AMERICAN CELESTIALS.

GRAPHIC PICTURES OF THE CHI-NESE IN SAN FRANCISCO.

The "Chinese Hest Go" and the "Chi Must Stay" Question — Filthy Ways of Living of the People from the Kingdom of Flowers—Chicese Theatres.

[Special Correspondence.]
BAN PRANCISCO, May 25.—It was only a few weeks ago that the city of San oo was illuminated in honor of the signing of the Chinese exclusion act. There were street bonfires, gorgeom pyrotechnics, bands of music, long processions and a general glorification.

The community was in a condition of costany, for the popular cry of "The Chi-bess must go!" had been realized and everybody was happy. Now the great ships from the Flowery Kingdom no longer dump a thousand or more Celes-tials into San Francisco every fortnight. In fact it is easier for a camel to pass through the eye of the proverbial needle than for a John Chinaman to get past the Golden Gate. All kinds and classes of people seemed to labor for this particular consummation. The newspapers, onsummation. The newspapers emocratic and Republican alike, vied with each other in urging the passage of the bill and then demanding the presient's signature. The coast seemed to be a unit on the proposition, and politicians declared that the uncivilized Mongolian must not be permitted to take the bread rom the civilized Caucasian, and that is was a white man's government, insended only for white men, and for



SIXTY CHINAMEN IN ONE ROOM. white workingmen particularly. Between you and me, good reader, it was largely the cry of the demagogue. Scratch a property holding Californian today, and ten to one you will find him quietly, but none the less positively, a pro-Chinese man. He will shout anti-Chinese with the best of them for business, political or other prudential reabut he knows and will admit to intimate friends that Chinese labor has been the making of California, and that without it the state would not have been what she is in this year of our Lord 1889. The lands that have been reclaimed, the grapes that have been harvested, the railroads that have been built and the wines and fruits exported. are the result of the plodding, uncomplaining, industrious and poorly paid John Chinaman. You might as well say that the South Atlantic states should do away with the services of the negro as that the Pacific slope should banish the almond eyed Celestial. Today, even, they are necessities; not creatures merely held on sufferance. They can do and will do what the white man cannot and should not. They are the scavengers of the cities, the safety of the country. There are times in the vineyards, the hop fields, the fruit groves, that thousands of men are necessary at once, for a week or two weeks, say a month, in the year. For at time are they needed, and only then. Tyle men could not exist on one month's un in twelve, but the Chinese can. It be a perplexing problem to solve, mahield, the

the California grapes and fruits co

Conges; startiele ho.Cainaman is no luck, hi screaming of Sarney today on birds sing of a wild so fighfare that is higher from some so the late general. rnt, which oracor is a little down in we do with them?" he said angrily in answer to my question; throw 'em in the sewer; they're no earthly good. If they were not here, white men could have employment and this country would be populated by Christian and Caucasian workers. Put the Chinese out altogether, and there would flock from the east an army of white laborers who would be a credit to the state, who would be the consumers as well as the producers, which the Chinese are not; who would spend their money where they carned it, which the Chinese do not; who would improve society, not degrade it, and who would help the general cause of humanity." Now this argument of Dennis Kearney is the regulation argument of the day orhaps it is the strongest side of the But the interesting fact remains, that thus far no one has been discovered who can fill the bill, who can take the place of the heathen, for with him the country has been developed and agriculture and viticulture made profitable. Without him it would be an impossibility.

Mark you, please, this letter is not an argument for the Chinese. Far from it. It is a beautiful dictum and a most acceptable one, that this glorious country is for the Caucasian, not the Mongolian; for the Christian, not the Pagan; for the brightness of American progress, not for the darkness of Chinese superstition. Heaven speed the day that it may come to pass, but we must look at things as gaviey are, not as we would wish them to And in things as they are we find "Le pig tail a very large, important and life. If you would see the Chinaman at

his best and worst, you must had him over in his own house in San Francisco. I have seen him in his haunts night and day; in the cool of the evening and it the bright light of the morning, and know him fairly well. Within a compact area of twelve blocks is Chinatows re located, and yet within that ares nearly 40,000 Celestials live, or rather

exist. They herd together like rats, and their mode of living is little above the animal. The Chinese Joss houses, restaurants, opium joints and gambling hells have been frequently oribed, but they can give little idea of the reeking depravity of the place. For two or three dollars a guide will take a couple through the entire town, and the rsion takes from 8 in the evening of 9 in the morning. It is all a fear-Lyour ire, but the white man or woman meer: "sted with marked respect, and can "Danywhere without fear of robbery or streeysical harm. In one three story build-if ing 1,500 Chinamen will live, the rooms

being arranged like the forecastle of a ship, in tiers of bunks one set above an-other. One large room is for eating, an-other for cooking, and all the surroundnge, while more or less clean, are dark, gy and barren. The Celestials fairly ewarm in these places, and their heathen-ish jabber is a puzzle. The theatre is the place to see John Chinaman at his case. It holds about 2,000 and is densely packed aight after night. The visiting white is ed to sit on the stage. The play sually lasts for three or four weeks, and seiven in sections of two or three a

