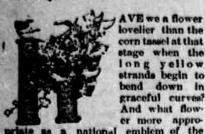
THE FLOWER OF COLUMBIA

THE DISCUSSION AS TO THE FLORAL EMBLEM OF THE UNITED STATES.

Why Not the Tassel of the Maine? Or th over of the American Tulip Tree!



lovelier than the stage when the long yellow strands begin to bend down in graceful curves? And what flow-

er more appro-riate as a national emblem of the Inited States, seeing that Indian corn grows in every section of the great re-public, except on the coldest high-lands? While the discussion as to the proper national flower is in progress let the maize tassel by no means be forgot-

An American traveler relates that while in Germany he was the guest of a oted German botanist and florist, who slighted him with a view of all the were that could be grown in that climate and of many that required hot-house culture. "And now," said the scientist, "I will show you what I consider in many respects the prettiest of all, and therefore I have reserved it to the last. I only regret that it is an annual and will flower only in the warmthen guided his guest to a corner of the upon two stone walls, and in the angle ere two corn stalks in full tassel. "There!" he exclaimed with enthu-

lasm; "are they not lovely?"
"What, that!" said the American; "why, I can see thousands of acres of that at home any day in the season."

Yet the German was right. It is only familiarity that makes us ignore the loveliness of the corn tassel. Nor do we ignore it altogether. The duliest laborer in the vast fields of the central west will express admiration of a field of tasseling naize. Go, in August, to the vale of the Miami, the Wabash, the Illinois or other western streams, take your stand in early morning, ere the dew is dried, on some commanding point overlooking miles on miles of the yellow maize, see it swayed by the breeze, the sea of tasseled tops waving and sparkling in the bright morning light, and you will en-joy a scene which Europeans of culture ld travel many miles to see and at which they would fall into raptures True, the lovely season of the corn tassel is brief, but all beauty is evanescent. For its beauty, its many uses and its extend-ed culture the corn tassel is the truly

typical American flower.

During the Irish famine in 1847 some cargoes of provisions were shipped from the United States, and among them were many sacks of corn meal. These found their way to various parts of Ireland,



BOSE, SHAMROCK AND THISTLE OF GREAT BRITAIN.

and the universal question of the peasantry was: "And what is it?" In their hunger they ate some of it as it came from the sack and many conjectures arose. Some thought it a sort of barley peculiar to the New World, others were positive it was the seed of a grass, and many thought the shippers had swindled the donors and mingled fine sawdust with the original food-whatever it was. In many of the sacks were found whole grains of corn, which people planted in their gardens-"just to see what it would grow like." And when the dark green stalks grew tall and the yellow tassels appeared, visitors came many miles to see the new plant. It did not "silk" or put forth an ear-the nights were too cold, but when the Irish of the great emigration of 1848-50 arrived in the United States they were all curiosity about the new and lovely plant, and many a western boy of those days can remember his laughter at the wonder of the newly arrived over the great corn fields and their admiration of the tassel-



THE AMERICAN TULIP. The western poplar, sometimes called the "American tulip tree" (neither name is used with scientific exactness), bears a singularly lovely flower, and as the tree is itself a magnificent one, the flower, with the two annexed and peculiar leaves, would make as fine an emblem certainly as do the lilies of France or the roses of England. It might be urged that the tree is not common to all sections of the republic, but that is an objection that applies to almost every plant. Many people admire the morning glory, but it is neither general in growth nor in favor. The sunflower as

a national emblem must have been suggested as a joke. Certainly no one has yet advanced any good reason for adopt-ing it except that, in the form we know it, it is peculiarly American and grows nearly all sections. The violet and daisy have much better reasons in their favor; the former may be considered one extreme, as the sunflower is the other, undue and un-American modesty against garish prominence and flagrant color. Surely a typical United States flower can be found without proceeding

to desperate extremes.

The Society of American Florists, of hich John N. May, of Summit, N. J., president, and which will hold its fifth natual convention at Buffalo on the Oth, 21st and 22d of August, proposes to discuss this subject fully and decide by ballot. It is, therefore, in order to nquire how certain flowers became the ms of other nations. Two facts curprise one at the outset; very few nations have adopted a distinctive flower, and of these few the choice of many appears ridiculous. It is evident, in-deed, that they were not deliberately chosen—they came to their place as em-

stition. What reason, for instance, can the Weish give for adopting the leek? Only this, that from time immemorial it has been so, and now on St. David's day every good Welshman crowns himself with a leek. The thistle would be sim-



THE CORN TASSEL. ply ridiculous if adopted by any people less brave and practical than the Scotch. And both leek and thistle have been in many times and places proverbially connected with extreme poverty and slavish

The rose of England, however, is his toric. We all know how the white and red roses became the badges of York and Lancaster in the "Wars of the Roses," and how, when Henry VII married Elizabeth of York, the claims of the two houses merged in the Tudor line, and how the story soon spread abroad that an enormous rose bush in the Wiltshire monastery bore both red and white roses, and finally mingled the two colors in each rose it produced-a happy omen of renewed peace and union. Is there not some distinctively American flower in which the blue and the gray are delicately mingled? If such can be found or produced it will be the "daisy" we want.

