THEY HAVE JUST MADE A TRIP ACROSS THE ATLANTIC.

City of New York, the Umbria, the and the Bourgogne and Their Recards-Previous Short Voyages Over the

Of the four big steamers that started across the ocean on the 18th of August the City of New York is the last built, while the Umbria has thus far made the two best records from Liverpool to New York. The City of New York is 580 feet long over all, and 525 feet on the load



THE CITY OF NEW YOR water line. She is 68‡ feet wide and 43 feet deep. Her tonnage is 10.5° The power of her engines is 18,50° cae, as indicated on her recent trip from Liverpool to New York. Capt. Frederick Wathins commands her. The Umbria, her principal rival, is 520 feet long, 57.8 feet wide, 41 feet deep, and 8,000 tons burthen. She is commanded by Capt. William McMickan.
France was represented by La Bourgogne

lam McMicksn.

France was represented by La Bourgogne and Germany by the Ems. Either of these two ships, under proper time allowance, is supposed to be equal to the Inman or the Cunard ship. All four started on the same day, the City of New York and the Umbria for Liverpool, La Bourgogne for Havre, the Ems for Southampton, and a great deal of interest was taken on both sides of the Atlantic as to which should arrive first. The principal excitement. arrive first. The principal excitement, however, necessarily centered on the two



The commanders of the steamers denied The commanders of the steamers denied that there was to be any racing—that they always do their best. The Umbria had been tried, and her speed is well known, but the capabilities of the City of New York were still a mystery when the voyage was begun. Her trip across the ocean when she brought over Mr. Blaine was a trial trip, and steamers on such occasions are never urged. She has apparatus for securing a forced draft, which renders her less liable to being retarded by the weather than her Cunard rival.

Every improvement in ocean steamers has been received with marked interest from the days when the first of the kind came over in fourteen days (instead of the usual thirty days required by sailing vessels) to the present, when the time from Queenstown to Sandy Hook has been reduced to a trifle over six days.

The earliest trips of steamers across The earliest trips of steamers across
the Atlantic were made by the Great
Western, the Royal William and the
Sirius. The first passages were made in
1838. The Great Western crossed from
Bristol to New York in fifteen days. The
Sirius followed her, steaming from Cork
to New York in seventeen days. Steamers
had long been used on shorter veyages,
but it was doubted if sufficient coal could
be stored in a vessel to enable her to but it was doubted it sunicient coal could be stored in a vessel to enable her to cross the Atlantic. This was the problem to be settled by the Great Western and the Sirius. Nearly twenty years before a vessel called the Savannah had crossed from New York to Liverpool, but she relied chiefly on her sails, her steam power being auxiliary.



The question was settled by the vessels named, and from that day to this there has been a constant improvement in ocean steamers. The earlier experiments were followed by the vessels of the Collins and Cunard lines. Their ships were side wheelers, between 800 and 400 feet long, and with considerable breadth of beam. The Collins line died out, leaving the ocean chiefly to the Cunard and the lines organized since. Their steamers as they were afterward built dropped the paddle wheels and took on the screw. The next change was an increase in the length and a reduction in width. An old Collins line steamer's deck was shaped like the outline of a fish. A modern Inman steamer or Cunarder is more like a THE EMS man steamer or Cunarder is more like a cigar. It is this change from the paddle to the screw and from the wide to the narrow vessel that has made ocean voy-



In the days of the Collins line-in the In the days of the Collins line—in the 50%—ten days was considered an average time for a trip. In those days the time was counted from Liverpool to New York, while now it is counted from Queenstown to Sandy Hook. Considering this change, the increase of speed is not so marvelous as would at first seem. The best speed today is 6 days, 1 hour and 55 minutes from Queenstown to Sandy Hook. This was made last June by the Etruria. In April she made a crossing in 6 days, 4 hours and 40 min-

utes. The Umbria has made the next best record, having crossed in 6 days, 4 hours and 42 minutes. So that she may be said to divide the honors of the second best time made with the Etruria.

Of the two lines the Cunard and the Inman, the Cunard has by far the most remarkable record in other respects as well as speed. Though established in 1840 the line has never lost a steamer, indeed a life, by accident. In the days when its ships were crossing with the paddle, while her rival lost two vessels, the Pacific and the Arctic, within a few years of each other, the Cunard vessels continued to ply the ocean in safety, and continued to ply the ocean in safety, and now, though her rivals, the Inman and White Star lines, have both met with serious accidents, the old Cunard line still holds the palm for quickness and

He Was Very Eccentric. Miss Clara (with a little cough)—You weely remember your grandfather, I

scarcely remember your grandfather, I spose, Ethel?
Miss Ethel—N-no.
Miss Clara—Still, you must have had one. I remember my grandfather so well.
He was a very eccentric old gentleman.
Miss Ethel—Yes, so I understand. I have heard that he used to use the back of his hand for a napkin.—The Epoch.

