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VOLUME XXVII.

JAS. C. HASSON, Editor and Proprietor.

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EBENSBURG, PA., FRIDAY, JUNE 2, 1893.

NUMBER 22

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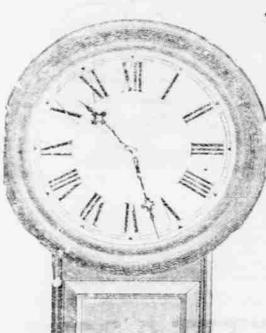
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FEES BROS.

of frowning, would have smiled; You would have thought that he would like to see her at her play, And that content with seeing her he'd hurry on For she was such a little thing, with hair like curling gold,

DEATH'S LITTLE GIRL.

Just big enough to laugh and play, and merely three years old, So innocent she tried to eatch the sunbeams in And why he wanted her himself I cannot under-

There is a little picture book that grievously is There is a little shoe I know her little foot has

There is a little Noah's ark, with painted beasts and trees—
If Death desired to please her there, why didn't he take these;

The little girl who died last night, what can she be to him! For Death is pictured black and stern, and piti-And she knew nothing of such things, for she was bright and fair, And sweet and tender as the smile that angel

Of will she fear when she awakes to such a wondrous change, And will she cry, as children do, at things she finds so stranges And will Death care for her as we have cared in other days.

faces wear.

tell me why

And will be love her as we loved her, in all her gentle ways? And if he will not do these things, oh, tell me,

He stopped upon his way last night, instead of And if he loved her less than we, from whom she now is gone, Why didn't he just leave her here and hurry quickiy on?

THAT YELLOW CUSHION.

Its Contents Gave a Start to a

-Carl Smith, in Ladies' Home Journal.

Foolish Couple. It was a sofa cushion of faded yellow silk, badly stained in half a dozen places and clumsily ripped down one edge. A handsome buhl cabinet was

its resting place and it stood in the smaller draving-room. Everything else around was handsome and tasteful, the general scheme The bilions staring yellow of that dilapidated cushion was the one incongruous spot and the eye was irresisti-

bly drawn to it. None of the family ever even mentioned the yellow sofa cushion, though I often noticed one or other of them would turn toward the buhl cabinet and stare at its contents thoughtfully. However, the tale came out at last without my asking for it. I was dining

at the house one Christmas day, and my host lifted his glass and said: "My dear, in remembrance of the old yellow cushion, the best Christmas box we ever had," and then the pair of them drank the toast.

Nothing more was said then, but afterward in the small drawing room my hostess nodded toward the buhl cabinet and asked if I knew the history of its curious contents. I said: "No." She seemed surprised.

"I thought Douglas (her husband) had told you the story years ago, but as he hasn't I'll take upon myself to do it now. It will be something to talk about, and we old folks are often hard put to it to find subjects for conversa-

"Now, you always took us for rich squatters from Australia, didn't you? Perhaps, then, if you didn't know you'll be surprised to hear that we had another life before that, a life in the whirl of society in London, a life as different from the other as possibly ould be invented or even imagined.

"We married very young, Douglas and I. He was just of age and I was only eighteen when we set up housekeeping on our own account, and I'm afraid we were both very, very brainless. We'd got plenty of money, and our one idea was to have as good a

ime as possible. "We went everywhere, did everything and lived in ducal magnificence. The expenses we were let into were something awful to contemplate and our limited income went no way to meet them; but to withdraw from the scene was a thing which we were far too young and happy and foolish evyn to think of, so we kept on dipping into the capital time after time 'only just

for this once.' "It will complete the sum of our foolishness when I tell you that jewelry was one of our greatest extravagances I doted on gems, and Douglas loved to see me wear them; he said that I set them off so well, and so they were a good investment, or something usually witty. And we got more and more hard up and had fewer and fewer resources to draw upon; and yet we

gave small thought for the future then. so happy was our present. "One morning a crash came. We woke up to find out that my jewel box had been plundered. By afternoon all London was ringing with the news of the robbery. It was so odd in its details. Nothing but stones had been taken away. The gems had been forced from the settings and the battered goldwork left littered in an un-

