

**CLOTHING.**  
**Spring Opening**  
—AT—  
24 CENTRE SQUARE.

We have for sale for the coming seasons an immense stock of  
**Ready-Made Clothing,**  
of our own manufacture, which comprises the latest and most

**STYLISH DESIGNS.**  
Come and see our  
**NEW GOODS**

**MERCHANT TAILORING,**  
which is larger and composed of the best styles to be found in the city.

**D. B. Hostetter & Son,**  
24 CENTRE SQUARE.  
LANCASTER, PA.

**SPRING OPENING**  
—AT—  
**H. GERHART'S**  
Tailoring Establishment,  
MONDAY, APRIL 5.

Having just returned from the New York Woolen Market, I am now prepared to exhibit one of the Best Selected Stocks of

**WOOLENS**  
—FOR THE—  
**Spring and Summer Trade,**  
Ever brought to this city. None but the very best

**ENGLISH, FRENCH**  
—AND—  
**AMERICAN FABRICS,**  
in all the leading styles. Prices as low as the lowest, and all goods warranted as represented.

**H. GERHART'S,**  
No. 51 North Queen Street.

**J. K. SMALING,**  
THE ARTIST TAILOR.

Opening to-day of a large and select line of

**English Novelties**  
—FOR—  
**SUMMER WEAR.**

Tropicals, Serges and Rep Worsteds,  
BANKOBERN CELTIC CHEVOTS,  
GAMBROON FAUNA,  
AND BASTISE CLOTHS,  
SEERSUCKERS, VALENCIAS, PAROLE  
AND MOHAIE COATINGS.

Linen in Great Variety. Wilford's Padded  
Ducks in Plain and Fancy Styles. A Large  
Assortment of Fancy

**Duck and Marseilles Vesting.**  
All the latest novelties of the season. The  
public are cordially invited to examine our  
stock, which we claim to be the finest and  
most reliable ever offered for the hot  
weather.

**I. K. SMALING,**  
ARTIST TAILOR,  
121 NORTH QUEEN STREET.

**FURNITURE.**  
**REGILDING OF ALL KINDS**

**SHORT NOTICE.**  
My arrangements are now completed to do  
regilding in first-class manner and at reason-  
able prices.

**THE NEW PICTURE FRAME STORE,**  
15 1/2 East King Street.

**WALTER A. HEINITSH.**

**EDUCATIONAL.**  
**THE ACADEMY CONNECTED WITH**  
Franklin and Marshall College offers all  
the advantages to young men and boys who  
desire either to prepare for college or to obtain  
a thorough academic education. Students re-  
ceived at any time during the school year  
and sent for circulars.

**REV. JAMES CRAWFORD,**  
Lancaster, Pa.

**DRY GOODS.**  
**RARE BARGAINS**

—IN—  
**DRY GOODS OF ALL KINDS.**

WILL BE OFFERED BY US DURING  
**JUNE, JULY AND AUGUST.**

In order to maintain during these ordinarily dull months the activity that in our establish-  
ment characterizes all the rest of the year. Especially will this apply to the following departments:

**THE SILK DEPARTMENT,**  
In which wonderful inducements are offered in  
**Black and Colored Silks,  
Summer and Fancy Silks, etc.**

**THE SUIT DEPARTMENT,**  
with its grand array of ready-made garments of  
all kinds for  
**Ladies, Misses and Children.**

**THE HOSIERY DEPARTMENT,**  
in which almost everything in the great stock  
has been marked at the lowest point these  
goods have ever reached.

**The Dress Goods Departments,**  
in which considerable reductions have been  
made in  
**Lace and Plain Bunting,**  
Grenadines, French Novelty and all season-  
able Fabrics.

**The Black Goods Department,**  
in which large lines of desirable goods have  
been marked down to cause a rapid clearance,  
including the immense stock of  
**Bunting and Grenadines.**

**THE MAIL ORDER DEPARTMENT**  
Will supply all who cannot visit us personally with samples of whatever may be needed.

**Strawbridge & Clothier,**  
Eighth and Market Streets, Philadelphia.

**GREAT CLEARING SALE**  
—OF—  
**SUMMER DRESS GOODS**

—AT THE—  
**NEW YORK STORE.**

All the New Shades in Twilled Calicoes 12 1/2c yard; regular price 15c.  
All Wood Monie Cloth 2 1/2c yard; sold everywhere at 2 1/2c. Special Bargains in

**BLACK SILKS,  
COLORED SILKS,  
BLACK CASHMERES.**

**Watt, Shand & Company,**  
3 AND 10 EAST KING STREET.

**CLOTHING.**  
**A FACT WORTH REMEMBERING!**  
THE REPUTATION OF THE GREAT CLOTHING HOUSE

—OF—  
**A. C. YATES & CO.**  
FULLY ESTABLISHED.

Four Years of Success in Producing First-Class  
**CLOTHING.**

INCREASING SALES AND SPREADING POPULARITY THE RESULT  
OF OUR EFFORTS TO PLEASE THE PUBLIC.

AN OPEN DOOR TO ALL AT THE  
**LEDGER, CHESTNUT AND BUILDING,  
PHILADELPHIA,**  
THE FINEST CLOTHING HOUSE IN AMERICA.

**JUST RECEIVED THE LARGEST LOT OF  
GENTLEMEN'S AND BOYS' FURNISHING GOODS**

Ever brought to this city, embracing all the new, beautiful and most stylish colors  
in Neckties and Scarfs for the Summer Season.

Men's Colored Bathing Goggles, with Embroidered Silk clocks; Scarlet and Blue Silk  
Hosiery; Colored Half Hose; Striped Cotton Half Hose and Merino Half Hose. Men's and  
Boys' Suspenders and Fine Braces, in all styles and Colors. Men's and Boys' White Dress and  
Colored Shirts, Superior Cheviot Shirts, and Blue Flannel Negligee Shirts. Men's and Boys'  
Summer Underwear in Merino and India Gange. Men's and Boys' Colored Lisle Thread and  
Linen Thread, for Summer Wear. Men's and Boys' Vulcanized Rubber Braces, and a large stock  
of fine Silk, French Linen and Cashmere Handkerchiefs. Men's and Boys' Latest Styles Fine  
Linen and Paper Collars and Cuffs.

**MYERS & RATHFON,**  
CENTRE HALL,  
No. 12 EAST KING STREET, LANCASTER, PENNA.

**E. BAILY. W. W. BAILY**  
**S. E. BAILY & Co.,**  
Manufacturers of and Dealers in

**CARRIAGES OF EVERY DESCRIPTION!**  
Office and Warerooms, 430 and 432 North Queen Street. Factory,  
431 and 433 Market Street, Lancaster, Pa.

We are now ready for SPRING TRADE, with a Fine Assortment of  
**Buggies, Carriages, Phaetons, Market Wagons, &c.**

Having purchased our stock for cash, before the recent advance, we are enabled to offer  
SPECIAL INDUCEMENTS IN PRICE. We will keep in stock BUGGIES OF ALL GRADES  
AND PRICES to suit all classes of customers. SPECIAL BARGAINS IN MARKET WAGONS.  
Give us a call. All work fully warranted one year.

**Lancaster Intelligencer.**  
SATURDAY EVENING, JULY 10, 1880.

**SATURDAY NIGHT.**  
MISCELLANEOUS FOR TEATABLE OF GEN-  
ERAL POPULAR INTEREST.

**Our Saucy Ship's Beauty—The Pleasure  
Yacht in Which the Earl of all the  
Russias Will Sail the  
Ocean Blue.**

**ROMANCE AND REALITY.**

**The Strange Story of an Involuntary Mem-  
ber of a Horse Thieving Gang.**  
The Scotch-Irish and Their  
Sturdy Charac-  
teristics.

**PEOPLE WHO DON'T GO TO CHURCH.**  
Mr. Beecher's Paper Comments on the Re-  
solutions That Have Been Adopted  
at the House of Prayer.

