

JOSEPH BRANT'S WATCH.

IT IS IN POSSESSION OF DANIEL MIN- THORN AND IS WELL PRESERVED.

An ancient silver timepiece, valuable for its historical associations, no less than for its antiquity, is owned by Mr. Daniel Minthorn, of Watertown, N. Y. It weighs five and a quarter ounces and is 200 years old, yet it keeps good time when wound and has not been repaired since 1867.

The watch is of the pattern known as the "British Bullseye," and is an inch and a half thick. The face is of silver and is finely chased and engraved with a double row of figures, both the Arabic and Roman numerals appearing. It bears this mark— "Thomas Linnard, London, 110." A watch through an ancient direct descendant of the fact that this jeweler did business on Fleet street, between the years 1688 and 1695.

According to tradition, Joseph Brant first drew the breath of life in 1742, on the wooded banks of the Ohio river, where his people were temporarily sojourning. The home of his family was in the Mohawk valley, and his mother returned there while Joseph was quite young. His ancestry and the origin of his name are mooted questions, but Brant himself declared that he was of the blood of the Mohawk.

There are no accounts of the early youth of Brant, but it is known that he was an uncommon enterprise. When but 13 years of age he joined the Mohawk warriors under Sir William Johnson, and received his baptismal fire at the battle of Lake George, where the brave King Hendrick was killed. In the English expedition of 1759 against Fort Niagara, then occupied by the French, Brant received an English education through the liberality of Sir William Johnson, who employed him in public business for several years, and contributed to his advancement until he became a leading man of the Mohawk nation.

At the beginning of the revolutionary war Tron county included all of the colonies of New York west and southwest of Schenectady, with the county seat at Johnstown, the residence of Sir William Johnson, who died suddenly on June 24, 1774. The official positions of superintendent of the Indian Department and major general of militia, held by Sir William, were conferred on his son-in-law, Col. Guy Johnson, and Joseph Brant was made secretary to Guy Johnson. The leading men in Tron county at that date were all in some way connected with the British government, and all bitter partisans of the king. They looked upon the spirit of independence which was beginning to manifest itself in the colonies, with eyes of hatred, and by dint of many rosette promises, false tales and general persuasion and intimidation, they had long before succeeded in infusing something of this hatred into the minds of the Indians.

For many years these Indians had received their supplies through Sir William Johnson, going to him for the country seat, and looked upon him as an oracle. At his death their affections were transferred to his family and successors. They had been taught to reverence the name of the king, believed him all powerful, and considered the officers of the crown their best friends. Hence it was but natural that they should side with the British in the contest between king and colonists. At the first musterings of the colonists Guy Johnson organized his forces, composed of English, Indians and the Mohawks, of whom Joseph Brant was the leader, and ravaged Tron county with needless fury during the war. Brant was commissioned a captain in the British service, and visited England in 1775. Returning to America in 1776, he entered into the contest with all the force of his fiery nature, and was speedily recognized as the principal war chief and master spirit of the British Indian allies. His name was associated with every affair in which the Indians were engaged, often unjustly, it is said, and he became the terror of the American border.

The atrocities committed at Wyoming, Cherry Valley and frontiers, and the insults induced congress to attempt the destruction of all the towns of the Six Nations in the British interest. In 1779 Gen. Sullivan invaded their country, and on his march up the Chenango, near Elmira, encountered a large force of British and Indians, under Col. Butler and Brant, which he defeated. The arrival of the army at the head of Conesus lake, he believed him all powerful, and considered the officers of the crown their best friends. Hence it was but natural that they should side with the British in the contest between king and colonists.

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A TIMBER SHIP.

The Man Who Lost the Big Raft Will Try Again.

Many will remember the great log raft which left Nova Scotia last spring in tow of tugs; how adverse winds set in, and how instead of the tugs towing the raft the raft towed the tugs; its abandonment; its breaking up; the whole being a dead loss to the owners, who, however, Mr. J. D. Leary, who lost 40,000 logs, nothing daunted by his first unsuccessful attempt, has determined to try it again.

The raft which he is now constructing is entirely different from the first one; indeed, it is not a raft at all. It is a ship constructed of 80,000 logs varying in size. Some are 25 feet long, some 200.

They are placed together in the shape of a ship's hull, and are bound together with thirty-five tons of wire rope. The ship is 700 feet long, which is longer than any of the steamers now engaged in crossing the Atlantic ocean. It is 65 feet broad and 33 feet deep, drawing about 22 feet. All the logs are in the rough, but on the outside is built a shell of thick, smooth plank coming to a sharp point at the bow, with a heavy cutter. She will have six masts, each about 70 feet high. Five of them will be fitted with heavy yards and rigged with square sails. The mizzenmast will be fitted with a spanker.

The logs are all cut in the lap, lapping over one another, the whole resting in an enormous cradle built of spiles. A great chain runs through the center of the ship from one end to another. Its links are one and three-quarter inches thick. Then there are cross chains with links four inches long and three inches wide. These run in all directions, and are clamped on the outside by cross arms of wood. The towing line will be attached to the main chain, and the transverse chains so arranged that the draught on the main chain will be the whole mass together, and it will be next to impossible for it to go to pieces. The greater strain on the main chain the tighter the raft will be held together.

Still further precautions are taken by the use of thick wire rope, which will be bound about the logs midway between each cross chain. The ship will thus be bound together by chains and steel wire at every five feet. Its weight is estimated at 20,000 tons.

The sails will be useful not only for lightening the tow, but in case the ship is abandoned to the waves. It is in order that she may be kept in her course. It is claimed that the sails will be sufficient power to drive the ship without any strain at all; but considering her immense weight this is very doubtful. There will be a deck house aft for the shelter of the crew of fifteen men. The ship will be towed by the tug M. R. Morse. The course will be from the Bay of Fundy to Long Island sound, and the ship is expected to anchor at Erie basin, Brooklyn, where she will be broken up and the logs sold. Seven days are allowed for the voyage.

The profit of the venture, if successful, will require a hundred schooners or fifty trains of fifty cars each to transport it to New York. The cost of the ship and attendant expenses are estimated as follows: The timbers cost in Nova Scotia \$13,000; the towage will cost \$100 per day. The logs can be sold in New York for \$50,000.

Vessel owners and those engaged with schooners and other small craft are very much opposed to the scheme.

Something About House Flies. Some one has asked where do flies go in the winter. This is a question of some interest, and one which has been given a good deal of thought. It is known that flies of many species, and there are no little flies of the same species, the small ones occasionally observed being the house fly kind from the large ones. The house fly does not pierce the skin, but gathers its food by a comb or rake or brush like tongue, with which it is able to scrape the varnish from covers of books, and it thus ticks the skin of persons upon which it alights to feed upon the perspiration.

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Less a Mystery Now Than in Olden Time. An Advance in the Art—Discoveries in Chemistry—An Important Industry. Colors.

But this is the age of color, and in no other age during the last thirty years has science made such a forcible impression on the imaginations of the people as it has made through its contributions to the resources of the dye. Go through the dry goods district and observe the windows. Look into the carpet ware rooms, the furniture ware rooms, or even into the gentlemen's furnishing store. Everywhere the rainbow seems to have been caught and reproduced in fresh hues, bright and beautiful, through still being lifted and raised to the heights of their color and dye, have lost the transcendent superiority in tints for which they were once noted, and must consent to become only common contributors to an ocean of color.

This sudden advance in the art of dyeing has been due to the genius of the inventor during the last hundred years. It has been due to the discoveries in chemistry. Through all the many centuries of history the world knew only of natural dyes, and down to the beginning of the present century, it still busied itself with the discovery of new natural agents. A recent discovery of a new madder, quercitron bark, sumach, Brazil wood, and other vegetable or wood dyes, and it learned by various means to be more or less successful by the use of mordants, processes technically known as mordanting, in making permanent the colors produced by these agents. But it had not learned to distill color from the elements, and to fix it on a material of an empire that was not yet quite won. Finally, the chemist Unverdorben discovered aniline, a purely chemical agent, the distillation of coal tar. This discovery opened the way for the artificial production, which is perhaps even yet only in the infancy of its movement. This happened in 1826. But the utility of the discovery was not known until many years later. It was not until the year 1858 that the tint known as Perkins' purple, a product of aniline, followed soon afterward by aniline red, or Magenta became known.

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But the production of the simple or primary colors comes the production of the infinite variety of tints that go to make up the total used in the industrial arts. In this work the process of the dye is not the end, but the means of execution that in the principles on which he works. Does the dyer wish to produce a green fabric? The cochineal and madder, or quercitron bark or logwood, hauled at the same time the mordants in accordance with the teachings of the best experience, and the result will be the desired color. The dyer will produce yellow and red will give him an orange fiber, and by the same process of combination he may have purple, violet, mauve, grey, drab, black, or any one of the colors of the rainbow. But he should be a man with a trained eye, and a person who is color blind will hardly make a dyer.

Dyeing is one of our most important industries, employing in New York alone nearly 3,000 men, at wages averaging about \$18 a week. It does not belong strictly to the process of manufacture, but to the arts of the designer. It may be easily seen, too, that there is no other industrial art where there is more likely to be a marked difference in the capacity of different workers. First, there is demanded a great accomplishment of knowing the mechanical process to perfection. It is an operation that must be timed to a nicety, as the best result is obtained when the material is in the hands of the dyer. Then, again, no man can ever become a good dyer, no matter what the length of his training, who is in any way defective in his sense of color. In a certain sense, the dyer is a colorist, and though dyeing is usually done in the shade, and much of the beauty of the finished fabric is due to the taste for color, the dyer has his share, and a very large share, in the success of the work. It is the advance in the art of dyeing that makes the chief superiority in the coloring of the modern man. It is a process of combination and design.

Were the subject of dyeing to be treated briefly it might be made to include other arts besides the art of dyeing cloth. The fabrics of the world are made to receive coloring matter in a manner to change its appearance as completely as the appearance of these fabrics is changed. The coloring process in the treatment of marble furnishes an instance. Marbles subjected to this process are as completely dyed when it is thought worth while to change the entire color of a piece of marble. It is to imitate perfectly the product of any ancient or modern quarry, or to absorb pictures. But this is not credited to the dyer's art, and hence as a distinct discovery, with only the antiquity of a few years to make it venerable. The true dyer can trace his lineage back almost as far as the shoemaker.—New York Sun.

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THE ART OF DYEING.

Who Can Explain It? A Strange Disease on the Little Island of St. Kilda—Another Story.

Few portions of the habitable earth have received more attention during the past three centuries than the little island of St. Kilda, with its 40 inhabitants, in Scotland. No people are so strongly attached to their home as the inhabitants of this lonely place. Benevolent persons in Great Britain have repeatedly offered to remove them all to Australia, Canada, and to provide for their wants till they could get established. They have, however, always declined these propositions. They are not now clothed in the garb of civilization; it is scarcely endurable, the sea about it is so tempestuous at most times that vessels cannot approach it, while the soil is so sterile that it will produce little but grass, potatoes and barley.

The people suffer from cold, hunger and isolation. It is also affirmed that they suffer from the visits of strangers, even when they are invited to the island. All writers on St. Kilda affirm that the arrival of a vessel is immediately followed by a peculiar sort of influenza which afflicts all the people. Rev. Aulay Macaulay, a great-grandfather of the distinguished historian, wrote a work on St. Kilda, in which he speaks at length of this strange disease. Martin, who wrote an account of the island, and its inhabitants nearly two hundred years ago, also refers to it. In giving evidence before the crofter commission, the minister of the island, who is represented as a gentleman of great learning and ability, declared that the disease actually exists, and that it is folly to attempt to deny the fact. He states that there is a mass of evidence to show that the occurrence of such a disease after the arrival of every vessel that cannot be disposed of, especially when there is no contradictory testimony.

The same paper states that a parallel to the St. Kilda case is found in Tonga and Samoa. Some affirm that influenza was unknown throughout Polynesia till white men came. It is also stated, in regard to small islands in the Pacific ocean, that "it is a singular fact that any vessel touching there from St. Helena invariably brings with it a disease resembling influenza." The same story is told about an island that lies east of New Zealand. Here all the people begin to cough almost as soon as a vessel lands. The blind cough, and so do infants, though they know no language, the arrival of strangers. This influenza is not like measles and smallpox, that one attack secures immunity, as it recurs when another vessel lands.

The publication of these statements, supported by many authorities, in a leading magazine has called out many expressions of opinion. All admit that it was possible for the influenza to be explained near the South Pole to obtain information from those living on St. Kilda. Some believe that the natives of several islands have killed the crews of vessels because they contracted the influenza from strangers who had previously landed. Few have attempted to solve the mystery. It has lately been the fashion to deny any connection between the influenza explained by natural causes. The old argument of Dr Johnson has been employed by many persons to disprove the existence of many things. Still thousands are ready to give evidence of their constant occurrence. People who believe in things that they cannot account for are classed as superstitious, and few are willing to be thus designated.—Chicago Times.

Life in the Bahamas. Dwellers in the dark and somber north can hardly realize the charm and joyousness that seem to radiate from earth and air in the lotus eating southern climes. The mere sense of existence becomes in itself a happiness; one can understand what animals probably feel in pleasant pastures, breathing the fresh air of the sun and slowly downward, the golden leaven glows over a rejoicing earth, flush of every moment into richer beauty before the departing rays, while rosy beams of light reveal the power to find many colors in a singular and very beautiful effect often to be seen in a Bahama sunset.

When the sun has set new beauties appear in every bush and in the flowering olive with thousands of fire flies, and in a silvery green moon rises in the calm deep sapphire sky, it is difficult to decide whether night or day be the more full of loveliness. Does not the fire fly resemble one of the Elytra—a singular insect, with a brilliant green phosphorescent light proceeding from two round spots on the thorax, added to which, when excited, the insect has the power to emit a regular blaze of light from the segments of the abdomen, of such brilliancy that one can read by its light. In Cuba ladies fasten the Elytra on ornaments in their hair, or let them flash beneath the folds of their dresses.—Mrs. Blake in Nineteenth Century.

Mexico a Good Neighbor. Do we want Mexico? Perhaps it would be hard to make the man who has never been there understand that Mexico is a rich country, and will develop very great wealth. It grows every fruit and crop grown on the globe. Portions of it grow four crops a year—two of wheat, one of corn and one of beans or peppers, and continues to do so year after year for centuries. By lying so far south it will never, no matter under what rule or circumstances, become like the states in habits, customs or ways of thinking. Mexico will, however, in time make a good neighbor. President Diaz is friendly to this nation, which, under Mexican rule, never will fall, but will be a still further increase of the American population there, who, when they conform to established habits and customs, will make many an American here. They have started and failed, but have been the managers insisted that things should be done the American way and not the Mexican way. It would have been a great pity if they had failed.—Mexico City Kansas City Journal.

A Good Idea. An English canal company makes use of the locomotive engine in the towing path. A small engine employed upon eighteen inch rails draws four boats at the rate of seven miles an hour.

Walking on the Stage. "It takes just a year to learn how to walk the stage," said a self-confident actor who never made a natural movement on the stage, and who in all probability never will. His idea of the stage walk was a stride, and who would be the laughter of his fellows if he entered a drawing room in that manner. The amount of labor involved in the art of actors of his class is appalling to contemplate. It is evidently concentrated upon the task of smuggling one's self under an expansive shirt front, and presenting the same continuously to the audience. A side view is desirable in the art of this profession. The owner of the expansive shirt front never walks on in a natural manner, but his entrance is charming compared with the exit. He seems himself as a well bred man sits. The man who spent "just one year" learning to "walk on" does not know how to place a chair, how to lift it nor how to sit down on it. He never lifts a foot from the stage, and the hangar door open before him—time is the sum of his requirements. Time was when songstresses resorted to the cheap device of an antebellum door—it always excited laughter, but when the door was closed, the singer, barked villain, outraged hero and heroine, and the fine dressed gentleman in the play hangs a door before him, it is very tiresome.—Pittsburg Bulletin.

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Inherited Diseases.

In the realm of disease the facts of inheritance are most numerous and are daily accumulating. Here, also, they become serious, fatal and overwhelming. No fact of nature is more pregnant with vital meaning than the fact of the inheritance of disease. It means the physical on his daily rounds, paralyzing his art and filling him with dismay. The legend of the ancient Greeks pictures the Furies as pursuing families from generation to generation, rendering them desolate. The Furies still ply their work of terror and sad, but they are not now clothed in the garb of superstition, but appear in the more intelligible but no less awful form of hereditary disease.

Modern science, which has illuminated so many dark corners of nature, has shed a new light on the ominous words of the scriptures. "The sins of the fathers shall be visited upon the children unto the third and fourth generation." Instances of hereditary disease abound. Fifty per cent. of cases of consumption, that fearful destroyer of families, of cancer and scrofula, run in families through inheritance. Insanity is hereditary in a marked degree, but, fortunately, like many other hereditary diseases, tends to wear itself out, the stock becoming extinct. A distinguished scientist truly says: "No organ or texture of the body is exempt from the chance of being the subject of hereditary disease." Probably more chronic disease, which permanently modifies the structure and functions of the body, are more or less liable to be inherited. The important and enlightening practical deductions from such facts affecting so powerfully the happiness of individuals and families and the collective welfare of the nation—are obvious to reflection, and the best means for prevention or curing these diseases is a subject of intense interest to all. Fortunately nature has provided a remedy, which experience has established as infallible, and the remedy is the world famous Swiss Specific, a pure vegetable compound—nature's antidote for all blood poisons. To the afflicted it is a blessing of inestimable value. An interesting treatise on "Blood and Skin Diseases" will be mailed free by addressing The Swiss Specific Co., Drawer A, Atlanta, Ga.

WINES AND LIQUORS. QUOKUN BRAND. SPECIAL.

Table with columns for wine and liquor brands and prices. Includes Quokun Brand, Special, and various other brands.

Special Good Western. EXTRA BLEND. Blended Valley Wine & Whisky.

"OUR OWN BRAND" FOR SALE BY H. E. SLAYMAKER, No. 29 East King Street, LANCASTER, PA. BABY CARRIAGES. FLINN & BRENNAN.

M. Haberbusch & Son. SUMMER GOODS. RIDING SADDLES. LAP BLANKETS. FROM \$50. TO \$500. BABY CARRIAGES. HORSE SHEETS, FLY NETS, EAR TIPS, BASEBALL AND TENNIS BELTS.

M. Haberbusch & Son's. SADDLE, HARNESS, TRUNK STORE. No. 30 Centre Square, LANCASTER, PA.

W. D. SPRECHER, SON & CO. LARGEST AND CHEAPEST ASSORTMENT OF BABY CARRIAGES! GIRLS' TRICYCLES, EXPRESS WAGONS. REFRIGERATORS! BASE BALL GOODS, LAWN TENNIS, CROQUET. LAWN MOWERS! RUSTIC AND TERRA COTTA VASES, TREE GUARDS! TABLES! HAMMOCKS! CARPET! SWEETPEAS! HOSE AND HOSE REELS!

John P. Schaum & Sons, 24 SOUTH QUEEN ST., LANCASTER, PA. NOTICE TO TRAMPERS AND GUMBERS—All persons are hereby forbidden to trespass on any of the lands of the Corporation and speedwell estates in Lebanon or in any of the tracts of land owned or managed, either by the people of Lebanon or by the law will be rigidly enforced and when the law is violated the offender shall be liable to the full extent of the law designed after this notice. JOHN P. SCHAU & SONS, 24 SOUTH QUEEN ST., LANCASTER, PA.

READING & COLUMBIA R. R.

Arrangement of Passenger Trains on, and after, SUNDAY, MAY 15, 1893.

Table showing train schedules for Reading and Columbia R.R. including routes to Northward and Southward.

LANCASTER & LANCASTER JOINT LINE RAILROAD. Arrangement of Passenger Trains on, and after, SUNDAY, MAY 15, 1893.

Table showing train schedules for Lancaster & Lancaster Joint Line Railroad.

PENNSYLVANIA RAILROAD. Arrangement of Passenger Trains on, and after, SUNDAY, MAY 15, 1893.

Table showing train schedules for Pennsylvania Railroad.

LANCASTER ACCOMMODATION LEAVES LANCASTER AT 8:00 P. M. AND ARRIVES AT PHILADELPHIA AT 11:00 P. M.

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