"Under the public attention which watched their efforts, the police authorities strained every nerve. They searched the house for signs from cellar to garret. They watched suspicious persons. They had theories innumerable. They 'confidently expected to

lay hands on the thief to-morrow.' 'But nothing came of it. The daily bulletins in the papers became shorter, and at length ceased; and in a month's time we ourselves had given up all hope of seeing the jewels again. Torn from their settings they would be easily carried away and disposed of; and, moreover, it was probable that most of them had been reground, so as to remove the faintest chance of identifica-

"To any couple possessed of the least grain of sense the loss would have been a warning, but to us it seemed only a spur to new extravagance. Douglas said life would be unendurable without new jewelry, and I agreed with him. So we started to replace what had been lost. And, oh, what fools, silly, silly fools we were! What's the use of repeating a tale of such follies? We spent all, and then, worse still, were owing money. There was a bankruptcy and a shameful selling up of our stock and sticks at the beginning of the winter season. "Everything and everybody seemed

we had given pounds for went for as The little girl who died last night was such a many pence; and the proceeds were all You would have thought that Death, instead snatched up by the creditors. After it

our relations wrote prim letters to say that they washed their hands of us. "Douglas had been brought up to no profession and knew no trade. We couldn't tell what to do. We were penniless: we were in despair: we were unable to keep even those humble two-roomed lodgings any longer. It

was awfu!. "Then a curious note reached us, written in a straggling, scratchy hand, and signed by the man who till recently had been our butler. It was worded half in the third person, half in the first, and was so painfully respectful in places that the sense was almost lost. The writer had taken a liberty, a great liberty, but he could not help seeing how things had been going for some months past. He hoped we should pardon his presumption in see-

"Further, he had done a thing that it was not his place to do at all. He had taken upon himself to interfere with our affairs-which was a great liberty -for which he craved pardon, but knew from experience how hard it was to get a new place after leaving an old one without money.

"And so he sent a sofa cushion, bought at the sale, which he would most respectfully beg us to accept. The cover was not worn much, but the inside was valuable. If we ripped up the silk we should see. After which, hoping no offense, he was our most obedient and obliged servant to command.

"A vellow silk cushion came with the letter. Douglas stared at it up and down, not understanding. 'Was the man mad, do you suppose, or drunk, said he, when that letter was written? 'He's underlined 'rip the silk," ' said I. 'Then ripped it shall be,' replied Douglas, and brought out his knife.

"And, then, what do you think? In and among the rest of the fluffy eiderdown were some two score of little balls of feathers tied around with fine cotton. Douglas opened one and found a diamond. I took another and a great emerald dropped into my hand.

"And then I began laughing and cryto lie down on the sofa and turn my face away from the white heap of down in the middle of the carpet. "But after a bit I pulled myself to-

gether again, and Douglas showed me his gleanings. There was a double handful-diamonds, rubies, emeralds and more diamonds and more rubies, and a great opal that gleamed and burnt in the lamplight like a blaze of colored fires. "Then a thought struck me and I

gasped out a faint question as to whether they were really ours. "'Yes,' said Douglas, 'all yours. We paid our creditors to the last penny and it ruined us to do it. Now we must start afresh, and, thank Providence and an honest, thoughtful servant, we've got something to begin upon. In the first place, they will provide us

with passage money to Australia, and I don't think we shall be quite penniless when we land." "Well, we went. Douglas became a great squatter, the owner of many miles of country and of a million sheep, and we made happy investments. And what we won was not

frittered away in jewelry or in stupid emulation of people richer than our-There was a silence for some minutes, and then I asked about the man

who had stolen, for his master's future benefit, the precious gems.
"Didn't I tell you? Why, he waited on you at dinner to-night. We hunted him out when we came back and wanted to do something big for him.

We could well afford it, you know, and, moreover, felt very grateful. "But he's a most eccentric person. He wouldn't accept anything. If we'd pardon the liberty he'd taken that was all he would ask, unless, indeed, he might come into our service. What queer people there are in the world, aren't there?"-Chicago Post.

POET CARPET-CLEANER. The Almost Disastrous Result of One of

The poet Tennyson had his little mishaps, just as less gifted mortals do. One afternoon, says the Youth's Companion, he called on some friends, learned that they were not at home, and decided to leave a note. The housemaid took him to the drawing-room, and gave him pen, ink and paper. When signing his name to his polite little missive, Tennyson, by a jerk of

the elbow, overturned the ink bottle; and great was his dismay at seeing a large pool of ink spreading rapidly over his friend's new white Persian carpet of matchless beauty. Horror-struck, he rong the bell. Up ran the servant. "Do please help me!" cried the poet.

