luxuriant resting place, besides being exceedingly

_____ The German Empress and Female Servants.

It has been the custom for the German Empress for the last ten years to present golden crosses, each with an autograph diploma, to those female servants who could show that they had remained the 9th Army Corps, headquarters Tours, forty years uninterruntedly in the same family. In the course of this period Her which the new War Minister and the | Majesty has conferred no tower than 1268 foreign officers will be present. The 9th | such distinctions on Pro-sum subjects, in-Corps will turn out 35,000 strong. | cluding the inhabitants of Reichstands |



J. H. GANT, Proxistor.