To give a list of the flowers already suggested would almost amount to making a manual of botanic terminology. No one has yet proposed the jimson or tansy, rhubarb or catnip, alder, striped grass or fragrant mint, but it would not e safe to extend this list far. And be t remembered, we are not limited to flowers; for Americans have a bewildering variety of beautiful leaves. Foreign ers arriving in the northern and middle western states of the Union in October are charmed and amazed at the gorgeous coloring of the woods-the delicate yellow of the maple, the scarlet of the gum and parasitic plants and the russet brown of the oak mingling in perfect harmony, while the broad thick leaves of the hickory are still as green as in June.

Historically the inquiry is of great interest. In ancient Athens the violet was long an emblem, but the olive, sacred to Minerva, replaced it. The Florentine republic took the lify. The so called lilies of France, however, are not lilies, nor is it certain that the original design on the French flag was meant to repre-sent any flower. The evergreen pine has a sort of German preference, but is not a national emblem. The origin of the national shamrock in Ireland is un known; the story connecting it with St. Patrick is quite modern. As nothing is certainly known about the origin of most of the floral emblems, there is a wide scope for poets, and one of them, in Harper's Weekly, gives us this advice, which we must perforce take till we can do better:

In crown and seal the royal rose is sign And symbol sweet of England's sovereignty; Old France her banners filled with their dedis, And German flags shake out the cornflower's

And Ireland proudly waves her shamrock green But in our flag no other flower might be seen As emblem of our greatness. Eplendid shower The thistle, shamrock, cornflower, thousands

That grow from stern Alaska to gulf shore And bloom by sandy beach or mountain snows All flowers of use or beauty God bestows To grace our boundaries and their scope disclose.

EX-PRESIDENT WOOLSEY.

He Was a Ripe Scholar, and He Died at Eighty-eight.

Theodore Dwight Woolsey, ex-president of Yale university, who died recently at the ripe old age of 88, was born in New York, Oct. 31, 1801, and was the son of William Walter Woolsey, nephew of the first president, Dwight, of Yale, and grandson of Rev. Benjamin Woolsey, an early graduate of Yale.

Theodore Dwight Woolsey was graduated from Yale in 1820, after which he read law in Philadelphia, and then for two years studied theology at

Princeton. He

was a tutor at

Yale from 1823



to 1825, and was licensed to EX-PRESIDENT WOOLSKY. preach in 1825. He studied for two years in France and Germany and spent a year in England and Italy. From 1831 to 1846 he was professor of Greek at Yale, and pubished several works, making a more considerable contribution to Greek learning than had been made by any earlier

Greek scholar. In 1842 he assisted in establishing The New Englander, to which he contributed over sixty papers. In 1845 he visited Athens, and Oct. 21, 1846, he succeeded President Day, of Yale. He was given the degree of LL D by Wesleyan in 1847. In 1850 he delivered an historical address on the one hundred and fiftieth anniversary of the founding of Yale. As president, he taught history, political economy and international law. In 1860 he published a text book on the latter subject, of which six editions were printed and used all over the United States and in the English universities.

Two English editions have been issued. In 1871, when 70 years old, Professor Woolsey resigned the presidency of Yale. Subsequently he published several volumes of sermons and also a work on "Civil Liberty and Self-Government." He also published "Political Science, or the State Theoretically and Practically Considered," "Communism and Socialism," and many other works. He was also one of the revisers of the New Testament, and for many years a regent of the Smithsonian institution. He was twice married, first in 1833 and second

in 1852. William Mooney, of West Pike, Potter county, Pa., has a peculiar head of hair. When a storm approaches every hair in his head stands out straight, and as he wears his hair very long he is quite a ridiculous sight. On that account he

never leaves the house when it is cloudy. Scarcity of Gold Dollars.

The little shining beauties, the single gold dollars, much cherished by women for spangles and bracelets, are exceedingly scarce and hard to obtain, and those in goest of them for presents are obliged to go to brokers, who charge from 10 to 20 per cent. additional to their value. For commercial purposes the single dollar gold piece has become almost obso lete. But few were coined lust year, and thus far in 1889 none have been coined at the Philadelphia mint.-Philadelphia

THE WONDERFUL WORTH.