It happened that the milkman had just left a can of frothing milk at the door, and the intelligent housemaid remembered in the nick of time that new milk, if thrown over wet ink, would remove all traces of the despoiling fluid. Accordingly she overturned the jug upon the large black pool, and with house flannel and cloths set about rubbing and scrubbing at the stain.

Down went Tennyson on his hands and knees, rubbing and scrubbing with his little helpmeet. His agony of mind lest his old friend should knock at the door and suddenly appear on the scene of disaster he often described in later days, declaring that it "reached the infinite." But with such a good will did this strange couple work together that every trace of ink was removed. "Here is a five-shilling piece, my good

girl," cried the poet, "and God bless With that he seized his hat and made for the door. Some weeks later an initation to dine with his old friends reached Tennyson. He went; and the carpet was in no way alluded to on either side.

The Musk Ox. Although the musk ox is still plentiful in the Arctic regions of this continent, it is believed that there are not more than five or six mounted specimens of the creature in the United States. One of the latest received was ordered three years ago, and finally delivered after seventeen hundred miles of sledging and a great many miles of other travel. According to the best authorities the odor that gives the musk ox its name cannot be traced to any one special secretion.

against us then. At the sale things | GOVERNMENT BUILDINGS.

The System Governing Their Erection and Cost.

Engineered and Put Through Congressmen-The Need of Proper Restrictions. In many of our cities and large towns the most noticeable structure is the government building. There are now

How the Plans for New Buildings Are

nearly four hundred such buildings scattered through the country. The number has been greatly increased in recent years, and the expenditure for construction has become a large annual item in the appropriation bills of In 1891 the amount expended on this account was more than four million eight hundred thousand dollars, which

was one fifth as much as all the ordinary expenditures of the government in 1840. This great extension of the system has taken place gradually, but the policy seems now to be firmly estab-Within proper limits, says Youth's Companion, it is an extremely reasonble system. In a little town the rent of a corner in a store for a post office

amounts to almost nothing. The town grows, and the post office requires larger quarters—a whole floor on the street level in the center of business, The town transforms itself into a city, land and rents increase, and the expense for the hire of a building, which must be conveniently located in the very heart of the city where rents are highest, becomes large.

A still further increase of population, and now other departments of the government begin to appear in the city. If it is on the coast or on the lakes, a deputy collector of customs is appointed. The federal courts have business now and then in the city. An internal revenne office is established, or a branch of the pension or the land office.

Under such circumstances it is cheaper for the national government to in vest, once for all, the capital needed to erect buildings than to continue to pay rent. The only question is, at what point it becomes a matter of econom to build rather than to hire

Naturally the people of a growing town are convinced of the necessity for a public building long before congress can see the matter in the same light. The congressman from the distriet, anxious to make himself popular, urges the importance of the building or his associates, and sometimes succeeds in obtaining the consent of congress to the project before the building is really

Formerly authority to erect buildings was inserted in appropriation bills, and there was a great chance for "log-rollng"-that is, Congressman Smith would help on Congressman Jones' scheme it Congressman Jones would help Congressman Smith. At present each building is authorized by a separate act, but there is still some opportunity for logrolling.

All government building is done under the superintendence and control of the treasury department. First, congress authorizes the building and appropriates money for the site and the structure. Next a lot is selected, approved and purchased. Plans are made by the supervising architect, and the building is erected. The custodian-though he may be, and frequently is, the postmas ter-is under the direction of, and reports to, the secretary of the treasury The reason for this is, perhaps, that in the early days government buildings

were chiefly for the offices of collectors of customs, who are under the secretary of the treasury, and only incidentally for post office use. No doubt the eagerness of communities to obtain a costly and ornamental building at the government expense has caused this system to be abused. Attempts have been made to lay down

certain conditions which must be satisfied before a town or city shall be deemed to need a government building. Thus, it might be required that the population shall be so many, or the receipts of the post office so much, or that there shall be other uses than the post office for such a building. No such restrictions have been made, and whether a town is to have been a building or not is frequently a matter of

favor, or even of accident. Inasmuch as a government rarely takes a backward step in such cases as this, the chances are that hundreds of new buildings will be erected during the next few years.