PIEDMONT CHAUTAUQUA.

The New and Etteguation

Near Atlanta.

The south, especially Georgia, is taking a deep interest in all the newest methods of popular education, and very naturally adopts most easily those which can be employed in the open air. Such is the Chautauque of Georgia, located near Salt Springs, a famous watering place, sixteen miles west of Atlanta. They are unique in design and elaborate in finish. The grounds are laid out in promenades, picnic lawns, artificial lakes and beautiful flower mounds, an especially interesting feature being a rose mound seventy feet high, and covered entirely with rose ahrubs.

TABERNACLE.

The buildings of the Piedmont Chautau qua are of the Moorish style of archi-tecture. They consist of a college, hotel and tabernacle, the latter accommodating

tecture. They consist of a college, hotel and tabernacle, the latter accommodating 5,000 people.

The buildings are cool and airy, the tabernacle particularly being open on all sides and very comfortable, even in the hottest weather. The quaint architecture makes a striking effect at night under the bright lights of a score of electric candles, heightened by thousands of Japanese lanterns in the park inclosed by the buildings; and the soft music by the band, the quaintness of the buildings and the fragrance of flowers attracts thousands from the cities of north Georgia and Alabama.

The attractions at Piedmont Chautauqua are similar to all other Chautauqua societies. Tenting is a popular and cheap mode of living there. The educational departments are in charge of the most competent professors, the lectures are standard and thus far include such well known talkers as Bill Arp, Sam Jones, Lieut. Schwatka, Frank Beard, Fred A. Ober, Rev. T. De Witt Talmage and others. The other attractions are boating, bathing, band concerts, fireworks and the agual variety of ammentants.

others. The other attractions are boating, bathing, band concerts, fireworks and the usual variety of amusements of a well conducted summer resort.

The Piedmont Chantauqua is at present attracting considerable attention because of semi-political issues, which came more by accident than design, but subjected the managers to a great deal of criticism. As Speaker Carlisle was invited to talk on economics, it was suggested that Mai. economics, it was suggested that Maj. McKinley, of Ohio, be invited to reply; but as this would certainly "run into



politics," the objectors protested that the Piedmont Chautauqua was organized for totally different purposes. An invitation to Hon. James G. Blaine was also suggested, and, after a heated discussion in the state press, the managers finally declared that a lecture from either of the continuous wavel would be exactly like gentlemen named would be purely lit-erary and non-political.

LAWRENCE SULLIVAN ROSS.

Named for Governor by the Democrats of

Lawrence Sullivan Ross, a second time nominated for governor of Texas by the Democrats, is 50 years old, and by birth a Hoosier. He was born at Bentonsport, Ind., but early removed to Texas. At 10 he entered the Wesleyan college in North Alabama, where he graduated with the class of 1858. Bevacation at one time, he deter-mined to go to the frontier against the Comanches,

ting great outrages upon the settlers. His regiment fought the Indians and defeated them. A little white girl was rescued who had been in possession of the Indians for several years. As her parents was a pulcture, the several years and on the little was a little w

were unknown Ross adopted her and edu-cated her. Ross, in the engagement, was wounded in the arm and in the side. In 1859 he was placed in command of the frontier by Governor Houston, with sixty men under his command. Having estab-lished his post, he again made a dash for the Indians, and was again victorious. When the civil war broke out Ross enwhen the civil war broke out loss en-tered the Confederate service as a pri-vate. He participated in many engage-ments and came out a brigadier general. He has been sheriff of McLennan county, and in 1881 was elected state senator.

Opium Smoking in New York. The "opium fiends" (men incorrigibly addicted to the habit) generally become victims by abandoning themselves to the drug because of business reverses, as whisky is used by the Christians to drown their troubles. But it is much more difficult and rare to get into the opium habit than the "whisky habit," because a much longer time and much more money must be spent upon opium to fasten the craving for it. Most of the New York Chinamen have been smoking opium for the past ten or fifteen years, but use it only for an occasional mild sedative.

On the other hand, there are several who have only been smoking for the past year or two who have already acquired the habit. It all depends upon the amount and frequency of the use. Nothing less than half a dozen pipes every day for the space of a year would give most men the habit. One hundred pipes smoked in a single day would make him frightfully gick, and probably would cure him of any desire for it again. A regular "opium fiend" needs to consume every day about \$3 worth of the poppy fuice to keep himself straight, but twice that amount would not hurt him. If he cannot get the opium to smoke he is a physical wreck and suffers untold miseries.—Wong Chin Foe in The Cosmepolitan. On the other hand, there are several

A valuable report from the director of the mint states that the total product of gold and silver in the United States during 1887 exceeded \$85,500,000. Of this total the gold was \$33,933,000. Californta is the largest producer of the yellow metal, the yield of her mines exceeding \$13,000,000. The director estimates that last year the net gain to the country of bullion and coin by imports was \$28,500,000, and that we used in the industrial arts about \$14,500,000 worth of gold and \$5.000,000 worth of silver. The product of these precious metals in the United States appears to be more than one-third that of Gold and Silver Product. appears to be more than one-third that of the whole world. In 1886 the world pro-duced about \$99,000,000 of gold and \$126, 000,000 of silver. If, however, of our production of these metals is large for our population, our consumption of them our population, our consumption of them is proportionately large and seemingly extravagant. The world's annual consumption of gold and allver, as nearly as can be determined, is respectively \$46,000,000 and \$22,000,000. The population of the United States cannot now he more than 5 per cent. that of the world, but we use in the industrial arts not far from 20 per cent. of all the gold and 22 per cent. of all the silver similarly consumed by all the world.—New York Herald. DAVID DUDLEY FIELD.

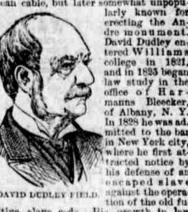
AN EMINENT LAWYER HONORED BY HIS COLLEAGUES.

Association-Row He Lives Day by Day. How He Has Attained Ris Vigorous Old Age.

David Dudley Field has practiced law, written legal opinions and law books, compiled codes and struggled for their adoption for sixty years, and in his 84th year is still vigorous enough to be elected and to serve as president of the American Bar association. He has seen his compre-hensive civil code rejected repeatedly by Bar association. He has seen his comprehensive civil code rejected repeatedly by his own state and adopted by wenty-three states and territories and several British territories, besides being made the basis of important changes in English law. His first case, in 1828, was the defense of a fugitive slave's right to liberty, and his last important public work was in defining individual rights and the limitations of legislative power. A life long Democrat, he was also an original Aboltionist, and assisted in the election of Abraham Lincoln.

The aim of his law writing has been to code which would assimilate the proceed-ings of the various states in such matters as marriage and divorce, property and family rights, and similar matters in which conflict is embarrassing, and in this he advect spreaded. this he has almost succeeded.

He was born Feb. 13, 1805, in Haddam, Conn., the oldest of ten children, of whom three besides himself have become famous: Henry M., editor of The New York Evangelist; Stephen J., of the United States supreme court, and Cyrus W., once famous in connection with the laying of the occan cable, but later somewhat unpopularly known for erecting the Andre monument.



David Dudley en-tered Williams college in 1821, and in 1825 began law study in the office of Hartion of the old fu-

gitive slave code. His growth in law practice and public favor was steady, and as early as 1860 his rominiscences of the war of 1812 were quoted with much in-terest. His childish memories of the beginning and progress of that war were comparatively few, but those of the sensacomparatively few, but those of the sensa-tion created in America, by the news of Napoleon's return from Elba and final overthrow at Waterloo are most vivid. The British-American peoples have made history very fast since then, and Mr. Field can justly claim the distinction of having lived through the most momentous century of man's career on earth.

Several cases in which Mr. Field was leading counsel have become noted as epochs in constitutional history. In 1864-5 a military commission in Indiana tried and condemned to death Measrs. Bowles, Milliana and Market and Condemned to death Measrs. and condemned to death Messrs. Bowles, Milligan and Horsey on charges of con-spiracy to set free the "Confederate pris-oners" at Indianapolis and otherwise hinder the presention of the war. The president commuted their sentence to life imprisonment, and soon after the war closed application was made for their release on the ground that military commis-sions were illegal in a state where the ordinary courts were open and no state of war prevailed. Mr. Field's opinion ex-hausted the subject, it was adopted by the Federal supreme court as the substan-tial law, and the men were released. He was counsel in the noted "Erie suits," which resulted in taking the Erie railroad which resulted in taking the Eric railroad out of the hands of James Fisk and Jay Gould. In the agitating controversy between Mayor Fernando Wood's municipal police and the metropolitan police, which almost brought on a civil war in New York city, he acted for the metropolitans. Another famous case in which he took part was that of the state of Georgia against Gen. Grant and other generals. against Gen. Grant and other generals.

In 1876 he was elected to congress and
took an active part on the Democratic
side of the controversy over the presidential count of that year. But the great
work of his life, the one on which he
prides himself, is the preparation of his
noted codes. His Penal Code is the law
of his state, but his Civil Code, after
Dearly forty years againstitution on the subnearly forty years' agitation on the sub-ject, is still rejected by New York. This is an attempt to codify the common law, to sweep away the cumbrous old English forms, and express the law in language so plain that any man of fair education can understand it and draft a legal docu-ment. It has many times been before the New York legislature, and twice passed both houses, but was vetoed, once by Gov-ernor Tilden and once by Governor Corernor Thiden and once by Governor Cor-nell. On other occasions it passed one house only. It has, meanwhile, been adopted almost word for word by several new states, and made the basis of the

code in others. On Feb. 13, 1888, Cyrus W. Field gave on ree, 10, 1888, Cyrus W. Field gave a reception at his house in honor of David's 80th birthday, and there the latter gave a full account of his methods of maintaining health and vigor. Besides recommending temperance, cheerfulness and a habit of hoping for the best, he said:

said:
"When I was a young man I had very severe headaches. In 1846 I bought a horse, and I have not had a headache since. Every morning I arise at 6 o'clock. I have done so for forty years. I take an ice cold bath, dress myself, jump on a horse at 7 o'clock and ride for an hour. I then head feat and work way how the said at the cold said. breakfast and work at my house till 11 o'clock, when I walk down town, a dise'clock, when I walk down town, a distance of four miles. I remain at my office until 3 o clock, then walk home and dine at 6. At 7 I sleep for half an hour, after which I am ready for anything. I retire between 10 and 11 o'clock. I have done this for over forty years. I attribute my hardihood to horseback riding."

He has a reputation as a lawyer second to none in the world, and it may almost be said that the fire of his eye is not dimmed, nor his natural force abated.

some Facts About Confectionery. 'The confectioners' art has reached its highest state of development," remarked a confectioner to the writer the other day, "and the kind of candies most in demand at the present are gum drops, lozenges of various flavors, and the delicious and ever popular marshmallow drops. The latter are made chiefly of gum arabic, fine sugar and other ingredients, which are boiled (in large quantities) in mammoth copper kettles, made to evolve on a pivot by the employment of steam power. These rapidly turning kettles are used for mixing the compounds. In the case of the marshmallows, they are allowed to cool after coming from the mixing kettle, after which the mixture is poured into molds previously prepared for its reception by dusting with powdered starch. Gum drops are composed principally of pure drops are composed principally of pure glucose and sugar, mixed and boiled with other materials in the usual manner. "Lozenges," further explained the pro-

"Lozenges," further explained the pro-prietor, "are first made in a paste, which is rolled out in a flat sheet and cut by a stampling machine to the desired shape and size. The most steadily popular con-fection is the caramel. They are made chiefly of the inevitable boiled sugar and glucose, made into a syrup and flavored with the essences of lemon, orange, vanilla, etc. This syrup is allowed to coll and harden, and is then cut into little cubes, which are deftly enveloped in small squares of perfumed parafilne paper by expert young girls.

expert young girls.

'The uses of the 'pulling hook' and the process of 'pulling' or kneading certain kinds of caudy is too well known to need any description. The familiar 'stick' candy is made by first being pulled. What is known as 'old fashioned molasses tafy' is also made in this fashion. Thin, transparent candy is not subjected to the pulling process. '—New York Evening Sun.

IT TOWERS TO THE SKIES. A Twenty-eight Story Building to Be Built at Minneapolis.

at Minneapells.

Twenty-eight stories high! Eightytwo feet higher than the stone towers of
the New York and Brooklyn bridge. Such
is to be the height of a building to be
erected at Minneapolls, Minn., and yet so
exact are the calculations and so well
adapted the material that experts are satisfied the structure will be safer than an
ordinary six-story stone building. The
supporting frame, which in this instance
is the chief part of the building, is to be
a continuous skeleton of iron and steel,
comsisting of laminated rivet-iron posts
and girders, diminishing in size as they
ascend, and braced diagonally after the
manner of lattice bridge girders. Outside
of this will be the walls of stone and
copper; but the upper part of this wall
will not rest its weight upon the lowerit will be supported by projecting shelves
of iron. These will be concealed by the
stone, and the exterior finish will be very stone, and the exterior finish will be



This marvelous fedifice will be eighty F This marvelous edifice will be eighty feet square, and have a court yard in the center; but, the offices will all front towards the outer side of the building. There will be twelve elevators, so arranged that one may ride to any room with but one stop on the way. There will also be two stairways, chiefly intended; of course, for occasions when all the inmates want to come down in a hurry, as it is not supposable that sensible people will walk up. It is believed, however, that no occasion for dangerous hurry will arise, as the building is to be absolutely fire proof. There will be no woodlutely fire proof. There will be no wood-work whatever except the doors and windows. The roof is of iron, with glass dome in the center apex to light the inner rotunda. Total height, 350 feet.

THE CRUISER BALTIMORE. She Is Nearly Ready to Launch at Cramps', Philadelphia.

cruiser Baltimore is the latest The cruiser Baltimore is the latest United States war vessel prepared for launching. She is one of the largest of the cruisers authorized by congress, being a twin screw vessel built of steel with a steel protected deck. She is 315 feet long, 48‡ feet beam, 19‡ feet draught when equipped, and 4,410 tons displacement. Her estimated horse power is 10,750, and a speed of 19 nots an hour is guaranteed. The contract cost is \$1,325,000. Her propelling power will be furnished by ten triple expansion engines, in separate water triple expansion engines, in separate water tight compartments. They are of 10,300



THE BALTIMORE.

Her armament will consist of four eight-inch breech loading rifles, six one-inch breech loading rifles, six six pounder rapid fire guns, six Hotchkiss revolving cannon and four Gatling repeater guns. She is also provided with torpedo launching tubes or guns.

She is also provided with torpedo launching tubes or guns.

The Baltimore was contracted to be finished on June 27, 1888, with a penalty of \$25 per day, provided she was not finished on the appointed day, for each day she remained unfinished. Secretary Whitney, however, extended the time because the government steel inspectors retarded the work by welcomes. retarded the work by rejecting a large percentage of the steel to be used. She must be finished by Oct. 28 or the penalty

will begin.

The Baltimore will be fitted for a flag ship. The admiral's cabins will be placed at the after end of the berth deck.

The American Nominee Gen. James Langdon Curtis, who is to Gen. James Langdon Curtis, who is to add a new feature to the campaign as candidate of the American party for president, is a man who has done a good many things, and done them well, and yet managed to remain very inconspicuous. He was a general in the late war, but never saw as

tive service, having been engaged all the time in raising and organizing troops, especially by superintending the draft. He was born in Hartford draft. He was born in Hartford in 1812, and is therefore 76 years old, but is still in firm health of

therefore 76 years
old, but is still in
firm health of
body and mind.
At the early age of 16 he located in New
York city, which has been his place of
business ever since, though his logal residence has largely been in Connecticut.
He was once a candidate for congress,
and in 1884 ran for coveryor of Connecticut. and in 1884 ran for governor of Connecti-cut on the Ben Butler Labor ticket. Ho is president of the Franklinite Steel and Zinc company, and is otherwise inter-ested in steel and zinc projects. His office is at 62 William street, New York.

The true host entertains so that on leaving the guest feels more pleased with himself than with his host.—Ivan Panin.

Copy for the Editor. Most editors dislike pencil copy. It is hard to read and bothers desk editor and compositors alike. News paper—paper like that on which newspapers are printed—should never be used for anything but newspaper copy. If it is used, the sheets should never be larger than commercial rote site.

note size.

Editors may not complain of pencil copy, but they prefer pen and ink copy every time. Of course, if a writer has a regular and assured position, he may consult only his own convenience and disregard the wishes of those who handle his copy; but if he is sending his matter to an uncertain market the neater and hand-somer he makes it, the more likely it is to sell.—"W. H. H." in The Writer.

Manufacture of Chinese Cash.

A large number are engaged in molding, casting and finishing the "cash" used as coin all over China-Mexican dollars and Sycee silver being used in large transactions. The cash are made from an alloy of corner and are made from an alloy of copper and zinc, nearly the same as the well known Muntz metal; and it takes about 1,000 of them to answer as change for a dollar, so minute and low do prices rungs this country, of which I will only give one instance. The fare for crossing the ferry on the Peiho was only two cash, or one-fifth of a cent,—Scientific American.

"Did you ever notice how contagious yawning is?" said a round faced young man waiting for a Harlem twin the other afternoon at the Park place station of the Sixth Avenue Elevated road. "You can make any man yawn if you go about it properly," continued the young man. "I have to travel up and down to Harlem a good deal, and I amuse myself that way. Women yawn oftener than men, and fat men oftener than lean men. The best time to make them yawn is early in the morning and late at night. Then all they want is a hint and off they go. One night last week I sat next to an old gentleman. He got on at Chambers street and rode up to Forty-second street. I made him yawn twenty-seven times. Then I was tired, but the old fellow had gone into the habit, and I thought he would split his jaws, he kept them so far apart."

The young man had hardly seated himself in the car before he turned around and stared straight at a workingman opposite, who, of course, looked at him. Then the young man leaned his head larily against the window, closed his eyes, opened his mouth very wide and began to yawn with great deliberation and an air of utter weariness. The man in the blue overalls became interested and stared intently at the wide open mouth and the closed eyes. The young man put up his hand in affectation of covering his mouth, and then, as if it was no use to try to check an overpowering impulse, he drew his hand away, threw his head still further back and uttered that sound peculiar to the hearty yawner—ho-ho-ho. A moment later the man in the blue overalls gave evidence of a twitching of the jaws, a spasm shot across his cheeks and then his mouth opened and he yawned so wide that it appeared as though he were going to divide and the top of his head would go on up into space. The workingman was now started, and all the way up he kept yawning every few moments. Then the young man turned his attention to an old lady opposite with equal success. kept yawning every few moments. Then the young man turned his attention to an old lady opposite with equal success.— New York World.

