GLIMPSES OF CHICAGO.

NOTES BY A NEW YORKER AFTER TWENTY-FOUR HOURS THERE.

He Says the Streets Are the Shabblest and Filthiest He Ever Saw, but Gives Much Praise to the Cable Cars, Parks, and Drives.

The New York Sun prints a report of a New York man's first experience of Chicago.
The New Yorker had a German friend for company. The following parts of The Sun's article are interesting:

Chicago's streets are the shabblest and filthiest the New Yorker ever saw, and he is tolerably well acquainted and at home in every American and Canadian city east of the Queen of the West. Clark street, Randolph street, Adams and Van Buren streets, Wabash avennue, and, in fact, all the streets they saw, or walked on, except State street, were full of ruts and holes; and State street needed cleaning to a degree that would have made Capt. Williams cry and the heart of Mr. Coleman ache. Accidently the reporter learned the reason for

"Chicago builds each year more than she can afterwards maintain," a man said. She builds new miles of streets, and has to let the old miles fall out of repair. She has appropriated nothing for street-cleaning this year, and whatever is done in that line is done by day's work."

During the day the visitor rode several miles in all directions in the cable cars. They are admirable. They will leave New York behind the age as long as she is without them. One does not see them at their best in Philadelphia; it is necessary to go to Chicago, where they form the main means of intercommunication, to understand and enjoy them. The cars ride easily, move swiftly, stop quickly and gently, start without inconveniencing the passengers, and are better in most respects than New York's elevated roads. There seems to be no radical defect in the cable system. The cables cross one another, turn corners, cross beneath horse-car tracks, and surmount every obstacle that a crowded city presents. The people, children and all, seem accustomed to them and give them a wide birth in crossing the streets; but for emergencies alarm bells are provided, and each car has a little pilot, or "cow-catcher," of boards under each platform.

THE PARKS OF CHICAGO. The parks of Chicago should be her pride, as they evidently are her joy. In spite of the flatness of the marsh and prairie land out of which they are constructed, they are more beautiful than ours at home, or, if not in all respects more beautiful, they are so well and so proudly maintained that they make us blush for our Central park, and for Fairmount in Philadelphia, and even for Baltimore's great pleasure ground. Wash-ington park, as it is called on the maps, or the purely park portion of the South park territory, through which the New Yorker drove Sunday, is exceedingly beautiful. It is larger than Central park, and deserves a visit from our park commissioners in order that they may learn two essential things how to maintain a park in a manner creditable to themselves, and how to make a park of value to the people whose property it is, and of whom they are the hired and well-paid servants. This park is divided into three parts sward, road and lake. There are no paths to speak of and they are not needed. The settees for the people are scattered upon the sward, and the people move them about to keep in the slow circling shade of the trees. The grass, constantly watered, and mowed every five days, is a dense, soft, smooth carpet; and the broad, curving roads of clay and gravel, are as level as the surface of a mill pond. With the earth excavated to construct the great and pretty lake small hillocks have been made to diversify the surface and to allow for landscape effects, which have been de-lightfully achieved. By the way, whoever hires a boat on this lake may fish for the bass that swarm in the water. Think of it, ye tyrants of our neglected, shabby parksthe public lolling and romping on the regal laws and fishing in the lake!

The gardener in the park is interesting, though as untrammeled in his ingenuity as the tiny gophers that sit upon their haunches in the grass over which he presides. He startles Chicago with his floral work. He constructs sphinxes and obelisks of little ice plants, sets out a great calendar of pretty flowers, changing it for every day in the summer, presents to the delighted Chicagoan view a huge floral sun-dial that actually marks the time of da,, and in the matter of elephants, hearts, anchors, crosses and the like, literally growing i the ground, his ingenuity knows no let or hindrance, A NOBLE PLEASURE GROUND.