STORIES OF THE MALE MILLINER AND DRESSMAKER. An Artist in Form, Color and Drapery. Makes a Walking Dress Which Pasci-

nates the Empress and Makes His For-

time-A 86,000 Dress. There is a man in Paris who is more attractive to women of dress than any other man living. His name is Worth and he is a dressmaker. Why, then, should not Mr. Worth have his biography written as well as other men of distinction? What matters it that he is a ladies' tailor?, Has not Pope said, "Worth makes the man and want of it the follow?" Mr. Worth does better than this; he makes the woman.

Charles Frederic Worth was born in Bourne, Lincolnshire, England. Charles was to learn a trade and was apprenticed at 13 to a printer. But his artistic fingers were too nice to handle type, and he abandoned the case and went up to London to find cleaner occupation. There he entered a dry goods house, and soon becoming a favorite with the firm and manifesting good taste, many of his suggestions were adopted. Then be went to Paris and secured a position in the Maison Gagelin and soon became head of a department. Attempting to introduce some of his own ideas and failing. he set up for himself.

Before this Worth had done a little dressmaking on his own account, since the house at which he was employed did not make dresses. So the employe acquired many clients at the imperial court, although the house was looked upon as decidedly Legitimist in character, as it dated from the days of Marie Antoinette, and had hanging on the walls of its chief reception room a drawing in India ink of that queen coming to shop there soon after the accession of Louis XVI. The place was extensively patronized by the ladies of the Fauourg St. Germain, and one of them in troduced Worth to the Countess de Pourtales, through whose influence he first submitted one of his creations to the em-

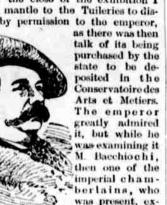
It was a walking dress in gray taffetas. trimmed with black velvet ribbons, the skirt and jacket made to match, which was then an entirely new idea, though the style has since become so universal. The empress admired it extremely.

"But, M. Worth," she said, "I should not like to be seen in public in so novel a costume. I must wait till some one else has appeared in it, for in my position I ought not to set the fashion. I must be content with following it."

So the Countess Pourtales took the dress, and soon after Worth made one precisely like it for the empress.

"My exhibit at the Paris exhibition in 1855," Mr. Worth has said, "was a court train in white moire antique, the ground almost entirely disappearing under embroidery in gold thread and pearls, the pattern of which was my own designing. It represented a series of graduated flounces in gold lace, spreading out in the form of a fan, and even at that epoch of low prices, when \$100 was considered an extravagant amount for a lady to pay for a magnificent dress, was valued at

"After the close of the exhibition I took the mantle to the Tuileries to display it by permission to the emperor, as there was then



but while he M. Bacchiochi. then one of the imperial chambertains, who was present, exclaimed, 'There

de-lis introduced into the pattern of the embroidery.' This remark was not altogether correct, as the figure was not really a fleur-de-lis, but, as the style of the work was that of the rennaissance, some of the interwoven lines of the design might have assumed a form not unlike that of the obnoxious emblem of the Bourbon dynasty. At all events, that speech put a stop to any project the emperor might have formed of purchasing the mantle, and it was consequently left on my hands."

The manufacture of ladies' dresses is now a fine art. Worth says that it be came so at the beginning of the second empire in France. "I have made dresses for many lovely women," he has said, but the empress was the loveliest of all." Doubtless the beauty of the costume worn by many a fair dame in America today, though constructed in the United States, is due to that impulse given the art by the study and taste of Worth, assisted in its introduction by his imperial patroness.

Two things at the beginning of the empire combined to give to feminine dress an added importance. One was the in-vention of the crinoline and the other was the rage for fancy costume balls in Paris.

The first one of these entertainments took place at the house of Mme. Tascher de la Pagerie, one of the relatives of the emperer, and was a comparatively small affair of an intimate and private character. The empress appeared at it in her first fancy costume, which was furnished by Worth, and which was a dress in black tulle and marabout feathers, representing Night.

She gave her own first fancy ball at the Hotel d'Albe, then on the Champs Elysees, but long since torn down. For this entertainment Worth made her an elegant costume, in which she was to have personated Diana. The quiver was in silver, and the empress had caused a portion of the diamonds of the crown to be mounted as a long garland of oak leaves and acorns, which she was to have

worn fastened transversely across the corsage. But the mysterious death of a young relative of the imperial family, who was shot by some person or persons unknown, prevented her from appearing at the ball except incognita and shrouded in a plain domino.

Worth suffers, like all true artists, from the bad taste of many of his patrons. "My life is anything but a bed of roses," he said one day. "What I have to endure from some women is simply incredible, when it is remembered they call themselves 'ladies.' A person sailed in one day and gave an order, saying: 'I don't like your taste, Mr. Worth; I want so and so.' 'Madame,' I replied, 'you can have what you want, but I am quite sure if I had your taste I shouldn't have any customers.' She didn't mind that sarcasm; she didn't understand it. What do women come to me for, if they don't like my style? That's what they pay for. Why don't they make their own dresses, if they know so much about it? