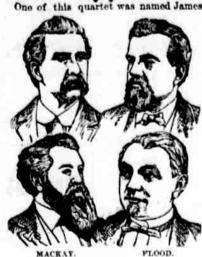
Flood, O'Brien, Mackay and Fair and Their Great Luck in the "Glorious Climate of California" as Seekers After

Pure Vellow Gold. In the early part of this century there were born, in Ireland, under the humblest were born, in freight, under the humblest circumstances, all within the space of ten years, four bonanza kings. They weren't bonanza kings when they first opened their eyes, and began to kick at things in general on the Emerald Isle. But all the same they had it in them; and when they began to play tag and mumble-te-peg they commenced to dream, in a vague sort of way, of bonanzas, and when they became men they all struck the greatest bonanza the world has ever known. The story reads

One of this quartet was named James



PLOOD

Clair Flood. He was known for many years, owing to his profusion of blonde locks, as the "Golden Irishman." He was a carpenter by trade. Another was named William S. O'Brien—always called "Billy" O'Brien for short. He had no trade, but Whilam S. O'Brien-always called Billy O'Brien for short. He had no trade, but was what is known in these days as a hustler. Ireland wasn't rapid enough for these two. They were high spirited, confident young fellows, and they just ached to get into the swim and swirl around a little. They yearned for velocity. One day they said to themselves that they thought they knew their gait pretty well, and they guessed they'd go to America just to look around a little. They did not know each other, and met for the first time on board ship. They did a good deal of talking on the voyage, and when they landed in New York they were fast friends, and struck up a partnership that was not dissolved till death.

When they arrived in New York, and had a chance to take in the town, they came to the conclusion that, after all, it was too big. They wanted more breath-

was too big. They wanted more breathing space. Then they contracted the mining fever, as mostly every one did in those days. So, in 1851, they took passage in the good ship Elizabeth Ellen, doubled the bolsterous Horn and landed at Yerba Buena, now San Francisco

They were in the El Dorado of the They were in the El Dorado of the world, treading the golden sands of California, the end of the glittering vista through which the eyes of the world were gazing with longing. The fever was at its height. Men were going wild with excitement. Every ship brought crowds of eager adventurers, and fortunes were being made in amazingly short times—weeks, days, even hours. Flood and weeks, days, even hours. Flood and O'Brien were as eager as the rest. What did they do?

Did they cavort around, shrick, invest the little cash they had in wildcat mining chemes? Go to! Not much.

The started a modest place of refreshment in a log cabin and they called it the "Auction Lunch." The made money. They kept right still. They weren't saying a word. By and by they commenced to lay out a part of their profits in small wildles yearly as they accomplated some mining ventures. They accumulated some more money.

and conditions of men-wrecks who, with high hopes, had come to the mines and lost everything; reckless miners who spent their dust like water; gamblers, adventurers, all stamps of men

It was at this time that the quartet-



FLOOD'S SAN FRANCISCO HOME. later known as the "Big Four"—was made complete. Among the occasional made complete. Among the occasional frequenters of the saloon was a bright young Irishman, named John W. Mackay. He had been among the mines for some time, had been sifting and picking the gravel in running streams, tramping alone with his blanket and tools, but somehow he never managed to strike it rich. But he was an experienced miner, and was chock full of ideas and nerve. He didn't have any money, but Flood and O'Brien thought his experience would be worth a good deal to them. They formed a compact. Mackay knew another young Irishman, a clever engineer, experienced in mines. His name was James G. Fair. in mines. His name was James G. Fair. He didn't have a cent, but he, too, was

He didn't have a cent, but he, too, was made a partner.

By this time Flood and O'Brien were pretty well off. Mackay and Fair took their kits and went off to prospect. They were not very successful for some years, and just managed to get along. By and by came the rumor across the Sierras that great veins of quartz carrying a strange black metal, which experts said was ellern had been discovered. Mackay was silver, had been discovered. Mackay and Fair went there from the placer digand rair went there from the placer alg-gings in the valleys to the quartz lodes high up in the ice and snow and Arctic winds which pour down from Manitoba with a biting intensity nobody who has not spent a winter in Virginia City can imagine. The two made money for themselves and for Flood and O'Brien, their quiet, industrious partners 'way down in 'Frisco.' Mackay's wife kept a miners' bearding house in Virginia City.