Life on a Cattle Ranch.

The men are called at 8 o'clock in the morning, and, after a hasty breakfast of bacon and coffee, some are detailed by the foreman to ride out and drive all the cattle they can find within a certain radius into camp, while the others keep them in a herd, when they are driven in. As soon as they are all in, the representatives of each "outfit," in turn, ride through them and cut out every animal with their brand upon it and herd them apart. Occasionally a cow breaks away from the herd and a rider starts after her at full speed, and after an exciting chase drives her back again.

after an exciting chase drives her back sgain.

When the cutting out is completed each "outfit" begins to brand its calves. A rider ropes a cast by the hind leg, throws it and drags it toward the fire; one man then holds it by the hind legs, while another sits on its shoulder and it is branded on its side and has its ear notched. This is an exciting scene as the calves are bleating, the men shouting, roping and wrestling with them and the fires are blazing. Sometimes when they rope a vigorous young steer they have great difficulty in holding him and it requires five or six men to do so. The night is divided into watches of two hours length and the men take turns in keeping the cattle in a herd. It is the most exciting part of the cattle business, but it citing part of the cattle business, but it is a very hard life, as a man is in the saddle all day and only gets a few hours' sleep.—W. Lynn Wilson in Detroit Free

Tradition Concerning Wampum.

An Indian of the Onondaga reservation in New York gave to a legislative committeeman the following tradition concerning the wampum: "There is a tree set in the ground and it touches the heavens. Under that tree sits this wampum. It sits on a log. Coals of fire are unquenchable, and the Six Nations are at this council fire held by this tribe. To-do-da-ho, a member of the Bear clan, is the great chief here. He has a descendant in our tribe today; his name is Frank Logan. One of the uses of the wampum is for a symbol in the election of officers. The wampum bearer keeps the treaties of the nation."—Chicago Heraid. Tradition Concerning Wampum.

Getting Around an Obstruction. "Stevie," a bright 4-year-old, had been told that he must not ask for anything to eat when visiting the neighbors. Soon after, at the house of a distant relative, where he invariably found something to eat, he hung around with a wistful sort of look, until finally he broke out: "Aunt Jane, I'm awful thirsty."

"Are you?"
"Yes. I am so thirsty I could eat a doughnut."—Detroit Free Press.

Discipline Among Circus Employes. Life on the road is far from easy for a circus company; unlike a theatrical com-bination, it rarely stops for more than a single day in one place. Early in the morning the destination is reached and the trainmen and tentmen begin to unload the wagons and haul out the tableau cars. wagons and haul out the tableau cars. Then the tent is pitched and the performers assemble in the dressing tents and prepare for the parade. In this all take part, and it is looked upon by the principals as the prime nuisance of the day. The parade over the dressing rooms are once more occupied, and soon all are ready for the afternoon's performance.

Discipline behind the scenes is strict indeed. A system of fines keeps vagrant spirits in check, and though to an outsider all is bustle and confusion, everything moves with the regularity of clock

sider all is bustle and confusion, everything moves with the regularity of clock
work. Each "turn," as an appearance in
the ring is called, has to be made to the
second, for should the performer be even
a trifle beyond time he or she would disarrange the whole schedule of the programme. But little skylarking is indulged
in, for all are intent on business. The
show over the people betake themselves
either to their lodgings or to the "camp"
tent, snatch a hearty meal and rest a
while before the evening show begins, at
the close of which a rush is made for the
train, and the bunks in the sleeping cars the close of which a rush is made for the train, and the bunks in the sleeping cars arranged so as to occupy much less room than those in a Pullman car (there are sometimes three or four tiers) are soon occupied, and before the train is under way the tired performers are asleep. The tent and train men are the last to turn in, for they have been engaged in striking the captus and getting the animal ing the canvas and getting the animal cages and tableaux cars safely on board. They work with incredible quickness, however, and soon all is ship shape and the train is rushing onward with the slumbering crew to the next stopping place, where all begins over again Horace Townsend in New York News.

How a Lithograph Is Made. After the lithographer has carefully studied the original drawing before him and laid out his plan he makes a careful tracing of it on transparent gelatine, on which he indicates every line or shade or gradation, and this tracing is carefully transferred to a previously prepared stone and serves as a "key" to the entire work

and for all the color stones.

The work on stone is drawn with a greasy black chemically prepared crayon, which, by the way, has to be sharpened backward, or from the point up, as its very brittle nature will not allow of its being sharpened by the color of the point way. being sharpened in the ordinary way. The greasy crayon penetrates the stone, which is then subjected to a solution of gum arable and nitric acid, after which it is carefully washed off with water. The black drawing, however, still shows, but now apply worked from the fear of the results washed from the results washed is now easily washed from the face of the stone with turpentine, leaving the sur-face, to all appearances, as clean as when the stone first came into the artist's hands. It is then dampened with water. The printer passes his roller, charged with color, over the surface, and this adheres only where the stone is dry, or in other words, where the grease of the crayon is, and this color is transferred from the stone to the passe.

The same process is employed for the application of each successive color, portions of the picture being drawn on several different stones to obtain what may be called the composite tints, while others are only drawn on a single stone when are only drawn on a single stone, when the color in the picture is to be one of those directly employed. - New York Mail and Express.

PRESERVE GA.—Willie White was afflicted with scrutule seven years. I preserved S. S. S., and to-day be is a fat and robust boy. C. W. PARKES, M. D.

RICHMOND, Va., Dec. IS, 195.—I have taken three bottless of Swift's Specific for secondary blood poison. Is acts much better than potents of any other removed I have sever used.

R. F. Wisning, M. D.,
Formerly of Sussen Co., va.

Da. R. J. Halz, the well-known druggist and physician, of Nashville, Howard County, Ark, writes: "Having some knowledge as for what S. S. S. is composed of, I can safely recommend it as the removel for all skind diseases, is mattern not what the name may ba."

We have a book giving a bittory of this

We have a book giving a history of this wonderful remedy, and its curve, from all yet the world, which will ponvince you that it we say is true, and which we will neat ree on application. No family should be rithout it. We have another on Contagious lood Polson, sent on same terms.

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HOME LIKE, ELEGANT CUISINE,
67-SmdTu, Tha\* MRS. JOHN A. STAHL

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OUROWN BRAND.

MORTEWARD. Or any other Mineral Polson. It is Nature's Remedy, made exclusively It is Nature's Remedy, made exclusively from Roots and Herbs.

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It is the only remedy known to the world that has ever yet Cured contagious Blood Potson in all its stages.

It cures Mercurial Rheumathem, Cancer, Scrofnia, and other blood diseases heretofore considered incurable. It cures any disease enused from impure blood. It is now prescribed by thousands of the best physicians in the United States, as a tonic. We append the statement of a few:

"I have used S. S. S. on patients convalencing from fover and from messales with the best results." J. N. Cansary, E. D. .

Thereme, Ca.—Willie White was afficied.

READING & COLUMBIA B. B.

After SURDAY, MAY 18, 100.

Cuarryville at 7.10 a.m.,
Eing Street, Lanc. at 5.05 a.m., and 1.05 p. m.
Arrive at
Leave;
Feading, 10 10 a.m., and 5.05 p.m.
Leave;
Feading, at 7.05 a.m., and 6 p. m.
Arrive at
Eins Street, Lanc., at 8.00 a.m., and 5.00 p. m.
Cuarryville at 8.00 p. m.

At Marietta Junetien with trains to and from I highies. At Manheim with trains to and from Loba At Lancaster June'ion, with trains to and from Lancaster, Quarry vile, and Chickies, A. M. WILCON Superintendent.

LINE BAILBOAD. arrangement of Passenger Trains on, and after, Suspay, May 13, 1886. | NORTHWARD, | Sunda | Country ville. | 2,00 | 12 25 | 546 50 | 1 anosaster | 7,07 | 12 43 | 6,00 | 13 | 8 anosaster | 7,07 | 12 43 | 6,00 | 13 | 8 anosaster | 7,00 | 146 | 6,50 | 6,17 | 6,00 | 6,17 | 6,10 | 6,10 | 6,17 | 6,10 | 6,10 | 6,17 | 6,10 | 6,17 | 6,10 | 6,10 | 6,17 | 6,10 | 6,10 | 6,17 | 6,10 | 6,10 | 6,17 | 6,10 | 6,10 | 6,17 | 6,10 | 6,10 | 6,17 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 | 6,10 SOUTHWARD. 7.10 9 80 Leaves A. F. H. P. H. A. M. P. M. L. Conwall 787 12.85 7.86 10 4.00 Manheim 7.86 1.46 8.15 8.16 Lancaster. 827 148 848.13 5.48 Arrive at R. M. WILSON, Supt. R. & G. Eailroad, S. S. SEFF, Supt. C. R. R.

PENNSYLVANIA RAILROAD 1889. Trains LEAVE I ANCASTER and leave and ar-rive at Philadelphia as follows:

WESTWARD.
Pacific Express: 11:25 p. m. 1:75 a. m. News Express: 11:25 p. m. 1:75 a. m. News Express: 11:25 p. m. 1:75 a. m. News Express: 16:20 a. m. 6:20 a. m. Mail trainviamt. Joy: 7:00 a. m. 9:31 a. m. News Express: 7:40 a. m. 9:31 a. m. News Express: 7:40 a. m. 9:31 a. m. News Express: 7:40 a. m. 9:70 a

Harrisburg Accom. 6:45 p. m. 9:45 p. m.

