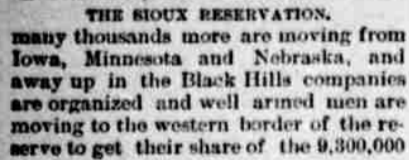


THE DAKOTA OKLAHOMA. THE NEXT BIG RUSH WILL BE INTO THE SIOUX RESERVATION.

Some 5,000,000 Acres of First Rate Land and a Little Not So Good—The Land is Fertile, with Good Water Power and Convenient Markets.

The Sioux must go. So says the United States government, and the three commissioners—Gen. Crook, William Warner and Charlie Foster—are already on the ground and summoning the chiefs to a "big talk." It is nominally a free talk.



By means of electric heat steam is generated and superheated. The steam passes into the engine to be operated, from whence it is carried into an electric dynamo, which supplies the electricity by heating the water, and thence the exhaust is delivered back into the generator.

The Indians have made a firmer stand on this reservation, and managed their part of the negotiation with much more skill than is usual with them. They set their terms from the start at the government price, \$1.35 per acre.

By its terms the commissioners are to use \$25,000 in "procuring the assent of the Sioux Indians"—other details being largely to the commission. The price is to be \$1 an acre for all land taken the first three years, 75 cents for that taken the next three, and 50 cents for all the rest.

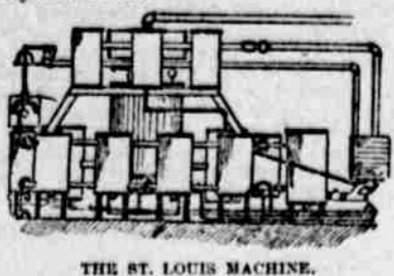
The land is nearly all good and easily accessible. There is no crossing of Indian lands necessary in getting into Oklahoma, and the laws of Dakota will be in force there as soon as the Indians vacate.

The topography may be described as a gentle slope, rising westward and southward from the Missouri, with gentle swells of prairie which rise higher as one goes westward till they merge in the spurs of the Black Hills or form the high "divides" between the affluents of the Missouri—the Cheyenne, White and Niobrara rivers.

The new community will be well situated for markets. But a little ways west is the noted mining region of the Black Hills, on the eastern border is the Missouri with railroads leading eastward and flourishing cities on its banks, and the Nebraska railroad traverses the valley of the Niobrara.

WILL THEY WORK? Perpetual Motion Machines Invented in St. Louis and Baltimore.

Another perpetual motion machine, "marvelous in its conception and positively staggering in its possibilities," has been invented, this time by an extremely confident man of St. Louis.

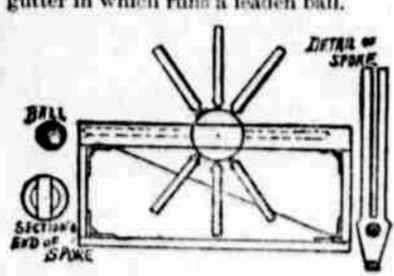


By means of electric heat steam is generated and superheated. The steam passes into the engine to be operated, from whence it is carried into an electric dynamo, which supplies the electricity by heating the water, and thence the exhaust is delivered back into the generator.

The dynamo is similar to all other dynamos. It is in the construction of the steam generator and its connections that the ingenuity of the inventor has displayed itself.

This heats the water and makes the steam, which passes through the lower cylinder of generators, and thence into the upper circuit, where it becomes superheated. From here it is discharged into the engine to be operated.

The machine manufactures water gas as readily as steam, and the inventor claims that by means of one of these generators of moderate size he can supply a large city with water gas and supply a system of machinery besides.



When the machine starts each arm is in such a position that the ball is rolled to one side and acts as a downward weight, there always being a little more weight on the downward than the upward side.

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What He Missed. Cashier Boggs (in Toronto)—Hello, what's the matter? You're all broken up. Remove, eh?

GREAT MERCHANTS, ALL. MARSHALL FIELD, PHIL ARMOUR AND JOHN WANAMAKER.

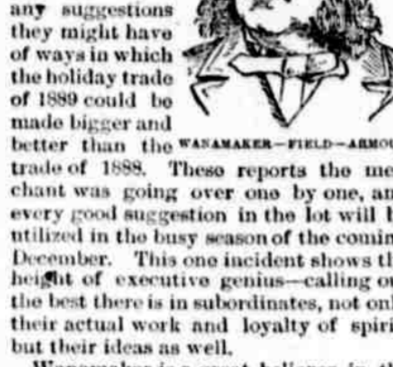
Their Business Methods—Wanamaker and Field Devote Their Energy and Brains to the Management of Men Rather Than to the Management of Money.

Marshall Field, the greatest merchant, strictly speaking, in America, and probably also the greatest in the world, started on his own account only twenty years or perhaps a little more ago.

These men are not alike in their methods. Field and Wanamaker are content to hold the leading strings of their great business houses, keeping tight the lines which hold subordinates up to the mark.

From what I know of these three great merchants I cannot say which has the best grasp of his business. Each is practically perfect as a business man in his way.

There is absolutely nothing left unprovided for the comfort and enjoyment of the passengers, and no better idea of the greatness of this century can be formed than in the contemplation of the enormous difference between the crude and uncomfortable sailing packets of the eighteenth century and the splendid steam levitators of the present day.



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These three men of success are of about the same age. Field is the youngest, at 51, Field is 53 and Armour 55. Armour was a farmer's son, who made his business start in life with a yoke of steers.

A CENTURY AND THREE. THE YEARS OF A TYPICAL NEWSPAPER OF THE SOUTH.

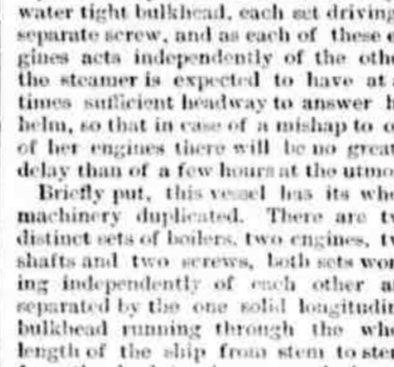
Interesting and Varied History of The Augusta, Ga., Chronicle—Some Account of the Life of its Present Editor, Hon. Patrick Walsh.

It has chronicled the news from the days of the colonial congress to the days of tariff and commercial wars.

What a history of human feeling, sentiment, prejudice and passion such a newspaper patriarch must contain! The follies and fables of lovely dames and gay cavaliers of colonial days; the struggles of our great-grandfathers to establish a republic; the union, disunion and reunion of the states; the insurrections, convulsions and storm-wravings of nature; the rise and fall of European nations—these and scores of other events which go to make up history.

Yesterday morning the president of the United States, with his family, set off from this city for his last ride at Mount Vernon.

The new steamer company, the Augusta-Victoria, has just arrived from London and Paris four months old, original poetry and a variety of unique and queerly worded advertisements.



The title of the king is now determined to be, emperor of the French.

The advertisements of a century ago were unique. Here is one: At the late dwelling of Philip Jones, of Burke county, deceased, on Monday, the 25th day of October next, will be sold to the highest bidder, for ready money, all the personal property of said deceased.

ENGLAND BOILED DOWN. Funerals and Food—Language and Etiquette.

SAG HARBOR, May 23.—Baggage is "luggage." No lively stables. Instead, sign of "cars on hire." No cars on railroad. All coaches. No rails.

Twenty million or more people in Britain eat hearty supper at night. Table spread often as for dinner. Roast meat, potatoes and porter. No indigestion follows. Never think of it. No green corn. No watermelons. No pork and beans. No blackwell cakes. No succotash. No oysters cooked a la steyer, fry, roast, broil or steamed.

Here is a sample of late news from Alexandria, Va., dated Aug. 25, and published in The Chronicle Oct. 9, 1790:

The title of the king is now determined to be, emperor of the French.

The modern newspaper would have chartered a steamer carrying a cable from New York to the scene of conflict and ticked the news into the editorial rooms during the progress of the fight.

The foreign news, four months old, shows the difficulty which The Chronicle had in spreading information:

The title of the king is now determined to be, emperor of the French.

The advertisements of a century ago were unique. Here is one: At the late dwelling of Philip Jones, of Burke county, deceased, on Monday, the 25th day of October next, will be sold to the highest bidder, for ready money, all the personal property of said deceased.

TRAVELERS' GUIDES. PHILADELPHIA & READING RAILROAD. READING & COLUMBIA DIVISION.

On and after Sunday, May 12, 1890, trains leave Lancaster (King street), as follows: For Reading and intermediate points, week days, 7:30 a. m., 12:25, 3:35 p. m.; Sunday, 8:00 a. m., 3:35 p. m.

On and after Sunday, May 12, 1890, trains leave Lancaster (King street), as follows: For Reading and intermediate points, week days, 7:30 a. m., 12:25, 3:35 p. m.; Sunday, 8:00 a. m., 3:35 p. m.

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Advertisements for various businesses including 'Imperial and Royal Austro-Hungarian Consulate', 'Wines', 'Housefurnishing Goods', and 'Rochester Lamp'.