Lincoln park swarmed with happy visitors Sunday. It is the central park of Chicago, lies on Lake Michigan, and is best reached by way of Dearborn avenue, which, though Chicago does not appreciate it, is the handsomest, most aristocratic and impressive street in Chicago. It is more eloquent of true praise of the solid, wholesome, dignified qualities that must be considerable than all the Prairie and Michigan and the like avenues the place possesses. It contains less that is offensive than any other avenue or boulevard. But Lincoln park is a noble pleasure-ground. The trees are older than in the other parks, and the drive along Lake Michigan, as well as the views that the lake affords, are godsends to the city, which, by the way, is said to be almost always cool by reason of its waterside situ-

Not only in respect of its pa does Chi-cago excel the metropolia I drives are even more excellent than her parks. In Chicago one may take his own or one of the cheap and good hacks of the public liverymen and ride over forty miles of roads that are simply p fect, and that intersect very beautiful dis Acts, both rural and suburban. He will constantly meet the hideous but welcome watering-carts that account for the general absence of dust; and if, while he is on the south side, he will follow one of these carts into its stable he will see one of the prettiest sights in Chicago-a wooden nda, open (like a circus) in the middle, and framed with two rows of stalls, occu and framed with two rows of stalls, occupied by beautifully groomed and stalwart fat horses, monarchs of their kind. Each stall is labeled with its occupant's name—"Phil D." in compliment to the great packer; "Carter H.," after the mayor; "Long John," in honor of Mr. Wentworth, and so on. These horses drag the sprinklers and public 'buses, and among them are a few animals of gentler mold for the policemen. These hear such names as Ida. Louis. men. These bear such names as Ida, Louie, Princess, Beauty, and the like. Think of that, you New York park commissioners! Even the people's stable may be made a thing of interest, and even the people may enjoy it. The great building is as clean and sweet as the surjections of a dairy. and sweet as the spring house of a dairy. The carriages and the carts of the rich and the poor alike are driven in across the ceach-house floor to the circle framed by the stalls, where men, women and children who have gone in on foot are found enjoying the unique sight.—New York Sun.

Nevada still has 1,500,000 acres of land

F. Marion Crawford's income from his novels is now \$20,000 a year.

A CURIOUS GRIENTAL LAND

Now Being Scientifically Explored for the

First Time. During the past five years a work of great national and scientific interest has been going on in Japan. It is only within a few months that anything has been known of Japan in this country or in Europe. It has revealed hitherto unknown features of the country, and has thrown a flood of light on its geography, geology, and resource, both actual and possible. When the survey was begun there were hardly any maps which were reliable. The proportion of explored and unexplored resource was not known. The coast survey was quite correct, but the interior of the country was almost a terra incognita. The nature of the soil, the face of the country, and a topographical survey, were matters to be systematically examined and put on rec-

The survey is conducted by three departments-topographical, geological, and agronomical. A fourth-a chemical sectionwas created to investigate and test the material presented by the geological and agronomical. The difficulties of the work have been numerous. The Japanese chain of islands is little more than a huge and complicated range of mountains, which, in parts, is hardly passable. Away from the main roads the survey could be accomplished only by great physical vigor and powers of endurance. The inadequate training of engineers and the ignorance of cortography as underthe ignorance of cortography as under-stood in Europe have proved serious obsta-cles to the success of the work. Again, when the stage of publisher was reached, the government, which would not for a moment allow the work to be done out of the country, was at a loss how to accomplish its object. Lithography and helio-gravure were tried, but the Japanese did

not understand these arts. Ultimately the Toyodo Engineering company in Tokio was intrusted with the work, under the constant superintendence and con trol of a director, and it is curious to note as represented. that the maps are all etched, not engraved. The maps published are: A geological map showing the distribution of primitive, paleozoic, mesozoic, and tertiary deposits; an oroplastic map, showing the surface, shape, depths of surrounding soil; a magnetic map, en to packing and shiprepresenting the isogonic, the isoclinal, and the isodynamic lines of Japan; maps of the great historical earthquakes. The scientific digest shows that almost all the systems have had part in the formation of the Japanese range. It shows also that the mountain chain is of unilateral structure and beyond a doubt has been shifted from the side of the Japanese sea to the side of the free ocean. Another striking feature is the great transverse depression which crosses the main island near the capital — answered. Chicago Times.

In a Chicago Newsboys' Sunday School, A few Sundays since several different biblical characters were being discussed in one of the classes. Samson had been duly examined and his powers unanimously commended. Without a dissenting voice he was pronounced a "good ona." Samson having been passed upon, the teacher led up a discussion of Solomon by inquiring "Who was the wisest man who ever lived," "Robinson Crusoe," promptly responded a sturdy youngster, whose Sunday cleanness made him an unesy likeness of his ordinary

"Naw!" exclaimed a somewhat larger boy, with the derisiveness common small superior technical knowledge, "Solonon was the wisest man as ever lived "Solomon!" exclaimed the first boy in a tone of utter scorn. "He wasn't nothin' but an old sheeney. I tell you Robinson Crusos was the wisest man. He made a livin' on a desert island, all alone he did. I tell you it takes wiseness to do that, Solomon never did it; he didn't know enough." And this advocate of practical wisdom squared himself with a decision which seemed to indicate that he was not only ready to stand for his opinion, but, if opportunity offered, to strike out from the shoulder in support of his hero's claims to superiority in wisdom.—Chicago Times.

The Religion of the Koran. Islam is one of the strangest facts in the history of man; under some aspects stranger even than Christianity itself. Christendom only partially acknowledges the influence of Christianity. The civilization of Christen-dom is not Christian but Roman in origin; its science and literature are Greek, its social systems mainly feudal and Teutonic. But the religion and civilization of Islam are one: the Koran is the standard of its literature, and the Moslem desires no further explanation of the mysteries of man and nature than what is given in the book dictated by God's own angel and in the

traditions of its early commentators.

No other faith has ever succeeded in so perfectly interweaving itself with the acts and needs of common life as well as with the requirements of the state, and it subsists from age to age without a priesthood and without a church. The Moslem holds im-mediate communion with Allah, and the imam, aided by no ritual, simply leads the prayers of the assembled faithful, and declares, theologian wise, not the will or mercy of God, but the meaning and appreciation of his revealed word.—The Spectator.

Something New in Traveling Caps. There's something new out that will knock the spots off the wire-cushion business. It is a new traveling cap, made with an air cushion in the back. Ordinarily it is just like any other traveling cap, but when you want to rest your head on the seat-back, and don't want all the hair on the back of your head rubbed off, all you have to do is to put your mouth down to the opening, blow up the little bag, and put in a cork. Then you put your cap on your head, and there you are, with as nice a cushion as a man could ask for. Did you ever see anything neater than that !- Chicago Herald.

According to the Paris Journals. Mr. John W. Mackay, according to the Paris journals, has fitted up the smoking-room of his New York hotel in quite a unique manner. The walls are papered with bank-notes of all nations, artistically arranged and running up to the ceiling, the whole representing \$20,000 in visible cash. They always manage to lasso the news in Paris -- Chicago Tribune.

Some Connection of the Family. Mr. Wescott, of Baltimore, was in Washington some time ago and called on Senator Vest. The waiter took up his card, and as soon as the senator read it he remarked: "Ah, he must be a distant relative of mine, or at least some connection of the family." Bring him up."-Chicago Tribune.

Knew What He Was After. "There is something in this little fellow I

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A Book of Army Anecdotes.

It is said that Gen. Logan is to write another book, consisting of personal anecdotes of battles among Confederates as well as Union soldiers and officers.

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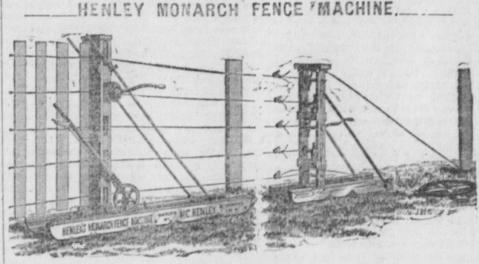
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