By Impulse. Detroit has a bachelor of the compulsory sort, but Detroit won't have him long, for another fair one has claimed him as her own. He has been disappointed so many times that lately he has been almost impetuous in his attentions. She is a widow and an improvement on all her predecessors in his heart. The matter was settled : week ago in a rather roundabout way. They had been talking on women in

"So you think," he said, "that woman is prone to jump at a conclusion?" "I certainly do," she responded earn-

"And you are like all the others?" "I hope so." A great thought came to him then, a thought which in imperial minds would develop into a coup d'etat. "Would I were a conclusion." he sighed, with such a sigh that within fice minutes two hearts were consolidated.-Detroit Free Press.

A story is related by London Truth of a French official who was possessed of a very pretty wife and a particularly jealous temperament. This official had equently applied without success for a certain post. At length his wife proposed to interview the chief in person and see if she could obtain for her husband what he had failed to procure for himself. On this being suggested the latter remained silent for a considerable time, fluctuating between ambition and

jealousy. At last he devised a safe course. "Yes, my dear, you have my sanction. But upon one condition only -that you paint your nose a deep red.' The lady, it is needless to say, did not proceed with the interview upon these terms. It was afterward commonly said, however, that, the story having reached the chief's ears, he good-naturedly appointed the careful husband to the post.

THE FIRST LADY OF FRANCE. Characteristics and Daily Life of the Wife of President Carnot. Mme. Carnot is a brunette, with dark

blue eyes, a pale complexion, delicately molded features, and hair as black and glossy as black satin, says a writer in the Ladies' Home Journal. Her expression is at once intellectual and charming. Outside of her official duties, which are many, Mme. Carnot leads a very quiet and domestic life. She rises at eight o'clock, and her first breakfast, consisting of a cup of coffee and a roll, is served to her in her dressing-room. Until ten o'clock she occupies herself with her private correspondence, which always includes a letter to one or the other of her children, only her youngest son, Francois, who is at school in Paris, being at home. At ten o'clock she joins the president in his library and aids him in examining the voluminous mass of letters which arrives daily at the Elysee. Her thorough knowledge of modern languages and her intelligent and unfailing good sense make her a valuable assistant. The second breakfast, or lunch, is served at one o'clock in the breakfast-room of the palace and is usually a very simple repast. Guests are seldom invited to luncheon at the Elysee, as both the president and his wife prefer entertaining their friends at dinner. Lunch once concluded, Mme. Carnot, on the days of state dinner parties or balls, gives audience to her chief cook. Then she drives out, either to accompany her husband to the opening of an exhibition, or the inauguration of some charitable institution, or to some other official function. The ordering and superintending of her toilet absorbs a good deal of her time, and is really one of her official duties, the dress of the wife of the ruler of state exercising a widespread influence over the commercial interests of France. Then she is interested in a number of charities, and drops in from time to time to see how her proteges are progressing. When M.

and Mme. Carnot cannot dine alone dinner is served at seven o'clock. Every year about the 1st of July the president and Mme. Carnot go to Fontainebleau to spend the summer, taking up their abode in a wing of the have been scrupulously arranged so as not to encroach on the historic portion of the edifice, and in that manner the convenience of the tourists and sightseers that come to visit it is fully respected. It was Mme. Carnot who selected, out of all the summer palaces that are placed at the disposal of the ruler of France, that of Fontainebleau, for she remains deeply attached to the spot where her childhood and girlhood were passed, and which is hallowed to her by the memory of her father to whom she was so devoted and helpful a daugh-

OUEEN LILIUOKALANI'S PLIGHT.