Then they struck "Consolidated Virginia," in whose shares servant girls soon after made fortunes and rich men lost them. The way they struck it was curious. A young miner came to Mackay and Fair one evening and said he had a good claim which he didn't have either time or inclination to work. If they

would look at it and liked it he would sell it to them cheap. They looked at it, liked it, sent to Flood and O'Brien f r a few hundred dollars, the claim was bought, the young man took the money to Sacramento and drank it up, and Mackay soon discovered that he and his partners owned the Consolidated Virgi nia, which was destined to become the most famous mine in the world. Then began the search for the treasure. For a ong time the quartet firm, with all its mining property, took out but little money, but Mackay kept steadily at

The persistance, endurance and skill required in hunting the ere body was comething to discourage most men. Experienced miners abandoned the project in despair, declaring that it would never pay for its trouble and expense. But Mackay and his associates refused to be discour-aged. The old shaft of the central mine was utilized, and they pushed a drift northward from the 1,160 foot level of the Gould and Curry, across the Best and Belcher and into the old "Virginia ground." The distance was more than 1,200 feet, through rocks of the most difficult character. In October, 1875, a fire destroyed the buildings and all the valuable machinery of the company. The damage was seen retailed, and work again pushed. Break and the public watched its progress with little faith even ridi.

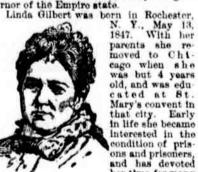
culing Fair, O'Brien, Mackay and Flood.

Suddenly the report came that rich ore had been struck. The stock shot up to fabulous figures, and all the world was eager to obtain it. The quantities of ore taken justified the enthusiasm of investtaken justified the enthuslasm of investors. The product of that mine and the "California" has simply staggered the world. In six years they yielded in gold and silver \$172,275,270, and from 1875 to 1879 the dividends which they paid were \$75,000,000. In the height of their presperity the Consolidated Virginia and the California company turned out a gross product of \$5,000,000 a month. Each of the bonanza partners drew from them at one time about \$750,000 a month as his individual share of the profits. In six years vidual share of the profits. In six years the Comstock lode—of which these two mines were but a part—yielded more than \$300,000,000 in ore!

This is a true story of the marvelous careers of four Irish lads. Their history since they struck the great bonanza is well known. O'Brien died in 1879, noted for his charities and beloved by all. Flood's San Francisco palaces, his family and his munificence have been matter of common report in the newspapers for many years. Fair has been a United States senator, and is a great traveler. Mackey's daughter, Eva, married the head of the greatest Italian houses, Colonna. His wife, who, as has of one of the greatest Italian houses, Prince Colonna. His wife, who, as has been said, kept a boarding house in Vir-ginia City, is one of the society queens of Europe, the courted of courts. It is a remarkable romance.

A WOMAN FOR GOVERNOR.

Equal Rights Party Names Miss Linda Gilbert in New York. The Equal Rights party of the United States is making progress—that is if the making of nominations be accounted progress. Very few of any grade of intelligence have falled to hear of Belva Leekwood's candidacy for the presidency. Now comes Linda Gilbert's candidacy for governor of the Empire state.



and has devoted LINDA GILBERT. her time for many years to efforts for the removal of "conditions that produce crime by a wholesome system of industry and culture." In pursuance of this object she has endeavored to place this object she has endeavored to place libraries in prisons for the use of those incarcerated, and has succeeded in so placing 80,000 volumes in lots of from 1,500 to 2,000 volumes each. Twelve years ago the Gilbert Library and Prisoners' Ald society was incorporated in New York state, Miss Gilbert becoming president of the board of managers. Although lack of funds has prevented the society from continuing its work since 1883. Miss Gilbert has continued to labor as an in-

Linda Gilbert is also an inventor, having patented several industrial devices, including a noiseless rail for railroads and a wire clothes pin. The money she has made on her inventions has been used for philanthropic purposes, as has also the income resulting from "Linda Gilbert's Tax and Trade Record."

John Savage.

John Savage.

John Savage, the poet, who died not long ago, was chiefly noted for his numerous stirring war songs, among which is the famous "Starry Flag." He was also the author of several prose works of note, among them "The Struggles for Irish Nationality." "Picturesque Ireland" and "Fenian Heroes and Martyrs."

He was born in Dublin, Ireland, Dec. 13, 1828, and studied in the art school of the Royal Dublin seciety. He took an

the Royal Dublin society. He took an active part in the

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go of

revolutionary movements of 1848, editing two journals and plac-ing himself at the head of an armed band of peasants. He was pursued, and had to take refer in flight. After many exciting adventures he

escaped to New York, where he obtained the posi-JOHN SAVAGE. tion of proofread JOHN SAVAGE.
er upon The New York Tribune, at the same time contributing articles to several periodicals. He was also editorially conperiodicals. He was also editorially connected with several newspapers in New
York. Washington and New Orleans.
During the war he was active in organizing Irish volunteers for the Union army.
His tragedy of "Sibyl" was very succeasful upon the American stage. His
poems are known throughout the world
wherever an Irish heart beats or love of

liberty exists. His most famous poem is that entitled "Shane's Head." The poem was inspired by the ignominious death of Shane O'Neil, the famous Ulster chief, who, with his followers, was treacherously butchered by the English at a feast given him by the Scotch Macdonnels, of Antrim, on the night of June 2, 1567. E.

Some New Found Indian Tribes.

The great table land of Matto Orosso, in the western part of Brazil, is still one of the least known portions of South America. When Dr. Clauss and Dr. von den Steinen penetrated it several years ago, and followed the large Xingu river from its head waters to the Amazon, they floated down about 1,000 miles before they reached the known portion of the river. They did not have time to adequately study the strange and unheard of Indian tribes they met amid these dense forests and barren uplands, and for the purpose of making further researches among them Dr. von den Steinen returned to the uppe Xingu last year. He visited the villages of nine of these tribes, and in a recent lecture in Rio de Janeiro he gave the interesting results of his studies.

There is hardly a corner of the earth

whose people have not had some inkling of the great world beyond them. But hese primitive natives of the upper Xingu had, apparently, never seen a scrap of trade goods or heard that human beings existed outside their little circle of observation. They use no metal imple-ments, but fell trees with stone axes to clear the ground for their plantations of Indian corn, cotton and tobacco. Wearing shell ornaments, they use hammers and nails of stone to perforate them. They make knives out of shells and the sharp teeth of a certain fish, and with thes

poor tools they carve their rudely ornamented stools and weapons.

Dogs and fowls are found in all parts of he Amazon valley that have been visited by traders, but these Xingu tribes have never heard of them. Neither have they any knowledge of the banana, sugar cane and rice, with which natives of the tropical zone are generally familiar. They have not the alightest conception of a God, but they believe they will live again after death. Their most important invtl relates to the creation of the world which, in their view, consists wholly of the head waters of the upper Xingu and

Tapajos rivers.
From the languages and pottery of all but one of these tribes the explorer de-rived the idea that these isolated peoples are allied to the original stock of th powerful Cariba, who journeyed from the south to the sea. One tribe differed so greatly from all others that he was unable to trace its relation to any other people. These people are almost wholly isolated even from each other, and their languages, though of the same derivation, are so nilar that the tribes cannot understand each other. Few people exist today who are so primitive in their ideas and so low in the social scale as these new found Indians of South America - New York

HORRORS OF THE RAIL.

THE IRON HORSE EARLY BEGAN TO CLAIM HIS VICTIMS.

Facts of Interest Suggested by the Recent Terrible Disaster at Mud Run, Pa., on the Lehigh, by Which More Than Sixty Lost Their Lives.

The late railroad massacre at Mud Run, The late railroad massacre at Mud Run, Carbon county, Pa., involved every circumstance of horror and sudden death. The victima were largely among the young and fair, they were returning full of social joy from a festival, and were distroyed without warning. One minute there was light laughter, pleasant chat and sentimental interchange among the young people of two closely crowded cars; then came the awful crash, forty-five persons were instantly launched into eternity and twenty-five more mangled eternity and twenty-five more mangled beyond hope of recovery. It is now hoped that the dead will not exceed seventy, but a hundred more are injured in various degrees, from the loss of a finger or disfiguring wounds, to the loss of eyes or limbs.

Ashtabula, Chatsworth and Mud Run will long remain names of horror in America. At the first named place a bridge fell with a train, Dec. 28, 1876, and over 100 persons were killed. This dis-aster was remarkable from the fact that so many of the dead could never be identified, though their belongings showed them to be persons of wealth and probable



SCENE OF THE MUD RUN HORROR. No previous railroad accident was so thoroughly investigated as this. On mo-tion of Hon George C. Converse, a com-mittee of the Ohio legislature was formed for the purpose and brought out every detail. The inquiry led to some valuable improvements in construction and man-agement. At Chatsworth, Ills., in August, 1887, an excursion train, running at thirty-five miles per hour, was wrecked by burning culvert; eighty-five persons were killed outright and 300 injured. No other railroad horrors in America equal these, but by the Tay bridge disaster in Scotland, in December, 1879, over 200 lives were lost, and the noted Abergele burning in Wales excited quite as much horror, though com-paratively a small number were killed. An oil train, improperly secured on a siding where the grade was steep, got loose, rolled down the main track and struck a train loaded with noblemen and their attendants, on their way to a public cere-mony. On the instant of collision every parlor car was enveloped in burning oil, and not one inmate escaped. Some twenty persons of noble blood were destroyed, and in the ashes were found ducal coronets, knightly ornaments and other metallic

insignia of rank.

It is only of late years that railroads have been compelled to give full and exact accounts of casualties, and in the census year 1880 there were returned for the United States 8,215 accidents— 2,541 killed and 5,674 infured. It is astonishing to read in this report that a very large majority of the killed were employes of the roads, and that in a majority of these cases the juries de-clared that death resulted from the victims' own carelessness. The explana-tion is that while calamities like Mud Run and Chatsworth are rare, employes are being killed or injured every day.

During the same year in Great Britain
and Ireland there were 1,135 killed and
8,959 wounded, and in Europe 3,218 killed and 10,850 wounded. For a term of years the number of passengers killed and wounded in the United States was 10.6 to the million, and a fraction less in the old world. Averaging the seven years of completed returns it appears that in New York there is one passenger killed for 172,965,862 miles traveled, one for 503,-568,188 miles in Massachusetts, and one for 104,892,255 miles in Great Britain. Thus it may be said one may travel 1,000 miles a day in Massachusetts for 1,380 years before his chances for death would reach par, and for somewhat shorter times in the other regions mentioned. But his chances for injury are twenty times as many. In England he could travel just about twice as far as from the earth to the sun before being killed, but only a fourth as far as to the planet Venus before being injured. In Massa-chusetts, however, he may travel 27,000. 000 miles further than the distance from



THE TELESCOPED CARS. Jupiter to the sun before his chances for death reach par. It is a gratifying fact that in the United States the chances, in

proportion to miles traveled, have rapidly lessened since 1880. The first railroad accident, by a strange coincidence, occurred on the very day the railroad was first proved a success, in the very hour of Stephenson's triumph and under circumstances of painful and dramatic interest. The victim was Mr. Huskisson, member of the British cabinet, secretary of state for the colonies and one of the first men to advocate free trade in parliament. This occurred on the Liverpool and Manchester railway, on Sept. 15, 1830.

Railroads had been constructed before that on which the cars were drawn by horses, and on the Stockton and Darlington line traction, by horses, by fixed en-gines and by locomotives had all been tried, but with such indifferent success that nothing was determined. On the Liverpool and Manchester line the direc-

tors offered a premium of £500 for the best locomotive. In October, 1829, the trial was made, and Mr. Robert. Stephen. son's "Rocket" carried off the prize against Hackworth's "Sanspared" and Bralthwaite & Eriesson's "Novelty" On the 15th of September, 1830, the line was opened with imposing cere-monies, the Duke of Wellington, Sir Robert Peel and many other eminent statesmen taking part Eight locomo-tives, built by Robert Stephenson, on the model of the "Rocket," were in motion at ace, each drawing four carriages, except the first, which drew but one. Six hur dred persons took the ride, passing through a continuous evation se miles, from Liverpool to Parkhurst, where there was a short halt. The Duke of Wellington's car was halted on a side track that he might see the other cars pass, and Mr. Huskisson stepped over the main track to speak to the duke. At this moment the "Rocket" came up at full speed and Mr. Huskisson, who was in feeble health, became frightened and attempted to recross the track. The engineer tried in vain to stop the engine the unfortunate statesman was thrown upon the rail and his log cut off at the thigh. He died that evening. He was then 60 years old, and had been almost continuously in government service for forty years. His name is still associated

with that of Peel in the early reforms accomplished by that financier, and as the first victim of the new system he holds a unique place in history.