night. No scenery is used, and a at a hideous lot of ear splitting instruments while the actors perform. No woman is permitted to act, so men take their places. They are educated up to it, and the simpering Chinese maid in gorgeous dress is excellently portrayed by some young fellow by some young fellow. Watching the ture one will long remember. One man seems the exact duplicate of the other they all look alike, and, wearing the identical hat, pig tail and blouse, the scene is monotonous to a degree. However much pleased he may be, the Chinaman seldom shows it and never applauds. Occasionally there is a grunt of pleasure, but the yellow, expressionless faces never light up with satisfaction. When a section of the play ends at midnight they all go out and gamble—every mother's son of them—and the lottery dealers do a thriving business. Later they tumble into their wretched bunks, and with a little box of opium "hit the pipe" and lie down to pleasant dreams. In the restaurants you can see the rich Chinaman. He is superbly dressed, and has about him his men friends and his women staves. He sparkles with jewels, and is the fat and greasy citizen we meet in the purple of life. Chinese musicians play for him, Chinese women coddle him and the restaurant feeds him and his guests with the finest of food. Even into the secrecy of their magnifi-cent pink dining halls the white visitor can boldly enter and look on. John Chinaman fears to offend his Caucasian brother in any way. To him everything is open. Down in other sections of the town, the gambling places, the "two bittee lookee" quarter and the poorer streets reeking with depravity, are many interesting sights, but I draw the veil. Only this can be said for it—the Celestial keeps all his vice to himself. He is never drunk outside, never ragged, dirty, disreputable or dishonest away from Chinaown. He will plod and work and slave for you faithfully up to the letter of any agreement. It is only when he leaves you to become his own master that he makes the break and going to his haunts

manity. I attended a Chinese funeral. While in the flesh the "remains" had been popular, and the paid criers at his bier were many. The friends also gathered numerously, and many invocations were made to the God of Wrath, the God of Luck and the God of Health to make it pleasant for the departed in the sweet by and by. It seemed to me that every back in San Francisco had been chartered for this faneral, for when the carriage procession started it was fully a mile and a half long before the last Chinese quartet had gotten into the fast vehicle. A carriage full of musicians, playing tomtoms and beating gongs, led the way, then the hearse holding the body, placed in a common coffin. Upon the hearse sat a Chinaman laden with small pieces of perforated tissue paper. Behind the hearse, at intervals of ten carriages, were more tomtoms and Finally the funeral started and dashed through the city pell mell bound for the graveyard. It looked more like a fast drive to a horse trot

becomes a low, vicious atom of hu-



unceded TAPERS TO KEEP THE DEVE-AWAY.

than a pilgrimage to a cemetery. When they moved along the Chinaman on the hearse began throwing out his bits of paper until the streets were littered with them. The wind took them here, there and everywhere, and as they scattered. the Chinaman chuckled merrily. It is a Chinese superstition that when the body starts to the grave, the devil starts too, and tries to get there before the corpse which he is supposed to grab. But in the race he must pick up every bit of paper thrown from the hearse. If he misses even one, the jtg is up and the corpse is a winner. This particular funeral finally reached the cemetery. where the body was hurriedly put in the open grave, which was as quickly closed At the end of the procession came an express cart laden with a young roasted pig, dishes of juley sweetmeats, pots of rice, nuts and teas, These were all reverently placed on the grave and the mourners departed. The iden is that when the devil does arrive be will be pacified by finding a good, hearty meal. The next day the roast pig is

WILL HE BE POPE!

A Story That Bishop Lavigerie May Suc-

ceed Lee XIII. The Catholic world is naturally much interested in the results of the May consistory, at which Pope Leo XIII created seven new cardinals, the interest being greatly heightened by the fact that these seven may virtually determine who is to be the successor of the present pope. Of the college of cardinals, who will choose Pope Leo's successor, a majority are Italians, and the French come next in number; and owing to the present conditions the new cardinals will probably cast the decisive votes. The archbishops made cardinals at the consistory are these:

Mgr. Achille Apolloni, present vicecamerlingo of the Holy Roman church, aged 65,

Mgr. Cajetan de Ruggiezo, regent of the Apostolic chancery, aged 75, Mgr. Francis Marie Benjamin Elchard,

archbishop of Paris, aged 70. Mgr. Joseph Alfred Toulon, archbishop of Lyons, aged 62.

Mgr. Aime Victor Francis Guilbert, archbishop of Bordeaux, aged 77. Mgr. Peter Lambert Goosens, archbishop of Malines and primate of Bel-

gium, aged 72. Mgr. Francis de Paula, archbishop of Prague in Bohemia, aged 45. This prelate is also Count Schoenborn and only became a priest in 1876; he was previously lieutenant in the Austrian army and bore an honorable part in the war against

Prussia in 1866. It is conceded that the choice for a successor to Pope Leo is limited to two: Cardinal Gibbons, of Baltimore, and

Mgr. Lavigerie, cardinal archbishop of Carthage, with probabilities in favor of the latter. Charles Martial Lavigerie was ocese of Aires, France, on Oct. 31, 1825. Short-



BISHOP LAVIGERIE. dination he was appointed professor at the Colleges des Carmes, and later held the same office in the University de la Sorbonne, the

celebrated school of theology founded at

raris in 1202. For some time he was auditor of the Sacred Rota for France, and in 1863 was nominated for the see of Nancy and Toul. A man of superior attainments and remarkable zeal, he soon distinguished himself in his new sphere, and Pius IX, in 1867—on March 27—assigned him to a larger field for his great activity by promoting him to archiepis-

copal rank, with the see of Algiers as his charge. His ceaseless labors earned him the title of apostle of Africa, and Leo XIII recognized his merits in the consistory of March 27, 1882, by promoting him to the dignity of cardinal. On Nov. 10, 1884, his holiness assigned him to the see of Carthage, whence, by all present appearances, he will in a few years be called to the exalted position of head of the Catholic church.

LONDON MEMORANDA.

Photographic Flashes Taken in the Great City by Prentice Mreard.

[Special Correspondence.]
SAG HARBOR, May 30.—No "tumblers" in England. All glasses. A "pitcher" is a jug. Don't ask for pitcher of water over there. Nobody will know what you mean. Warming ale in cold weather they call "chilling" it. Done in a sort of brass hopper kept on bar. Nobody in London knows Thames as a river. Told driver once to drive me to river. Didn't know what I meant. Must ask for bridge you want that crosses Thames. Such as "Westminster," "Waterloo," "Blackfriars," "London," etc. Coal spoken of as "coals." No "buggies." Molasses known as "treacle." Sold by the pound. "Chemist" and "druggist," different affairs. People spoken of as "starved with cold." London English better spoken than with us. All syllables sounded. None cut off. Full justice done to the terminal "ing." Thus: London says "speak-ing," America, "speak-in." Lancashire English next to Choctaw. Devonshire English resembles New England English Liverpool English sprinkled with Welsh.

Few restaurants. Mostly coffee houses or chop houses. Coffee generally sloppy. Tea good. Frequent notice in windows: "No charge for cooking." Meaning this: Customer buys chop or steak at market. Coffee house cooks it without charge. Charges penny for coffee. Ditto for bread and butter. Special shops for "Ham and beef cooked food abundant. shops." Corned beef. Ready at noon. Can buy down to two pence worth. Shaved off very thin. Superbly cooked. Freshly boiled potatoes and turnips by the ha'penny worth. Given you in paper roll. Also soup kitchens. Soup only. Pen soup and beef soup. Penny & bowl. Bowls chained to table, Also fish kitchens. Busy mostly at night. 10:30 p. m. for late suppers. Fish fried in vats of oil, Potatoes ditto. Eight cents buys fish supper for two. Pint of porter two pence. Fish kitchens crowded at night, Customers, plate in hand, at counter, two deep. Also hot sausage shops, eel pie shops, kidney pie shops. Boiled "winks" on hand cart. Otherwise salt water snails. Picked out of shell with

Britain a land of bars, otherwise "public houses." Our saloons there are "wine and spirit vaults." Brass mounted. Heavy brass work and railings outside. Endless polishing required. British bar mounted for heavy work. Heavy liquors, generally taken straight. Liquors cheap and as a rule better than ours. All measured out to customer. Customer never touches bottle. Buy by the "go." Thus "a twopenny go of rum," "a threepenny go of gin." British bar divided into compartments and departments. To suit class and wants of customers. Thus bar parlor," for sedentary and social drinking. "Bottle and jug department," or "Family Entrance." For the maid with the family beer jug. Other departments for stand up drinks. All front on same bar. Bar maids abundant. Bars as free to women customers as men. Equality of privilege. Ditto at times of drunkenness, especially on Saturday night at London's East End. Drunken women common in parts of London. Also women in rags. Also women in rotten rags. Find them on sunny days sitting in rows on curbstone. Blear eyed. Slouchy, sooty, slovenly. Beg of you for penny as you pass. Live on gin and herring. Live in holes. Live anywhere. Can't tell themselves where they do live. One roof this week, another that. Not much woman or humanity apparently left in them.

Gin and milk favorite morning bever age. Among working classes. Reputed nutritious as well as stimulating. Gives massive headaches and runs in to knees if too freely used.

Streets very cleanly swept. New York's a pig sty in comparison. No liberty poles. All flag staffs sticking out of church steeples. Economy of space in burying grounds. One grave holds entire family. Twelve feet deep at first. One coffin atop the other. One tombstone does for the family. Epitaph spaces left for those who are to follow. No room for long verses. Plethora of sepulchral and ghastly taste. Skeletons in stone carved over old church doors.

Pomp at funerals. Coffins black. Hearse horses ditto. With manes two feet in length. Tails sweeping the ground. Peculiar breed. Raised for Broke to hearses. Pirates' flag half yard in length from hearse driver's hat. Plug hat. Hired mourners. Clad in rusty black. More plug hat and red noses. Will mourn for you at so much per hour. No matter who you are, where you came from, what you've done or where you're going to. Afterward adjourn to tavern near cemetery, and refresh on beer and cheese. Ruby tint on end of nose renewed. Ready for next mourn. Business of a prolonged perfunctory mourn. Advertising posters with scale of prices for fur als common on streets. Four or ave grades of funeral. Lowest fifteen to twenty dollars. Highest one hundred. Burying a big business in England. Everybody dies there some time in their lives.

Copied following epitaph from a Woolwich grave yard: Weep not for me, my parents dear,

There in no weakness wanted here. The hammer of death was given to me, For eating the cherries off the tro-PRENTICE MULIFORD

A Bit of History. History makes many mistakes in the apportionment of its titles of distinction. Nothing could be more erroneous than the assumption that the establishment of absolute monarchy in France was the creation of Cardinal Richelieu supplemented by Louis XIV. The credit really belongs to Anne of Austria, daughter of Philip III, king of Spain, and queen of Louis XIII. Louis was induced by the artifice of Richelieu to suspect his consort of complicity in conspiracy. But the queen treated the charge with contempt. The death of the monarch and minister left Anne in undisputed possession of power. She selected Cardinal Mazarin as her minister, whose abilities she made use of without being in danger from his ambition. The minister's unpopularity excited an insurrection to which the Spanish pride of the queen was compelled to submit, but a civil war soon ensued between Anne, her ministers and their adherents on one side and the nobility and citizens on the other. The court secured the service of Turenne, through whose abilities the aris-tocracies, headed by the great Conde, were defeated, and the nobles and the middle classes were never afterwards able to raise their heads against the royal power until the great revolution of 1789. The queen, mother of Louis XIV, died on Jan. 20, 1666, at the

A GREAT CONFERENCE.

REPRESENTATIVES OF ALL THE AMERICAS TO MEET IN OCTOBER.

The Proposition First Suggested by James G. Blaine During Garfield's Administration-The Representatives of the United States in the Conference.

[Special Correspondence.]

WASHINGTON, May 30 .- By long odds the most important convention of the year is that which will meet in this city next October. It is called the American States conference, and is to be attended only by the states of the three Americas -North, Central and South America

The plan had its origin with the pres ent secretary of state, who attempted to put it into execution while he was secretary under President Garfield; but it failed at that time owing to the death of the president and consequent dissolution of his cabinet, and also on account of the difficulties then existing between Chili and Peru and Mexico and Guate mala. Now Secretary Blaine revives the scheme with very good prospects of suc-cess. Naturally, the United States takes the leading place in this continental conference, for it is by far the most powerful and important nation interested. Under the invitations the following

work is prescribed for the conference: First-Measures that shall tend to pre serve and promote the prosperity of the several American states.

Second-Measures toward the formation of an American customs union, under which the trade of the American nations with each other shall, so far as possible and profitable, be promoted. Third-The establishment of regular and frequent communication between the ports of the several American states

and the ports of each other. Fourth-The establishment of a uniform system of customs regulations in each of the independent American states, to govern the mode of importation and exportation of merchandise and port dues and charges, a uniform method of determining the classification and value. tion of such merchandise in the ports of each country, and a uniform system of invoices, and the subject of the sanitation of ships and quarantine.

Fifth-The adoption of a uniform sys tem of weights and measures, and laws to protect the patent rights, copyrights and trade marks of citizens of either country in the other, and for the extra-

dition of criminals.

Sixth—The adoption of a common silver coin, to be issued by each government, the same to be legal tender in all commercial transactions between the citizens of all the American states,

Seventh-An agreement upon and recommendation for adoption to their respective governments of a definite plan of arbitration of all questions, disputes and differences that may now or hereafter arise between them, to the end that all difficulties and disputes between such nations may be peacefully settled and wars prevented.

Eighth-And to consider such other subjects relating to the welfare of the several states represented as may be presented by any of said states which are hereby invited to participate in said con-

Though the delegates have, " . 15 meeting, and have received no tions, by common consent John BA, anderson, of Missouri, is already looked upon as the chairman of the American commission. Gen. Henderson is a man of great ability and force. A native of Virginia, he was before the war a Douglas Democrat, and in the war espoused the Union cause and did good service in the field. He was in the United States senate from Missouri from 1863 to 1869, and it was there, during the Andrew Johnson impeachment trial that he first demonstrated the positive character of his convictions and his tenacity and courage of purpose. So close was the struggle in the senate that it was known one or two votes would in all probability turn the scale for or against the innocence or guilt of Johnson, and the greatest pressure was brought to bear upon Henderson, who was supposed to friendly to the president, to induce him to change his vote. He was deluged with letters and tele-

grams from his state, public meetings were held to ask him by resolution to turn against the unpopular Johnson, and he was even threatened with political ruin. But it was all in vain. Gen. Henderson could not be turned from his purpose, and voted with Trumbull, Fessenden, Grimes and other Republicans, and thus saved the president from the disgrace of impeachment. This display of moral courage cost Gen. Henderson his seat in the senate, for at the next election he was displaced by Carl Schurz, Gen. Henderson is very wealthy, having for a number of years enjoyed the most remunerative law practice in the city of St. Louis.