**An Imperial Pleasure Boat.**

The *Livadia* is one of the most remark-  
able pieces of naval architecture afloat. Al-  
though intended as a royal pleasure yacht  
she is as far removed from the popular  
idea of such a vessel as she is from every  
other type of ship. Any one who wishes  
to get an accurate idea of what she looks  
like can readily obtain it by taking two  
saucers and placing them one above the  
other, with their concave sides facing in-  
wardly. Let him next take a slice of bread,  
and cutting it into the form of the clipper  
prow of an ordinary merchant sailing ship,  
place it across the centre. The combina-  
tion will give as good if not a better idea  
of the main plan of the boat than a column  
of the technicalities of marine architect-  
ure. The hull is not to be expected with  
any more powerful guns than four pound-  
ers for saluting purposes, her sub-  
structure or raft is shaped like an enormous  
hollow, steel turbot, the lines of which  
sweep round in front into a pointed bow  
or beak. It is 230 feet long, 15 1/2 feet wide  
and 18 feet deep. At the sides they ex-  
tend, so as to give a wide and spacious  
area to the back and then again come to a  
point at the stern. There is no free  
board, properly so called, the necessary  
stability being obtained by breadth and  
weight.

The bottom has a flat area of 14,500  
square feet. At the edges the surface  
trends out and upward all around the ship  
toward the water line; but, as soon as  
the ordinary water line is reached a change  
is made in the direction of the curves by  
grooves which extend six feet beyond the  
water line. The outward slope is succeeded by  
a slope inward which continues until a per-  
pendicular depth of twenty feet has been  
given to the substructure. It gradually  
rises to this all around. It is the outward  
convexity of form which insures comfort  
for a sea way, as the waves expend their  
force gradually instead of striking, and  
causing to heave over, the flat wall or free  
board as in the case of ordinary vessels.

In the middle of the back of the fish-  
shaped structure there is a wide flat space  
of about fifteen thousand feet, on which  
the upper portion is built. This latter  
more nearly resembles an ordinary ship  
than the plated steel fish already described.  
It is built of steel and wood, 260 feet long  
and 110 feet wide at the broadest portion.  
The bow is of clipper form, bending for-  
ward slightly and extending the length be-  
yond that of the hull. The upper por-  
tion of the lower part of the vessel is  
relieved and her appearance improved  
by three white painted steam funnels all  
abreast, and having a similar rake aft to  
the deck houses, while signal poles, two of  
which are on each side fore and aft, pre-  
serve the idea of masts, although, of course,  
no sail will be used.

There is a double row of wooden houses  
on the forward part of the main deck, en-  
tirely removed from the noise and smell of  
the engines. In this portion of the ship  
are located the staterooms of the "zar."  
They are fitted up in a style of unparel-  
leled magnificence. Besides the grand  
reception room and the bedrooms of the  
emperor and his suite there are the im-  
perial dining and drawing rooms, each 65  
feet long, 35 feet broad and 12 feet high.  
Provision is also made for a study and for  
reception rooms for the Grand Duke Con-  
stantine as well as private rooms for the  
captain of the ship. A large and spacious  
deck house for the emperor will be fur-  
nished in the style of Louis XVI., and  
scarcely less handsomely decorated will be  
the houses and cabins which are for the  
use of the Grand Duke Constantine. The  
whole deck is surrounded by a covered gal-  
lery, so that it can be used as a promenade in  
the stormiest weather. The roof above  
affords an admirable walking place in fine  
weather. The hatchways of the engines and  
boilers will open above the highest of  
these houses, the immense coils for ven-  
tilating their rising still higher. The fly-  
ing bridge will command a view above the  
roof of the highest of the houses. The  
height from the keel to the second story  
of the deck houses is about fifty feet. The  
arrangements for ventilating the vessel  
are perfect, three immense funnels being  
used for the purpose. The yacht carries  
three side wheel steam launches, ten life-  
boats suspended at the edge of the raft, and  
in addition, a large number of other  
boats. Long rows of steps sloping down  
the sides of the raft lead to the boats.

When parties wish to disembark the boat  
is swung clear of the raft from the bridge  
above and lowered into the water.

The vessel will be manned by a crew of  
260 men, and it is expected that she will  
speed fourteen knots an hour. Her total  
length is 230 feet, and breadth 15 1/2, draught  
6 feet 6 inches. At the stern there is a  
depression, making the draught sixteen  
feet, in order to give the screw room to  
work. For the purpose of crossing shall-  
ows, as at the mouth of the Dnieper, the  
draught can be decreased four feet by  
pumping water into the compartments,  
which do so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

The raft has a water-tight bottom, three  
and a-half feet deep in the centre and two  
and a-half feet deep at the ends. Three  
bulkheads divide it longitudinally into  
compartments, making it almost impos-  
sible to be sunk by collision. The lower  
body or raft is built entirely of steel. The  
engine rooms and boilers take up, of  
course, a large amount of space, as do the  
tunnels for the three propelling shafts,  
which so lowering the bows. On the line  
of the propeller shafts there are three keels  
which will assist in steering the boat as  
well as in preventing her making leeway.

twenty separate small engines, to be used  
for steering, hoisting ashore, pumping, &c.  
Seven will be used in supplying the Job-  
lock-off light.

**A Horse Thieving Gang.**

Romantic Story of an Oath-Bound Criminal  
Organization Extending Through  
Several States.

There is a very romantic history con-  
nected with William C. Simonds, one of  
the applicants for executive clemency at  
the recent meeting of the board of pardons.  
The prisoner himself gives it, and the  
truth of much of it has been verified to  
such an extent that Judge Church, who  
imposed a three years' sentence on Simonds  
for horse-stealing, had departed from his  
usual custom, and in a letter to the board  
earnestly appeals for a favorable consid-  
eration of the case in the interests of pub-  
lic justice. The judge says, referring to the  
prisoner's document: "I am satisfied  
from evidence furnished me that Simonds  
has this valuable information and will  
faithfully impart such as he may not  
already have done."

S. S. McDowell, prominently identified  
with a horse thief detective association,  
and to whom Simonds has addressed his  
statement, says in a letter to the board:  
"Simonds has disclosed secrets and  
hiding places of a formidable gang of  
thieves and general marauding plunderers,  
who have infested this and other sections  
of the state for many years. I have acted  
on his statement, and on evidence thus ob-  
tained, have been able to bring to justice  
parties charged with theft and to find  
places where horse thieves had rendez-  
voused."

The board of pardons is holding the case  
of Simonds under advisement, and at the  
next meeting it will doubtless recommend  
him a second pardon. There are three main  
customs of respecting the wishes of the  
presiding judge.

Simonds states that the H. W. M. H. T.  
and C. C. union has a large membership  
thoroughly organized, extending from An-  
gusta, Me., to central Indiana and spread-  
ing through New York, Pennsylvania and  
Ohio. Their two main routes through  
this state embrace the counties of Potter,  
Clinton, Clearfield, Jefferson, Armstrong,  
Butler and Lawrence in their southern,  
and Mercer, Crawford and Erie, branching  
into Venango, Forest and Warren in  
their northern. There are three main  
rendezvous in Pennsylvania—namely, in  
Potter, Jefferson and Forest counties.  
Aside from those main dens they have trans-  
ient stopping places or way stations every  
thirty or forty miles from Maine to Geo-  
gia. It was organized in 1847, and grew  
up from the Loomis gang in central New York.  
He explains his knowledge of the gang by  
saying that, being born and reared in  
Onondaga county, N. Y., he joined at the age  
of 16 the 117th New York volunteers,  
served about three years and was honor-  
ably discharged in September, 1865. He  
held for more than a year a sergeant's po-  
sition in the store of Messrs. Bradley &  
Wetly, cloth importers, White street, New  
York. Relinquishing this employment be-  
cause his health required an open-air life,  
he became assistant to a noted horse train-  
er, and finally set up in that business on  
his own account in Onondaga county, N. Y.  
He was applied to by a Mr. Loomis to un-  
dertake to conquer a valuable, but wholly  
vicious horse. They agreed upon the terms  
and Loomis took him to a large farm  
14 miles distant, where he was to stay  
for several days handling the horse. Strange  
noises which Simonds heard at night  
tempted his curiosity. Letting himself  
out by a window he spied upon the opera-  
tions of the gang of thieves in whose ren-  
dezvous he was housed. Finally he was  
discovered, seized and threatened with  
death if he did not join the organization  
and take their oath of secrecy and fidel-  
ity. In order to save his life he was  
long promised silence and was allowed to  
go free, except that he was obliged to  
report every two weeks for six months at  
the house of William Loomis. This prom-  
ise he faithfully kept. This was  
ago one of the leaders of the gang began  
a system of persecution and annoyance  
against Simonds, which he now claims has  
fully absolved him from further obligations  
to screen the marauders. They have sought  
to exterminate him as a thief and  
tried to kill him. He has, in return,  
for years been gathering and treasuring up  
information against them, which he now  
proposes to give to the Pennsylvania au-  
thorities, with his own services, for the de-  
tection, punishment and breaking up of  
the gang if the board of pardons grant him  
his freedom. He acknowledges that, driven  
to desperation by adverse circum-  
stances he appropriated funds entrusted to  
him and became a criminal. Since his in-  
carceration he has received from the horse  
thief gang assurance that they would pro-  
cure his release on condition that he should  
become a member of their organization,  
and threats that if he divulged anything  
against them he will be hounded by them  
to the death.