In Searching for Her Late Husband's Rel-Several years ago a Dalmatian sail-

or named Jerko Dominis, after in-

numerable adventures, hairbreadth escapes and feats of valor, found his way to the Hawaiian islands, where he married Liliuokalani, the daughter of a native chief, who in due time became queen, making him the partaker of the honors of royalty. As king he bore the name of Hermann I. For twenty years says the London Telegraph, he governed his subjects satisfactorily, and toward the end of 1891 he died. His son. Hermann II., is only six years old. and his widow is the regent. Now, this lady, knowing that her late spouse was a European, has been making strenuous endeavors to discover his relatives, and whenever a ship touched at the port she always made it a point to go on board and question the captain as to whether he knew of any Dominis, of Dalmatia. For a long time the widowed queen's endeavors to find King Hermann's relatives were unsuccessful, but lately the imperial Austrian corvet Fasana touched at the Sandwich islands and the dowager queen went on board and asked the admiral whether he could tell her anything of the Dominis family, of Dalmatia He answered in the negative, but, noticing the lady's desire to learn some thing about them, promised to make in quiries in the marine department of the war ministry. The latter was then referred to the foreign office, which published an advertisement calling upon all the Dominis of Dalmatia to come forward, whereupon there was a repetition of what occurred when the American spiritualistic medium called for the spirit of Smith. Thousands of Dominis are said to have reported them selves, personally or by letter, for the name is a very common one in those parts. King Hermann's sister was, however, discovered among them, as was also his lawful wife; for it appears that the late king married in Delmatia when only a sailor. This woman now demands that the Hungarian government should help her to her rights She does not seek to become queen of the Hawaiian islands, but she asks to be declared the legitimate heir to her husband's property. Should the Hungarian government refuse her its help, the energetic widow is determined to set out for Honolulu and appeal directly to her successful rival, Queen Liliuokalani, the widow of her own hus band.

No News. The Boston Budget has a story of a colored man who went into a fish market in Richmond to buy a dinner for his master. After looking about for a few minutes, he stopped before a pile

Apparently his suspicions were aroused. He took up one of the fish and held it under his nose. "What do you mean by smelling of that fish?", asked the dealer, indignantly. "Didn't smell de fish nohow,"

swered the negro. "Only speakin' to "Indeed! And what did he say?" "I jes' ax him for de news at de mouf ob de ribber, an' he says he done clean forgot, for he ain't seen no water for fo'

weeks. Dat's all he said." Not a New Idea.

The idea of printed dresses for masquerading is not a new one. At least twenty years ago a young lady wore a party dress of white cloth which had been through the press of the Kansas City Journal of Commerce. The cloth bore the imprint of the day's news, being a reproduction of the regular daily paper of that date.

Ships the Fates of Which Are Mysteries of the Atlantic.

SAILED INTO NO PORT.

Many Have Doubtless Foundered in Fields of Ice While Others Have "Limped In" After All Hope Had

Been Abandoned. Crossing the broad Atlantic, now buried under blinding mists, now tossed by driving tempests, where float vessels dereliet more dangerous than the mountainous iceberg, where fire is more pitiless than on land-who shall say what tragedies are not there enacted? And when mystery shronds the fate of those who have trusted

themselves upon the treacherous waters never to return, how much more terrible the tragedy! A stately ship steams from the harbor for a voyage across the sea. No alarm is felt when it does not reach its destination on the day it is expected. Two days or three days pass, and it has been detained by head winds and storms, the agents say. A week goes by and still no news. Then the story is that the machinery has broken down. Other vessels arrive over the same path, but bring no word of the missing ship, and anxious friends and relatives are comforted by the assurance that the vessel has drifted out of the usual course of travel while mak-

ing repairs. They are told the ship could not sink. Its strong steel sides could defy the waves. Its water-tight compartments would keep it afloat after any collision, and it could not have burned, else its iron hull would have been sighted by other vessels attracted by the glow of the flames. Another week and a month and hearts grow sick with hope de-

Perhaps then a bit of wreckage is found bearing the name of the doomed ship. More delay without news, and finally even the agents and owners give up hope. Then the insurance companies pay, the vessel is officially lost, and another is added to the mysteries of the deen

There follows invariably the cruel hoax of some idiot or worse. A sealed bottle is picked up giving alleged news of the ship. Usually discrepancies in the letters themselves pronounce them bogus, but before this is discovered the feelings of those who have waited so long in vain are harrowed by a tale of storm and fire and a despairing fure-Fortunately, however, the mystery

does not always end in a tragedy. Sometimes even after hope is abandoned the ship comes limping in with machinery disabled or perhaps under sail alone, with all on board safe. Sometimes after baving drifted far out of the course it is towed in by another ship. Or, even if it is lost, the passengers are frequently rescued by some passing vessel. From the stout steamer President.

tury ago, to the Naronic, the list is indeed long. The names of some of these unfortunate vessels have become his-The President left New York just thirty-two years ago for Liverpool, with thirty-one passengers aboard. It steamed out of sight forever. Hope, however, was not abandoned until the

Britannic arrived at Boston without

which was lost more than half a cen-

bringing any news of the missing vessel. There were no transatlantic cables in those days, and the news could only be brought by water. Shortly before the Britannic sailed there was great excitement at Liverpool over the arrival of the Oriental, which resembled the President, from Egypt. The Oriental was at first supposed to be the long missing President. In the New York Herald of Friday, May 7, 1841, appeared the following

account of the fate of the President: "Its probable fate was met in the immense fields and islands of ice which we recently described as intercepting its course to the east. She could not swamp in a mere storm. It has run against an iceberg at night and gone

down head foremost. "God have mercy upon the soul of poor Capt. Roberts and all his passen gers. Roberts was the first man to cross the Atlantic in a steamer, and the first to fall a victim to his honorable Then followed the names of the

thirty-one persons comprising the passenger list. No marine disaster before or since, probably, has been the cause of so much excitement and speculation as

the mysterious fate which befell the City of Boston of the Inman line. The City of Boston was in its day regarded as a remarkably fine specimen of naval architecture, carrying freight, mail and passengers. The vessel had been built under special survey and had received the highest classification at Lloyds' and the Liverpool Association of Underwriters. Its length of keel was 305 feet and length over all 322 feet. It was 39 feet wide and 27 feet 6 inches deep. Under the old measurements its tonnage was 2,278. It had two engines of 300 horse-power each.

The City of Boston was of iron, and its ribs and beams, and, indeed, its whole framing, were securely bound together by heavy springing plates and ties. It was divided into eight compartments by seven strong and wellsecured water bulkheads, reaching from keelson to upper deck. Besides steam power the City of Boston could spread a great deal of canvas, being

ship rigged. The City of Boston left New York January 25, 1870, and cleared from Halifax three days later for Southampton and Liverpool. It had abourd, besides the crew, 112 cabin and steerage passengers. It carried a cargo of cotton. flour, beef, wheat and copper ore, weighing 890 tons and 937 tons of coal. The

machinery weighed 390 tons. Nothing was ever heard of the ship after it left Halifax. February 28 an English government steamer was dispatched from Halifax to search for the missing steamer, but without result. It was hoped up to that time that the machinery had broken down and the shin was proceeding and - sail alone. The excitement throughout this coun-

try and England over the fate of the City of Boston was intense. When in March a dispatch was received from Liverpool stating that the ship was safe the joy was boundless. The news was announced in the house of representatives, where business was immediately suspended, while the members congratulated one another on the good Advertising Rates.

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call attention to any matter of limited or indi vidual interest must be paid for an advertisments. Book and Job Printing of all kinds nearly and executously executed at the lowest prices. And don'tyou lorget it. tidings. In this city preparations were made to fire cannon in the City Hall park and otherwise to celebrate the safe arrival of the missing vessel. A second dispatch arrived a few

tion for the news that the City of Boston was safe. The disappointment redoubled the anxiety felt before. Mr. Inman three months after the ship sailed, in a letter to the board of trade of London, gave as his opinion

hours later which put an end to the

preparations for the celebration. It

announced that there was no founda-

that the City of Boston had got into a big field of floating ice, where it had probably foundered in a storm. Bottles containing alleged news from passengers aboard the City of Boston were found yearly for half a dozen years after the disappearance of the

ship. As late as 1876 it was surmised that the vessel had been blown up by dynamite, exploded by an infernal ma-The winter and spring of 1870 was a season of terrific gales that swept the Atlantic from north to south. At the same time that the Boston was missing the Samaria, of the Cunard line, and the

ironclad Atlanta, which had been sold

after the war to the president of Hayti, were also supposed to be lost. Another steamship which, like the City of Boston, was never heard of after leaving port was the Pacific, of the Collins line. The Pacific sailed from Liverpool for this port in February, 1856. The ocean was scoured for some trace of it by steamers sent out for that purpose, among them being the Arctic, the vessel which went to the Polar seas in search of Dr. Kane. Whether the Pacific foundered in a storm, was sunk by a collision with another vessel or by running into an ice-