The Lancaster Accommodation leaves Harrisburg at 8:10 p. m., and arrives at Lancaster at 9:35 p. m.\*

The Marietta Accommodation leaves Columbia at 6:40 a. m. and reaches Marietta at 6:35.

Also leaves Columbia at 11:25 a. m., and 2:40 p.

"reaching Marietta at 12:01 and 2:36. Leaves Marietta at 3:05 p. m., and arrives at Columbia 8:20 also, leaves at 8:35 and arrives at 8:40 a. m. at 7:10 and arrives at 1:40 and arrives at 1:40 a. m. at 7:10 and arrives at 1:40 a. m. The Frederick occummodation, west, connecting at Lancaster with Fast Line, west, at 2:10 p. m., will run through to Frederick.

The Frederick Accommodation, east, leaves Columbia at 12:25 and reaches Lancaster at 12:38 p. m.

12:58 p m.

Harrisburg Accommodation, west, connect at Columbia for York.

Hanoyer Accommodation, cast, leaves umbia at 4:10 p m. Arrives at Lancaster 4:5 p. m., connecting with Day Express.

Hanoyer Accommodation, west, connecting at Lancaster with Niagara Express at 2:50 a.m., will run through to Hanoyer, daily, except Sunday; also connects at Columbia for Sale Harbor.

Fast Line, west, on Sunday, when flagged, will stop at Downingtown. Coate-ville, will stop at Downingtown. will stop at Downingtown Coates ville, Parkesburg, Mt. Joy, Elizabethtown and Mid-dletown, +The only trains which run daily. On Sun-day the Mail train west runs by way of Col-umbia.

J. B. WOOD, General Passenger Agent. CHAS. E. PUGH, General Manager. TRUNKS. TRUNKS, TRAVELING BAGS, &c.

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Strty Candle-Light; Seats them all Another Lot of CHEAP GLOBES for Gas an

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seats them all. This strip outwears all others.
Leeps out the cold. Stop rattling of windows.
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MCCLINTOCK COTTAGE, CORNER Central Ave, and McClintock St., Cosan Grove, N. J.: central location; near audito-rium, postoffice, lake, ocean and bathing grounds. Terms, 8: to 812 per week. Special rates to excursionists.

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TRUNKS!

"CHALFONTE,"
Ocean End of North Carolina Avenue,
ATLANTIC CITY, N. J
E. ROBERTS & SONS. apr 25-4ma RECEIVED TO-DAY, ATLANTIC CITY, N. J. A Carload of Trunks.

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OPENS JUNE 30.—New ownership. New Management. Newly Furnished. Perfect Appointments. Popular Prices Finest beach in the world.

F. THEO. WALTON, Proprietor, junis-40t4 Late of St. James Hotel, N. Y. MT. GRETNA PARK.

Mt. Gretna Park. FOR EXCURSIONS AND PICNICS.

This Park is located in the heart of the Cornwall & Lebanon Railroad.

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Nine mies routh of the City of Lebanon, within easy distance of Harrisburg, Reading, Lancaster, Columbia and all points on the Philadelphia & Jealing and Pennsylvania Halirosas. The 170 and are large, covering hundreds of acres, and are

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THE STATE RIFLE RANGE

Of the National Guard of Pennsylvania has been located at Mt. Gretna, and the Military Rifle Practice, from time to time at the Range, will constitute a new attraction to visitors.

Another attraction is

Lake CONEWAGO.

Covering nearly twenty acres on which are

Another attraction is

LAKE CONEWAGO,
Covering nearly twenty acres on which are
placed a number of elegant New Boats, and
along the banks of which are pleasant walks
and lovely sconery.

OBSERVATION CARS

Will be run on the line of the Cornwall & Lebanon Railroad, or will be sent to different
points, when practicable, for the accommodation of excursion parties. They are safe,
pleasant and convenient.

Parties desiring it can procure Meals at the
Park, as the Dining Hall will be under the sunervision of E. M. BOLTZ, of the Lebanon
Valley couse. Those who wish to spend a day
in the Mountains can find no place so beautiful or affording se much pleasure as Mt.
Gretna. SO INTOXICATING DEINKS ALLOWED ON THE PREMISES.

For Excursion Baies and General Information, apply to

NED IRISH,

NED IRISH. Sup't C. & L. Railroad, Labanon, Pa. NOTICE TO TRESPASSERS AND QUINTERS.—All persons are hereby forbidden to trespass on any of the lands of the cornwall and Speedwell estates in Lebansus or Lancester counties, whether inclosed or uninclosed, either for the purpose of absorting or labing, as the law will be rigidly enforced against all trespassing on said lands of the undesigned after this notice.

WM. COLEMAN FREEMAN, EDW. O, FREEMAN, AMOTHERS FOR L. W. COLEMAN'S MAIN COL