Andrew Carnegie, the Pittsburg iron and steel millionaire, is one of the best known members of the commission. Carnegie is a Scotchman, and has the shrewd mind and well poised judgment characteristic of the natives of the Bonnie land. He was put on the commission because of his thorough familiarity with the commerce of the world, and more especially with the iron and steel interests. On recommending Carnegie to the president for this honor Secretary Blaine remarked that the conference was likely to resemble a game of checkers, and he knew Carnegie was a good checker player, for he had tried him to his sorrow. It is a fact that Carnegie owes his rise in the world to a game of draughts. His father was a journeyman potter

in Pittsburg, and being fond of checkers, as most Scotchmen are, often joined in the games at a well known ale house. There he met David Brooks, a railway manager, and happening to speak one day of his son Andrew, and to express the wish that he had some work for him, Brooks told Carnegie he would take the boy into his office as a messenger. The youngster went to work the next day at \$3 a week, learned to manipulate the telegraph keys, attracted the attention of Tom Scott, and was soon put in the way of developing into a millionaire, an opportunity which he lost no time in grasping.

The diplomat of the delegation, who may be relied upon to look out for the interests of this country in all matters of international law, is William Henry Trescott, of North Carolina. Secretary Blaine has said of Mr. Trescott that he is the most accomplished diplomat in this country, which is praise indeed. Trescott is one of the very few Americans who have made diplomacy their trade, and who have mastered it in all its details. His record is one of which any man might be proud. His first diplomatic service was as secretary of legation at London. He then became first assistant secretary of state under Lewis Cass in the administration of Buchanan, and was the first man to fill that office which was created about the beginning of Buchanan's term. When the war broke out Trescott returned to his native state, intending to take a part in the diplomacy of the Confederacy, but for some reason, probably because he had been a strong Whig and an anti-Calhoun man, was not intrusted by President

Davis with missions suitable to his abili-

After the war he came north again, and was one of the United States coun-sel in the Halifax fisheries dispute, which resulted in the payment of five and a half millions of dollars to this government. Later he was sent, with Jan Swift, now minister to Japan, and Col. James B. Angell, of Michigan, to negotiate a treaty with China. That was in the administration of Mr. Hayes, when Mr. Evarts was secretary of state. In 1881 Mr. Blaine sent him as a special minister to Chili and Peru, and he was subsequently designated by the government to join Gen. Grant in negotiating commercial treaty with Mexico. Mr. Trescott has written a history of American diplomacy up to the end of Jefferson's career in the presidency, besides a large number of magazine articles. He is now a resident of Washington.

The representative of New York city and its vast business interests is one of the best known business men of that city-Cornelius Bliss, of the firm of Bliss & Fabyan, cotton merchants. Mr. Bliss is a native of Massachusetts, and his first business employment was with James M. Beebs & Co., then the principal dry goods house of Boston. He became a partner in the firm in 1864, and rapidly grew rich. About 1870 he joined the firm of which he is now a member, and his bouse sells a larger quantity of cotton prints than any other firm in America.

William Pinckney Whyte, of Maryland, represents on the delegation the interests of Baltimore and the eastern middle section of the country, particularly the mercantile and shipping lines. He is a man of wealth and high character, educated a lawyer, which profession he practiced with eminent success, but is now engaged in rallway enterprises as a capitalist and president. He is a Democrat, and though not actively engaged in politics represents what is known as the anti-Gorman element of Democracy in Maryland. He served one term in the United States senate.

Clement Studebaker, of Indiana, represents the manufacturing interests, particularly the makers of wagons and farming machinery and implements. He is one of that family of Studebakers who have built up the greatest wagon factory in the world at South Bend. The father of the Studebaker boys was a plodding wagon maker, who taught his boys his trade, and who was satisfied to turn out vehicles as fast as be could sell them to the farmers of the surrounding country. He had no dreams of an empire for a market. But one day the old gentleman died, and just as the neighbors were wondering how the Studebaker boys would get along without the guiding hand of a father, the youngsters began branching out in the wagon business in a most astonishing manner.

They put up new shops, hired more workmen, introduced machinery, and soon began to sell their product all over the west. Now they make a complete wagon every five minutes. Their vehicles are known all over the continent of America, and even in Perope. Clement Studebaker is perhaps the best known of the brothers, being a man of great public spirit. He is a prominent Republican of Indiana, and is also conspicuous in the councils of the Presby-

ehurch. Thomas Jefferson Coolidge, of Boston. is New England's representative, though he will be assisted in looking out for the interests of that section by Mr. Bliss, who is selling agent for many of the great cotton mills. Mr. Coolidge is a capitalist and railway president, who was originally a lawyer. He is an accomplished and polished gentleman, justly proud of his descent from the family which gave to the world a Thomas Jefferson. Mr. Coolidge not long ago presented the government with the desk on which the Declaration of Independence was written. Morris Estee, of California, is a well known lawyer of the Pacific coast and

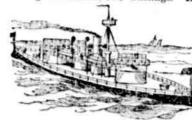
was chairman of the Republican national convention last year. He is also a farmer. ranchman and wine grower, and is fully able to represent the varied interests of the Pacific coast. John R. G. Pitkin, of Louisiana, is n

prominent citizen of that state, who held Federal office, that of marshal, under a former administration. He was placed on the delegation as a representative of the sugar interest of Louisiana, which hopes to profit much by the conference. John F. Hanson, of Georgia, is the most extensive cotton manufacturer of the south, having large mills at Macon. He is the cotton representative in the international conference, and there are hopes South America may be greatly stimu-

Congress has appropriated \$75,000 to defray the expenses of the conference, and the public printer will print the pro ceedings of the body in English, Spanish and Portuguese. This will provide for everybody except the Haytians, whose language is the French. WALTER WELLMAN.

The Monitor Puritan.

The Puritan will be the largest double turreted monitor in the United States navy. She has a displacement of 6,060 tons, is built of iron throughout and will be provided with a steel armor belt extending the entire length of the vessel. She will have four ten inch guns in two armored turrets, and a secondary battery of two six pounder rapid firing guns; two three pounder rapid guns; two re volving cannon and two Gatlings. Her



THE MONITOR. longth between perpendiculars is 280 feet, the extreme length being 295 feet 84 inches, beam 60 feet, and draught, with battery, stores and provisions, 18 feet 2 inches. Her engines will have 8,000 horse power, capable of giving her thirteen knots an hour. She has a low free board of thirty

inches, which subtends a vertical are of less than two minutes at the distance of two miles. Her turrets subtend in horizontal angles of about a quarter of a degree at the distance of a mile

The Day of the Month. "Let's see, what day of the month is this?" That question is heard in the hotel writing rooms hundreds of times a day. One man after another sits down to write a letter and has to ask his neighbor. His neighbor likely does not know unless he has asked some one else before the questioner came in; and the man who originally stated the date was probably able to do so only by referring to a newspaper which he was lucky enough to have with him. Out of ten business men who sit down to write a letter there is not more than one who dares to date a letter from memory; and this is probably as true of business men in general as of those who are found in the hotel writing

rooms. -Troy Times. Margaret Kendricks, a colored woman residing near Garrettsburg, south of Hopkinsville, Ky., gave birth to twins, both of them girls-one perfectly white and the other black.

THE EUROPEAN STRIKES.

They Are Not Yet Over with by Any Mon-

The dispatches from the scene of the labor riots in Germany are puzzling to most Americans, proving as they do that matters are managed quite differently over there from what was supposed. If it had been a rebellion against the government proper, the little band of mal-contents would all have been in prison or in their graves by this time. But as it is merely an industrial war, strikes



DRIVER AND CONDUCTOR TRAM CAR. followed by rioting, Emperor William is as tender with them as with so many misguided children. He receives deputations of workingmen, appeals to the capitalists to be conciliatory, sends his trusted man to arrange a compromise and talks to both sides "like a Dutch

The first strike was by the men who ran the tram cars in Vienna; the next in the mining districts of Westphalia. The emperor flatly told the operators that the men's demands were only reasonable. The coal companies had been favored with special tariffs and granted freight rates at cost to the principal cities (the government owns the main lines of rail), and their profits had been great, shares advancing 50 per cent. in two years; yet the condition of the laborers had grown worse. At the same time there is a strike in the building trades of Berlin and a heated debate in progress in the reichsrath. Still Emperor

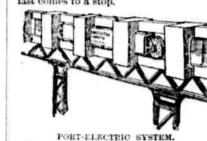


William forbids measures of force, rebukes the local authorities for using the troops and guarantees an arbitration before an impartial board. It appears in evidence that many of the miners receive but \$3.25 weekly wages. Public feeling is very pronounced in favor of the strikers. According to recent dispatches the coal operators have failed to keep their agreement, so there is a strike in Silesia also and the situation is critical.

A TREMENDOUS RATE OF SPEED. Extraordinary Claims Made for a New In-

vention to Utilize Electricity. A new method of using electricity as a motive power has recently been exhib ited in Boston for which its friends make great claims. It is based upon that attraction which a coil magnet has upon a steel bar, drawing it into its center. Instead of a bar, in the apparatus referred to, there is a steel car. Magnets are placed at brief intervals along the line, and the car is suspended from a single rail so as to go through their centers, the rail returning inside the magnets. The car having been drawn into the center of the first mag net, the current is then cut off automatically and the car left free to the influence of the second magnet. Here the current is again cut, and so on to the end of the route.

The power to be used in the apparatus will need to be sufficient in the first few magnets to start the car and give it the intended motion. The power of suc ceeding magnets may be much slighter, for the force required to keep an object in motion is very small compared with the initial force. Only one magnet is in operation at one time, so that there is no waste of force whatever. The point at which the current is broken is slightly before the center of the car reaches the center of the magnet. Were the current cut exactly as the car reaches th center there would for an infinitely small time be a retarding motion. Indeed, the principle of the break to be applied is based on this fact. The break consists of a magnet similar to the others in use, in which the circuit is not cut off after the car has passed through it. Conse quently the car is pulled back and at last comes to a stop.



The inventor of this system, which is called the "port-electric system of transportation," is John G. Williams. He exhibited a model sixty feet long, through which a small bar of steel was made to shoot with astonishing rapidity. It is intended to use the system at first

for the purpose of transporting the mails. About an hour is the time estimated to send a car from New York to Boston. and mails between the two cities may be distributed every time the carriers go out on their rounds. As this would indicate a speed of some two hundred miles an hour, mails could be sent across the continent in fifteen hours.

In other words, the San Francisco merchants and bankers would find letters on their desks in the morning that had been mailed the evening before in New York. There have been numerous electric

systems for rapid transit invented, but thus far none have been practically applied. It remains to be seen if the portelectric will work. If so it will revo lutionize the mail facilities: but whether passengers can be found who are willing to shoot through the air at such a rate is a more serious question.

It is said that the oldest resebush in the orld, of which there is authentic record, grows in a churchyard and against an old church at Heldersheim, Germany. Eight hundred years ago, so the records say, Bishop Heplio caused a trellis to be built on which it was supported. Today the main stem is thicker than a man's body. Cravelers' Guibe.

DHILADELPHIA & READINGRAILROAD READING & COLUMBIA DIVISION.

On and after Sunday, May 12, 1899, trains ave Lancaster (King street), as follows:
For Reading and intermediate points, week any, 730 a. m., 1235, 335 p. m.; Sunday, 836 a. ys, 7:30 a. m., 12:35, 3:35 p. m.; Sunday, 8:30 a. ... 3:55 p. m.; For Philadelphia, week days, 7:30 a. m., 12:35, 35 p. m.; Sundays, 3:35 p. m.; Sundays, 3:35 p. m.; For New York via Philadelphia, week days, 3:05 a. m., 12:25, 3:35 p. m.; For New York via Allentown, week days, 3:35 p. m.; For New York via Allentown, week days, 3:35 p. m.; For New York via Allentown, week days, 3:35 p. m.; For New York via Allentown, week days, 3:35 p. m.; For New York via Allentown, week days, 3:35 p. m.; For New York via Allentown, week days, 3:35 p. m.; For New York via Allentown, week days, 3:35 p. m.; For New York via Allentown, week days, 3:35 p. m.; For New York via Allentown, week days, 3:35 p. m.; For New York via Allentown, week days, 3:35 p. m.; For New York via Philadelphia, week days, 3:35 p. m.; For New York via Philadelphia, week days, 3:35 p. m.; For New York via Philadelphia, week days, 3:35 p. m.; For New York via Philadelphia, week days, 3:35 p. m.; For New York via Philadelphia, week days, 3:35 p. m.; For New York via Philadelphia, week days, 3:35 p. m.; For New York via Philadelphia, week days, 3:35 p. m.; For New York via Philadelphia, week days, 3:35 p. m.; For New York via Philadelphia, week days, 3:35 p. m.; For New York via Philadelphia, week days, 3:35 p. m.; For New York via Philadelphia, week days, 3:35 p. m.; For New York via Philadelphia, week days, 3:35 p. m.; For New York via Philadelphia, 3:35 p. m.; For For New York via Allentown, week days, 1225 p. m.

For Allentown, week days, 7:30 a. m., 3:35 p. m.; Sunday, 3:35 p. m.

For Pottsville, week days, 7:30 a. m., 3:35 p. m.; Sunday, 3:55 p. m.

For Lebanon, week days, 7:30 a. m., 12:35, 6:42 p. m.; Sunday, 8:35 a. m., 3:35 p. m.

For Harrisburg, week days, 7:30 a. m., 12:35, 6:42 p. m.; Sunday, 8:35 a. m.

For Quarryville, week days, 8:35, 9:30 a. m., 3:30, 8:30 p. m.; Sunday, 8:10 p. m.

TRAINS FOR LANCASTER.

Leave Reading, week days, 7:20, 11:55 a. m.,

Leave Reading, week days, 7:20, 11:55 s. m., 5:55 p. m.; Sunday, 7:20 s. m.; 3:10 p. m.
Leave Philadelphia, week days, 6:15, 10:00 s.
Leave New York via Philadelphia, week days, 6:15, 10:00 s.
Leave New York via Allentown, week days, 6:00 s. m., 1:30, 12:00 p. m.
Leave New York via Allentown, week days, 6:00 s. m., 1:00 p. m.
Leave Allentown, week days, 5:52 s. m.; 4:30 p. m. p. m. Leave Pottsville, week days, 5:50 a. m., 4:25

Leave Pottsville, week days, 5:50 a. m., 4:35 p. m.
Leave Lebanon, week days, 7:12 a. m., 12:30 7:15 p. m.; Sunday, 7:50 a. m., 3:45 p. m.
Leave Harrisburg, week days, 6:25 a. m.; Sunday, 6:50 a. m.
Leave Quarryville, week days, 6:40, 9:25 a. m.,
Leave Quarryville, week days, 6:40, 9:25 a. m.,
ATLANTIC CITY DIVISION.
Leave Philadelphia, Chestnut street wharf, and South street wharf, and South street wharf, week days, expresses, 9:50 a. m. and 4:30 p. m.; Sunday, Express, 8:50 a. m. and 4:50 p. m.; Sunday, Express, 8:50 and 9:50 a. m., Accommodation, 8:50 a. m., 4:30 p. m.

p. ni.

Returning leave Atlantic City, depot corner,
Atlantic and Arkansas Avenues. Week days.—
Express 7:00 and 10:12 a. m. and 4 p. m. Accommodation, 8:05 a. m. and 4:20 p. m. Sundays.—
Express, 4 and 5:30 p. m. Accommodation, 7:30
a. m. and 4:05 p. m.
Detailed time tables can be obtained at ticket offices, A. A. McLEOD, Vice Pres. & Gen'l M'gr. C. G. HANCOCK. Gen'l Pass'r Agt.

PENNSYLVANIA RAILROADSCHEDULE In effect from May 13, 1889.
Trains LEAVE LANCASTER and leave and arrive at Philadelphia as follows:

WESTWARD.

Philadelphia, La

WESTWARD.
Pacific Express;
News Express;
News Express;
May Passenger;
Mail traint;
No. 2 Mail Traint;
Nigara Express;
Hanover Accom.
Fast Line;
Frederick Accom.
Lancaster Accom. via Columbia via Mt. Joy 2:15 p. m. 4:40 p. m. 5:34 p. m. 9:20 p. m. Arrive Phila. 4:25 a. m. 6:50 a. m. 8:50 a. m. 10:20 a. m. viaMt.Joy. EASTWARD.
Phila, Express!
Past Line1.
Lancaster Acco...
Harrisburg Express
Luncaster Accom...
Columbia Accom...
Atlantic Express!
Seashore Express!
Seashore Express.
Philadelphia Accom.
Sunday Mail...
Day Express!
Harrisburg Accom.
Mail Train! | Lancaster. | 220 a. m. | 425 a. m. | 426 p. m. | 426

fThe only trains which run daily. On Sunday the Mail train west runs by way Columbia.

J. R. WOOD, General Passenger Agent.
CHAS. E. PUGH, General Manager.

LEBANON & LANCASTER JOINT LINE Arrangements of Passenger Trains on and after SUNDAY, May 12, 1889. NORTHWARD.

Leave A. M. P. M. P. M. A. M. P. M. King Street, Lane. 7:00 12:35 5:42 8:05 3:55 Lancaster 7:07 12:43 5:50 8:13 4:04 Manbeim... 7:23 1:20 6:20 8:45 4:35 Cornwall... 7:259 1:46 6:48 9:17 5:01 A. M. WILSON, Supt. R. & C. Railroad. S. S. NEFF, Supt. C. R. R.

PHILADELPHIA, February 21, 1889.

HUNGARIAN

IMPERIAL AND ROYAL AUSTRO-HUNGARIAN CONSULATE.

According to the instructions of the Royal Hungarian Ministry for Agriculture, Industry and Commerce in Buda-Pest to this Imperial and Royal consulate It is hereby attested to that the Royal Hungarian Government wine cellars at Buda-Pest were established by the Hungarian Government, February 1, 1882, and that the establishment is since under control of said ministry.

The aim of these wine cellars is to supply the world's markets with the best wines produced in Hungary, free from any adulteration.

Mr. H. E. Slaymaker, agent of Laneaster, Pa., has by the Government's general agents of North America been appointed agent for Lancaster for the sale of these wines, which are bottled in Buda-Pest, under the supervision of th Hungarian Government, and bear the original protective label of the Royal Hungarian Ministry for Agriculture on the bottles.
LOUIS WESTERGAARD,

Imperial and Royal Consul of Austria-Hungary.

SEAL. T. & R. HUNG, CONSULATE, AT PHIL'A., PA.

Bousefurnishing Goods. CALL AND SEE

-THE-ROCHESTER LAMP!

Sixty Candle-Light; Beats them all. Another Lot of Cheap Globes for Gas and Oil

THE "PERFECTION" METAL MOULDING and RUBBER CUSHION

Weather Strip. Beats them all. This strip outwears all others. Keeps out the cold. Stops rathing of windows, Excludes the dust. Keeps out snow and rain. Anyone can apply it—no waste or drit made in applying it. Can be fitted anywhere—no holes to bore, ready for use. I will not split, warp driving the cushion strip is the most perfect. At the Stove, Heater and Range Store of

John P. Schaum & Sons 34 SOUTH QUEEN ST.,

LANCASTER PA.

NOTICE TO TRESPASSERS AND GUN-NERS.—All persons are hereby forbidden to trespass on any of the lands of the Cornwall nd Speedweil estates in Lebanon or Lancaster counties, whether inclosed or uninclosed, either for the purpose of shooting or fishing, as the law will be rigidily enforced against all tres-passing on said lands of the undersigned after this notice.

WM. COLEMAN FREEMAN.

WM. COLEMAN FREEMAN, R. PERCY ALDEN, EDW. C. FREEMAN, Autorneys for R. W. Coleman's Heim