**A Sturdy Stock.**

The Pennsylvania Scotch-Irish in the Car-  
olinas.

In an address before the Cumberland Valley  
historical society, Rev. Dr. J. W. P.  
Otts, pastor of the Chambers Presby-  
terian church in Philadelphia, after refer-  
ring to the fact of his being a South Caro-  
lina by birth and a Pennsylvania by  
residence, and enlarging the Scotch-Irish  
for their enterprise and thrift, said: Let  
us go back as near to the beginning as we  
can, and we will find out that the Scotch-  
Irish were first Irish-Scotchmen and then  
Scotch Irishmen. In the thirteenth century  
the Scots migrated through Northwestern Eu-  
rope, by Belgium and the North of France  
and settled in Ireland. The Scots were,  
therefore, Irishmen before they settled in  
Scotland, and Irishmen they remained for  
300 years. It was in the sixteenth century  
that the European Scots went from Ireland  
to Carolina and there subjugated the  
Scots, and founded a kingdom. There-  
fore, forward, Caledonia was the land it re-  
mains till the present day.

About the middle of the sixteenth cen-  
tury King James confiscated the lands of  
several Irish nobles in the north of Ire-  
land, who had conspired against his gov-  
ernment. The north of Ireland was thus  
re-peopled with Scottish colonies in the  
sixteenth century. Thus, after the lapse  
of nearly a thousand years, the Scots,  
whom Ireland gave the Caledonia of old,  
came back to occupy their ancestral homes  
and the Irish Scots now became the Scotch  
Irish.

About the beginning of the eighteenth cen-  
tury the English government began to  
do all that was possible to suppress the  
Scotch-Irish in the north of Ireland. Then  
it was that the Scotch-Irish began to em-  
igrate in large numbers to Pennsylvania.  
These emigrants landed principally at  
New Castle, Delaware and at Philadel-  
phia. During this period, from about  
1718 to 1736, large settlements of Scotch-  
Irish were made in Chester, Lancaster,  
York and Cumberland counties; and  
Pennsylvania owes much of what she is  
today to the fact that so many of these  
people settled in her borders. The first  
public voice in America for dissolving all  
connection with Great Britain, says Ban-  
croft, came from the Scotch-Irish Presby-  
terians. A large number of them were  
signers of the Declaration of Independ-

ence, and throughout the Revolution they  
were devoted to the cause of the country.

The upper part of South Carolina is full  
of Pennsylvania Scotch-Irish, that is, of  
Scots who came from Scotland, to the  
north of Ireland, and from Ireland into  
this state. The line of emigration from  
Pennsylvania was through the Kittanning  
valley, west of the Susquehanna, to the  
Potomac, and through the valley of the  
Shenandoah, southward. Irish settlers  
were left all along the line of emigration,  
and many of them made their way into the  
Cumberland valley, into Kentucky and  
Tennessee.

The speaker then referred to those who  
went into the upper counties of South  
Carolina and said: "Here you have your  
Lancaster, York and Chester counties, and  
we have in South Carolina our Lancaster,  
York and Chester counties, all of whose  
earlier settlers were Pennsylvania  
Scotch-Irish, who gave the names of the  
counties from which they emigrated to the  
region in which they settled. These coun-  
ties at the first covered the districts which  
are now known by the names of