

The Lancaster Intelligencer.

Volume XVIII—No. 52.

LANCASTER, PA., TUESDAY, NOVEMBER 1, 1881.

Price Two Cents.

DRY GOODS.

JOHN WANAMAKER'S ADVERTISEMENT.

GRAND DISPLAY

—OF—

NEW THINGS

—FOR—

FALL AND WINTER

—AT—

JOHN WANAMAKER'S

PHILADELPHIA.

INDIA SHAWLS.

Now is a good time to choose here. Between \$100 and \$200 we do not expect to be beaten. East from Chestnut-street entrance.

DRESS NOVELTIES.

Charmers with self-colored silk have been blushing embroidered in some cashmere. All we had a month ago, except one, are gone; and more come. Three patterns of embroidery: brown, olive, bronze, garnet, and green cashmere. \$3 to \$18 a dress. JOHN WANAMAKER.

Black Quilted Linings.

Black Italian cloth quilted diamonds and herringbone. 75 cents to \$1.25. For three years, while nobody else had it, we kept satisfactory work; and ladies, who have seen our quilts, and its no longer hard to get. JOHN WANAMAKER.

TURKEY-BIRD FOR QUILTINGS.

Nest-counter circle, Chestnut-street entrance. Next-counter circle, Chestnut-street entrance.

TURKEY-BIRD TABLE-CLOTHS FROM AUSTRIA.

Some of the very same goods have found their way into other houses here. Compare prices. We ought to be an eighth better; for we, alone among Philadelphia merchants, save the importers' profits. Some kinds are here only; blue-and-red, for example. JOHN WANAMAKER.

LAZES.

No more fringes from Paris! Most combinations of color and style are being made up in Philadelphia. We have a variety of styles in our hands. We can make up for you. Handkerchiefs, in all the latest styles, as well as when a new one would get it, we have been out for months. Last summer we found them at St. Gall, Switzerland. We have them at twenty per cent. below our old prices, by saving the importers' profit.

HANDKERCHIEFS.

Before new silk handkerchiefs come we are selling the old at 50 and 75 cents. The quality is of the same and the lower quality at 25. There's nothing against them but the patterns. Of course the best go first; but there are hundreds to choose from. JOHN WANAMAKER.

BEDDING.

Blanket-buyers differ, some want all-wool; some want beauty and softness; some want soft wearing qualities, and know them when they see them; some want high fineness and are willing to pay for it. We have all the latest styles in our hands. We can make up for you. Handkerchiefs, in all the latest styles, as well as when a new one would get it, we have been out for months. Last summer we found them at St. Gall, Switzerland. We have them at twenty per cent. below our old prices, by saving the importers' profit.

DRY GOODS.

Here are stripes of serge- and satin wide to do justice to. The stripes are 15 inches wide. The serge, of course, is a variety of colors. The satin stripe is the significant one. It is made of two sets of 1/2 inch crepe-bars, which alternate with each other. For ease of understanding, look at one set of these bars separately. It is entirely shaded from light at the ends to dark in the middle. Now look at the other set of bars. It also is shaded, but the shade is opposite to the first. Now look at the stripe as a whole. It has a double-ombre effect. Think of one set of colors; now of the other. Now let the eye take in the whole piece. It is fairly marvelous with the harmony of colors; and yet most difficult to express.

DRY GOODS.

Black small figures silk and wool damasks, used for trimmings; 75 cents. A firmer fabric than we've had before at the price. JOHN WANAMAKER.

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TUESDAY EVENING, NOV. 1, 1881.

Across Sahara by Steam.

The Plans of the French for Running a Railroad Through the African Desert.

The project of a railroad across the desert of Sahara has for some years been attracting the attention of French men of science and engineers. The plan is to build a road from the French possessions in Africa through the desert to the head waters of the Niger, and to form a junction with a railroad running east from the French colony of Senegal.

"In America," the French argued, "the railroad precedes the settler; the train begins by running through deserts. Then the emigrant comes along, the plains are tilled, farms are laid out, cities are built. Why should not France do what America has done? She has, indeed, no great west, but she has a great south, where it is possible to construct a railroad thousands of miles long. Beyond the Sahara lies the Soudan, an India in an ocean of sand, with 50,000,000 of inhabitants who are eager to receive European productions, and to export their gums, their cotton and their coffee."

These arguments led to the appointment of a commission to investigate the project of such a railroad. Various plans were submitted to this commission, and by a ponderous display of the merits of his proposed line from Senegal; Mr. de Rochas advocated a line south from Constantine; a third party was the champion of a direct line from Tunis to Tripoli to Lake Tchad. The commission, although consisting of the ablest men Mr. Freycinet could find, could not agree as to the route to be selected. It was therefore determined that the various projected lines should be again studied by separate parties of explorers. Mr. Choisy, the Engineer-in-Chief of Algeria, and the doctor of Lyons, had crossed the frontier, and Choisy was advised to fall back on Laghat. This advice he rejected. He pushed forward and reached Golea on the 17th of February. While the bulk of the party was resting down in the desert, an expedition was detached toward the south to examine the sand dunes, which are called aregs, and which, it was thought, formed the greatest obstacle to the building of a railroad. In a journey to Insah, Soudan, he ascertained that at 23 miles west, Mr. Choisy succeeded in finding a spot where their breaths is reduced to less than a mile. A tunnel of short iron, resembling those used on our Pacific railroad to shelter the track from snow, would suffice to arrest the desert winds, and the will cross the only barrier that was thought to be impassable.

The expedition returned by way of Wargla. This stage of the journey was the worst that the travellers encountered. The natives of the desert of Sahara, by rendering the travelling almost impossible. The route between Wargla and Biskra was accomplished without trouble, through a country that even now could furnish traffic for a railroad.

The result of Mr. Choisy's expedition was to incline the balance in favor of a line from Biskra through Wargla. Col. Flatters was sent to make a new exploration of this route. For three years he had been in command of the district of Laghat, and he was familiar with all the features of the desert of Sahara. Love of adventure and geographical exploration had led him first of all to enter the army, and then to ask to be sent to the army of Algiers. When he heard of Stanley's success in crossing the Dark Continent he said: "This is nothing but a march across Africa with a railroad." Col. Flatters had as his assistants Mr. Beranger, an accomplished mining engineer; Mr. Roche, Dr. Guizard, Messrs. Masson and Le Chateau, two military engineers, and a body of soldiers. The party, including the escort and carriers, consisted of 50 well-armed men. It set off from Wargla, March 5, 1880. Its object was to cross, from North to South, the country of the Touaregs, and after visiting Sebika Amadrah, to push on to the district of Air or Assi-ou, where the terminus of the Soudan from some point to be determined by circumstances. This expedition, however, failed. After following the itinerary traced for us as far as Libat at the extremity of the aregs or sand dunes, it abandoned its route, simply because the weight of the southeast direction to Temassin through the valley of the Inghargharen, Col. Flatters ascribed this unforeseen deviation to the will of the Chaamba guides and their ignorance of the course of the upper Ingharghar. Besides a political objection, the expedition had a true reason, however, for the failure of the expedition was not Col. Flatters' delay on the road; but the lateness of the season when the party set out. On the 17th of May they were driven back by the intense heat to Wargla, and, however, having reached Lake Mlenkhough, about 375 miles from the starting point of the line. They gathered an immense amount of geographical and meteorological information. If the French government finally decides in favor of an eastern line across the Sahara, the services of Col. Flatters will prove to have been of incalculable value. The route he has selected will in that case certainly be adopted. Like Choisy, Col. Flatters found no difficulty in crossing the dreaded aregs. He discovered a passage about thirty-one miles in length which is free from dunes. This passage is called by the natives the Gassi of Mokhanna.

As far as the building of the road is concerned the region leaves nothing to be desired. The soil is almost everywhere soft and many places so soft that it may be placed on it at once. It is hardly worth while to speak of the nomad population. The Flatters' expedition met with only eighty of these miserable wanderers in a distance of nearly 500 miles. All of them were driven by hunger to roam in search of a precarious subsistence.

Returning to France in the summer of 1880, Col. Flatters devoted his energies to the organization of another expedition. The government having appropriated \$100,000 for the continuation of the expedition, Col. Flatters left Paris in October last intending to avoid the delay which proved fatal to his previous attempt. In the month of November he set out to undertake what he called the most interesting portion of his labors, the examination of the country between Libat and the Upper Niger. Relying on the experience he had acquired in his previous travels, assured of the good will of the Touareg Aggars, with whom he had previously become acquainted, and trusting to reports received from the Touareg Hoggars, to whom he had sent messengers announcing his intended visit, Col. Flatters felt confident that he would be able this time to push his survey of the eastern line as far as the Soudan. His party was more numerous

than the one he had led before. Besides many of the officers who had been his companions in the first expedition, new ones were placed under his command, among whom may be mentioned Dianous and Polequin. When the expedition was heard from at the beginning of this year everything was proceeding satisfactorily, although they had advanced far into a region the climate of which is usually considered fatal to Europeans. Col. Flatters was then a good way down in a north-western direction from the plateau of Maider. He had already made a discovery which would be of the greatest advantage to the proposed railroad. This was a stream of water running on the surface for several miles—a phenomenon almost unique in the Saharian region. This stream is named Wed-Teghazert. It has its source on the plateau of Maider, flows westward to Insise, and then turns southward toward the Niger. In the upper part of the course no water is visible on the surface except in the rainy season, but with little digging a copious supply can be reached. The country, Col. Flatters said, would produce crops of all kinds, were it not for the violence and frequency of the hot storms. The hail stones, according to his reports, are so large that they kill gazelles and sheep in such numbers that the stream is choked with their bodies.

The death of Col. Flatters and his men has rendered another expedition necessary. In the present disturbed state of the native population of North Africa, nothing can be done. But when peace is restored we may see the project revived.

The Miracle of Jonah.
New York, Nov. 1.—The Biblical narrative concerning Jonah, containing the whole of the book of Jonah, has just become a subject of immediate present interest to the Presbyterian church. A lady who was a teacher in a Sunday school of that denomination at San Francisco has been called to account for her faith in her doctrinal position. Her examination before the Presbytery she avowed her belief in the inspiration of the scriptures, and said at first that she accepted as historical narratives the wonderful events related in the books of Daniel and Jonah. Subsequently she modified her statements in respect to the escape of Daniel in the lions' den and the sojourn of Jonah in the belly of the whale. These she thought, might be merely pictorial representations. The report before us says she expressed her desire "to teach Christ's teaching till her eyelids fell in death;" but she did not want to be asked anything about the whales or such things, because they seemed worthless to her.

The Presbytery held that this teacher was not a suitable person to instruct the young in the Bible. Their decision was not unanimously approved even in the church itself. Our esteemed contemporary, the *Evangelist*, protests that the case ought to have ended before it began. On the other hand, the *Observer* applauds the presbytery and the valiant editor who in a rather different opinion between two such distinguished theologians as the Rev. Dr. Field and the Rev. Dr. Prime.

The subject is so interesting that we have taken down some of the interesting facts from the *Observer's* Commentary on the Bible, and read the notes on the book of Jonah. As our readers know, this work was prepared by a large number of the best scholars of the church of England, under the auspices of the Right Hon. John Evelyn, Esquire, formerly speaker of the House of Commons. The idea was to make it orthodox but enlightened. The commentary on Jonah was contributed by Prebendary Huxtable, from whose introduction we now quote:

"If the reader has read the book of Jonah, he will be struck by the marvellous occurrences of a parabolic story, a story invented to be a vehicle of religious teaching?"
"That the latter is not itself an impossible supposition, is shown by the first three chapters of Hosea. The prophet Hosea, in fact, has a parabolic portion of his book, nearly the same length as Jonah, is a parabolic prophesying, in which the prophet narrated a series of imaginary experiences befalling himself, to set forth in a more striking light the relations subsisting between Jehovah and his rebellious people. If it is asked, the Book of Jonah be likewise a parabolic prophesying?"
The reverend prebendary goes on to discuss this question with much fairness, and finally reaches the conclusion that the Air or Assi-ou is a rather different rather than an inspired parable; but his entire discussion indicates that it would not be discordant with genuine Christianity to conclude, on the contrary, that the story was purely parabolic. He regards it as a legend, that is, a tale of fiction, rather than a history. He thinks that the weight of evidence that way seems greater; but if the other inference appeared stronger, he could adopt it just as readily and remain just as truly a Christian.

This view of the Book of Jonah, as presented in the *Observer's* Commentary, is somewhat different from that entertained by the Presbytery of San Francisco.

The greatest effects have sometimes the simplest cause. Life is constantly sustained by accident. For example, when a 25-cent bottle of Dr. Bull's Cough-syrup would save the patient.

"Mother has Recovered"
A woman afflicted with her Eastern relatives, wrote me for a long time, but without effect. She was suffering from a severe case of Kidney-disease, and was confined to bed by the doctor. I bought a box of and she got well. She writes me that she can do any work she likes now. For sale at H. B. Cochran's drug-store, 127 North Queen street, Lancaster.

Wm. McCartney, 88 Lloyd Street, Buffalo, N. Y., fell and sprained his ankle. His employment was suspended. He consulted some Thomson's Electric Oil, and he says that a few applications enabled him to get on his feet. For sale at H. B. Cochran's drug-store, 127 North Queen street, Lancaster.

CLOTHING, UNDERWEAR, & C.
SOMETHING NEW!
LACE THREAD
UNDERSHIRTS,
FEATHER-WEIGHT DRAWERS,
SUSPENSERS,
—AT—
ERISMAN'S,
THE SHIRTMAKER,
NO. 56 NORTH QUEEN STREET.

SNODGRASS, MURRAY & CO.

MARKET & NINTH STS.,

SNODGRASS, MURRAY & CO.,

PHILADELPHIA.

DRESS CLOTHS.

WINTER CLOAKINGS.

SEAL SKIN CLOTHS.

SEAL AND SILK PLUSHES.

LADIES' ULSTER CLOTHS.

CHILDREN'S SACQUEINGS.

BOY'S SUITINGS and OVERCOATINGS.

MEN'S SUITINGS and TROUSERINGS.

BILLIARD CLOTHS.

CARRIAGE and UPHOLSTERY CLOTHS.

FLANNELS FOR UNDERWEAR.

BEAVERTEENS AND CORDUROYS.

GIVLER, BOWERS & HURST

GIVLER, BOWERS & HURST

LADIES!

We call special attention to our new stock of Corsets, in all the very best makes.

Ladies' and Children's Hosiery, elegant lines just opened.

Ladies' and Children's Merino Underwear in scarlet and white, all sizes and qualities.

Elegant line of new Dress Buttons, in all the new styles.

Elegant line of Silk Handkerchiefs, in very choice styles, just opened.

Elegant line of Black and Colored Kid Gloves.

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