When lifted up his only words were. "I have met my death;" but, as can easily be believed, many other remarks were popularly attributed to him, and the calamity made an important item in the discussions then raging. Lord Brougham wrote that afternoon to an anti-raliroad editor: "I have come to Liverpool only to see a tragedy. Poor Huskisson is dead or must die before to morrow. The folly of 700 people going fifteen miles an hour in carriages exceeds belief. But they have paid a dear price." Now a number of trains in England are run at the rate of a mile per minute, and the proportion of mile per minute, and the proportion of accidents is much less than formerly. But the arrangements and policing of the track are almost perfection.

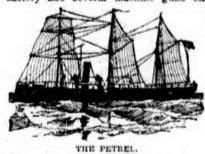
Charles Francis Adams, in his admir-

able little volume on railway accidents, not only points out the causes of the declining ratio of accidents, but shows they may be reduced to a minimum, and closes with the strange statement that the great difficulty lies in "protecting railroad em-ployes against themselves." "Their fa-miliarity with the danger causes them to incur it in the most unnecessary and fool-hardy manner." He points out their dan-gerous methods, which need not be recounted here, as the work is, or ought to be, a text book to railroaders.

THE GUNBOAT PETREL. It Was Recently Launched at Battimore

Maryland.

The United States gunboat Petrel, which was launched in Baltimore recently, is the smallest of the new steel fleet. She is 175 feet long and her speed will be thirteen knots per hour. She is a single screw gamboat, very strongly built, and cost \$347,000. The contract called for her completion Dec 22, 1897, but the difficulty of procuring steel of the high standard demanded by the government inspectors necessitated delay. Still with this delay the work was not done on time, and penalties have been piling up on the contractors. The final result, however, is an undeniable success. Her displacement will be about 900 tons. The hull is constructed of steel. She will Maryland. The hull is constructed of steel. She will have barkentine rig, and will carry four large breech loading guns in the main battery and several machine guns on



deck. The contractors expect to have the vessel ready for the government in the early part of January. This is not the first vessel of her name in the United States pavy, nor even the first vessel called the Petrel and used for mayal purposes built in Baltimore. The name was borne both by a small schooner built, like the present vessel, in Balti-more and employed in the Mexican war, and also by a steam vessel purchased from the merchant marine and fitted up with a the increase marine and fitted up with a battery for service in the civil war. But the new Petrel, though classed in the legislation authorizing her construction as a light gunboat, is an effective cruiser, built on an approved modern plan, and capable of better service than some larger vessels of the old navy which she is helping to replace. She will carry four six-inch breech loading rifles in her main battery. This battery will be mounted in sponsors, on central pivot carriages, two having a range of 2 degs. across the bow to 70 degs. abuft the beam, while the other two have a similar range across the stern. Two guns can be concentrated on an object 400 feet either ahead or abaft, and within 100 feet on either broadside. Her second battery will contain two Hotchkiss revolving cannon, two rapid fire guns and one Gatling. She has many water and the compartments, with steel bulkheads, and the comparements are protected by a steel deck three-eighths of an inch thick. She carries over 4,000 square feet officers and men are excellent. She will be especially valuable in waters where the

larger craft cannot go. Mrs. Carrie D. Davis. Mrs. Carrie D. Davis, of Philadelphia the Red Cross nurse who was stricken with yellow fever at Jacksonville, was one of the first

volunteers when the call was made for nurses. She went on a mission of love. She was alone in the world, and had been nursed through a terrible illness back to health at the University hospital, and was full of thankful-

ness over her restoration. Her friends endeavor-ed to dissuade her MES. CARRIE D. DAVIS. from risking her life by going to the in-fected city; but she was fully resolved, and she went. She worked bravely, earning the gratitude of every one with whom she came in contact, until she was brought down by the disease.

"The implements of the India farmer."
says Hon. John W. Bookwalter, who
traveled through that country and made
a special study of the subject, "are of the
crudest type. His plow is simply the
forked branch of a tree, one end tipped
with a bit of iron. " " Yet the India ryot plows his land not less than eight
or ten times before seeding, this produces." Farmers of India. or ten times before seeding; this produces mellowness, but lacks the advantage of deep plowing. Nevertheless India now produces 300,000,000 bushels of wheat per year, and in that line stands second only to the United States. \* \* second only to the United States.

Of the lands now in cultivation it may safely be said that they do not produce half what they are capable of under a better system of culture. The average crop in India is about eleven bushels per acre against sixteen in the United States, whiteen to twenty in France, and marks eighteen to twenty in France, and nearly thirty in Great Britain. The British are rapidly introducing improved plows and increasing the means of transportation.

As Great Britain imports food supplies to the value of over \$500,000,000 yearly, she is making efforts to render herself self sustaining, and her efforts in India have been attended with marked results. Nothing will more engage the attention of an American traveling here at this season than the vast area of wheat that stretches away on all hands, an interminable sea of golden grain. One might imagine himself in the great fields of lows and Minnesota. Indeed, I do not remember larger fields in those states than I have seen in the rich valleys of the Ganges and Godavery."

Keep some squares of thick pasteboard hung conveniently to slip under pots, kettles, stew dishes and spiders whenever you set

Taboned by the Czar.

Any book of poems which has the word "tyrant" in it cannot pass the Russian frontier. The ezar thinks it a direct hit at him. An English book was lately tuboord because it had the sentence, 'God's free air." Ail the air in Rassia belongs to royalty.—Detroit Free Press.

Too Reavily Loaded.

Almost every man of energy loads him-self up if he has the opportunity and means, with more business and projects and attempts than his brain can hold. So that we either are fools or else make ourselves such.—Har Homan.

Lubbock on Becs. Sir John Lubbock, speaking of bees be fore the British musiciation said that there occurs strong evidence that the mother can control the sex of the egg."

AMID SEAS OF ICE.

SCENES AMONG THE GLACIERS OF THE UPPER ENGALINE.

Climbing Snow Clad Alpine Heights-Dust Avalanches-Formation of a Glacier-A Moraine-How "Glacler Corn" Is Formed. "Glacier Tables"-Moulins.

As far as my vision extended there was

nothing in sight but ice and snow, and the snow was exceedingly white, I assure you. The driven snow you have in towns and plains is a decided brown compared with the dazzling snow we saw up there at the tops of Swiss mountains. For each of order that the reset is also cover the lower value. the peaks, as it also covers the lower valleys in winter. It has the soft look of a dove's breast, it rests on rocks a thing of beauty, and often it is very dangerous. It falls in soft, pure flakes, clings to all the projections, covers rocks with charm-ing traceries, and spreads itself like a sheet of white satin over the upper vales But the touch of a passing eagle's wing, the light weight of a chamols, or the careful step of an expert climber will detach it from its crest and soud it down.
Then it goes sliding, rumbling along,
breaking and reforming as it falls, ever
increasing in volume and velocity, and, pursuing its way, becomes a devastating terrible avalanche that bends and break trees, gathers up earth and stones, and rolls into the Engadine with an awful sound, spreading destruction and dismay in its path. They call these sort of things staublawinen, or dust avalanches, because they consist at the start of cold, dry powdery snow only, and they are often far more powerful than a raging hurri-cane. But the avalanches usually seen lying in high Alpine valleys, covered with dust, earth and stones and great trunks of trees, are known as grundlawinen or compact avalanches

It was a grand sight on which we gazed. Giaciers filled every valley and ravine, and the ice stood up in tall ramparts wherever the space was too narrow to hold its rigid waves. Glacier ice is snow that has for a considerable time been subjected to enormous pressure. If y squeeze a snowball in your hand until alps, the continual fall of snow is the pressure and the sun's heat the warmth which produces those seas of ice that are called glaciers. There are over 600 of them in Switzerland, and some are coeval with the glacial period of this continent, while others are now in process of forma-tion. Winter is their season of rest, but tion. with the spring they resume their onward motion, due to the combined action of heat and gravitation. For in spite of their apparent immobility all Alpine glaciers do move constantly, although with different degrees of speed, and, like liquid streams, they carry with them debris of all sorts, but principally the stones that fall on their surface from the mountains' sides. The glacier starting in its purity from some white unsuilled peak, loses before many years its spotless character. The wintry frosts gathering into Iron bonds the streams that trickle down the mountain sides expand the water in freezing and shatter rocks with a force that the most solid cliss caunot possibly resist. Thus broken fragments drop on to the once unspotted bosom of the ice sea and swell its burden with advancing years. The debris thus brought down form what are called moraines. Each glacier has a moraine on either side of it; its end is a terminal moraine, and when two glaciers unite their lateral moraines join and form a medial moraine. One of the largest medial moraines hereabout I saw as we came down from this excuesion. It is in the center of the Morteratsch Glacier and is about fifty feet or more broad and per-

haps twenty feet bigh in its center.

We were struck by the infinite whiteness of everything, and I have since learned that it is owing to the presence of glacier corn. There is on glacier clad mountains a neve, or finely crystallized snow, which is never fully melted, and this is the pressure that forms the glacter ice. Now, glacier ice is quite different to that which results from freezing water, and is found to consist of crystals varying in size from that of a hen's egg to a pin's head; these particles are known as granules or glacier corn, and in minute holes air is imprisoned. Where the air bubbles are absent the glacier has a blueish tint, and is no longer that pure white which puzzles so many persons. With the oldest guide carefully leading the way we walked over the ice sea of Dia-volezza. Before we had gone far on its level surface I saw bowlders supported at some height on ice pedestals and I stopped to examine them. Glacier tables," said the galde at the tall end of our procession, but his remark conveyed no useful information. I soon saw that they re-sulted from the presence of a block of atone. It had fallen on the sea, and had, so to speak, protected the ice directly be-neath it from the least of the sun. In consequence, while the glacier all has been dissolving and sinking, the lee under these bowlders has but slightly melted, and gradually a pillow is forming under each rock.

""But the bowlder is not balanced evenly

on the top," observed the Boston lady. It was explained to her that because the sun is able to reach these ice pedestals more freely on the south side than on the north the thing naturally inclines toward the south. As we walked along we noticed a line of sand covered mounds about four or five feet high and culminat-ing in a sharp ridge. We acraped off a little of the sand and earth and found that a mound was composed of ice which looked quite black when it was uncovered. The reason for the existence of these cones was obvious. The lee protected by the sand had remained unmelted, and the wind had thinned the drifted heap into a pointed shape. Suddenly we heard a cracking sound which was accompanied by a noise like that of a distant explosion, and the guide said this announced the formation of another crevasse. Presently the sound of falling water, which grew louder and louder as we approached, was heard, and soon we reached a point where a stream dropped down a shaft in the loc and was lost to sight. The guide called this deep hole a moulin, and he gently remarked that a false step in its direction would take a fellow down beyond all human aid. Agassiz and Tyndall both tried to ascertain the thickness of glaciers by taking soundings down these m The former found no bottom at 800 feet on one sea and on another he estimated the thickness at 1,500 feet -- Cor. New

The Colonists in Liberia.

Capt. Rogers, of the Monrovia, says: m what I have seen of the colonists in Liberta I believe their chances for success are equally as good as they would be in the south. It is true that the African fever, in many cases, renders them in-capable to work for awhile, but when they become thoroughly acclimated they find no difficulty in making a living. A large proportion of them are prosperous and are hearding up considerable wealth. Mrs. M. B. Merriman, a white mission ary, differs materially from Capt. Rogers and is bitter in her denunctation of cruel manner in which the negro colonists are treated. She said: "I have been among the negroes of the south, and I have seen them at their worst. I have been among the natives of Africa for years as a missionary, but never have I witnessed such abject poverty, squalor and wretchedness as prevails among the negro colonists in Liberia. It is true that the colonization society furnishes them with land to work and keeps them in food for six months from their arrival. But what does it avail them? They are there scarcely a mouth when they are stricken down with African fever. Some of them survive it, but in most cases " means death. When those who get we, are ble to go to work they find that their allotted time of support by the society has expired and they are paupers. This is not always the case. While not one has ever yet been known to escape the fever, some of them, who possess unusually good consity ...s, get well and become quito prosperous. To the prosperous the paupers look for their subsistence ...Joe Howard in Boston Globe.

No Mercury. No Potash,

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Poison in all its singes.

It cures Mercurial Rheumatism, Cancer, Berorula, and other blood diseases heretofore considered incurable. It cures any disease caused from impure blood. It is now pre-period by thousands of the best physicians. in the United States, as a tonio. We append in the United Bases.
the statement of a few:
"I have used S. S. S. on patients convalesding from fever and from messles with the best results.

J. N. Chesar, M. D. Ellaville, da."

PRESENT. Ga.—Willie White was afflicted with scretchia seven years. I prescribed S. S. and to-day he is a fat and robust boy.

C. W. PARKER, M. D.

8., and to-day he is a fat and robust boy.

G. W. PARKER, M. D.

RICHMOND, VA., Dec. 13, 1885.—I have taken three bottles of swift's Specific for accordary blood poison. It ages much better than potash or any other remedy i have ever used.

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Formerly of Bussez Co., Va.,

Da. E. J. Halk, the well-known druggles and physician, of Nashville, Howard County, Ark., writes: "Having some knowledge as to what S. S. S. is composed of, I can safely recommend it as the remedy for all skin diseases, it matters not what the name may be."

We have a book giving a history of this woulderful remedy, and its curse, from all over the world, which will convince you that all over the world, which will convince you that if the convince you that the same application. No family should be without it. We have another of Contagious Blood Folson, sent on same terms.

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THAVELBER GUIDE. RE DIN & COLUMBIA R. R. after, SUNDAY, RAY 13, 1888. NORTHWARD. Ancaster Chickies Marietta Junction Columbia Arrive at ' SOUTHWARD. 2.00 Leave A. M. 11.00 Arrive at A. E. Marietta Junction 9.04
Chickies 9.30
Cilumbia 9.27
Jancaster 9.20
Quarry ville 10.29
Leave SUNDAY Arrrive at
Marietta Junction
Chickies
Octumbia

Leave
Ousrryvilleat 7.10 a. m.,
Ring Street, Lanc. at 8.05 a. m., and 8.55 p. m.
Arrive at
Reading, 10.10 a. m., and 8.55 p. m.
Leave
Reading, at 7.20 a. m., and 4 p. m.
Arrive at
King Street, Lanc., at 9.20 a. m., and 8,50 p. m.
Quarryville, at 8,40 p. m.

Trains connect at Reading with trains to and from Philadelphia, Pottaville, Harrisburg, Allentown and New York, via Bound Brook At Columbia, with trains to and from York Hanover, Gettysburg, Frederick and Balts nore.
At Marietta Junction with trains to and from Chickies.
At Manhelm with trains to and from Leba At Lancaster Junction, with trains to and from Lancaster, Quarry ville, and Chickies.

A. M. WILSON Superintendent.

PENNSYLVANIA RAILROAD 1888.

Trains thave Laboasten and leave and ar-rive at Philadelphia as follows:

ractic Express;
News Express;
News Express;
Way Passenger;
Mail trainvia Mt. Joy;
No 2 Mail Train;
Niagana Express;
anover Accom. rederick Accom... harrisburg Accom... Co'umbia Accom... Harrisburg Express Wostern Express;... EAST WARD.

EAST WARD.

Phila. Express: 2:0 a. m.
Fast Line: 6:05 a. m.
Barrisburg Express: 8:10 a. m.
Lancaster Accom. 9:05 a. m.
Atlantic Express: 12:05 p. m.
Atlantic Express: 12:05 p. m.
Philadelphia Accom. 2:05 p. in.
unday Mail. 8:00 p. m.
I ay Express: 4:45 p. m.
Farrisburg Accom. 6:45 p. m.

The only trains which run daily. On Sunday the Mail train west runs by way of Commbia. J R. WOOD, General Passenger Agent. GRAS. E. PUGH, General Manager. LEBANON & LANCASTER JOINT

Arrangement of Passenger Trains on, and after, Sunday, May 13, 1888. NORTHWARD. Sunday.

Leave A.M. P.M. P.M. A.M. P.M.

Quarryville. 5.08

King Street, Lanc. 7.00 12.35 5.54 8.06 4.06

Lancaster 7.07 12.35 6.02.8.18 4.06

Manhelm 7.33 1.18 6.30.8.45 5.18

Cornwall 7.59 146 6.56 8.17 5.46

Arrive at Arri SOUTHWARD. 1.88 7.10 9 82 7 12 12 30 7.30 7.55 7 27 12 45 7.46 8 10 7.58 1.14 8 15.840 7.88 27 1 48 8 42 9.12 Leave Lebanon 712 12 30 7.30/2.55 Cornwall 727 12.45 7.66.8 10 Munbelm 7.88 1.46 8.15.8.40 Lancaster 827 148 8.42 9.12 Arrivo at King Street, Lanc. 8.55 1.56 8.50 9.30

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