cerg or was burned was never learned. The fate of the Erin of the National line is still fresh in the memory of all. The Erin was one of the stanchest vessels affoat at the time it started on its last voyage. It was built at Newcastle in 1864, and was of 4,500 tons. It was 415 feet long, 41 feet wide, and 35 deep. It left New York December 28, 1889, for Liverpool with a crew of 55 men under charge of Capt. Tyson. The deck cargo consisted of 528 cattle. The Erin was sighted December 31 off Cape head of steam, and that was the last seen of it. The British steamship Creole, Capt. Darling, picked up a lifeboat January 9 containing ten ash oars and bearing the name "Erin." Near the boat floated a life buoy, a steamer's bridge and an awning. The Gallia, which arrived a few days later, reported that it had passed through a great number of floating carcasses of

In spite of this hope was not abandoned. Capt. Darling of the Creple had reported that the boat which he picked up bore the name "Erin of Lonion," when as a matter of fact the vessel was not a London ship. The fact that the Florida had lost 40 cattle was given as an explanation of the Gallia's find. News was expected for a long while from the Azores, but none came. It was not until the Timos from

Gibraltar and the Astral from Rotterdam arrived at New York, the former passing over the track of the Erin without reporting any news of the missing ship, that hope was abandoned. Three months after the Erin sailed a bottle was found containing a letter purporting to have been written by one of the dozen cattle men aboard, stating that the ship was burning and death by fire or water in the great storm which was raging at the time was a matter of a few minutes only.

the vessel had probably been overloaded, but the board did not venture the opinion that it was this that led to the loss of the ship. The Erin, the board declared, had propably foundered in the heavy January gales. Of the fortunate cases in which the human freight at least of ships long missing has been saved the most remarkable probably is that of the Dan-

The London board of trade, in its re-

port on the loss of the Erin, stated that

Danmark, Capt. Kaudsen, with 720 Norwegian and Swedish emigrants, left Copenhagen March 20. So long was the vessel missing that its loss seemed assured.

mark of the Thingvalla line. The

The City of Chester, of the Inman line, Capt. Bond, which arrived at Queenstown April 12, reported that in latitude 46 degrees north, longitude 37 degrees west, it had passed the abandoned Danmark. The fact, however, that the boats of the Danmark were reported missing seemed to indicate that the passengers might be safe, and the chains fastened to the bow of the abandoned steamer led shipping men to believe that it had been in tow of some other vessel.

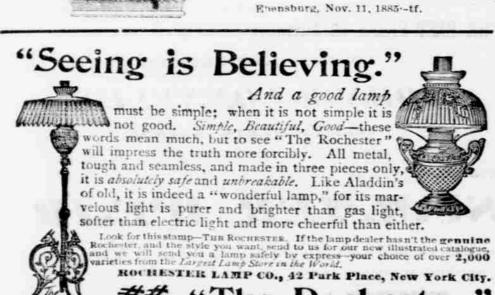
It was not until April 22 that news was received of the Danmark's passengers, all of whom were safe. The vessel had broken its shaft in a storm April 4, and lay helpless in heavy sens. Fortunately the Missouri, from London, bound for Philadelphia and Baltimore, fell in with the almost sinking ship. The Missouri took the Danmark in tow, but on the following day, as the disabled ship seemed likely to sink at any moment, it was east adrift. The Missouri, previous to this, had taken aboard but twenty of the Danmark's passengers, but now it jettisoned its cargo and took aboard all. Most of them were left on the Azores, but the Missouri brought 370 to Philatelphia. Engineer Knas, of the Danmark, was killed when the shaft broke. The list of marine accidents and mysteries might be multiplied indefinitely. It is to be noted, however, that the adoption of international codes of signals and regulations and the advance. in the art of shipbuilding are rendering the percentage of accidents smaller

The peculiar customs enjoined upon

each year. - Chicago Tribane.

the Russian and Polish Hebrew women make sad havoe with the striking beauty that marks many young girls of that race. Not long ago a woman apparently of middle age and showing no trace of good looks came to a physician interested in an east side charity. She seemed disappointed that he did not recognize her. and giving her name she said: "I have been married and have cut off my hair." At the same moment she pushed back her headdress to show her ugly brown wig, designed to make her unattractive to the world of men. Three years before she had been a girl of rare beauty and especially distinguished for the splendid adornment of her abundant

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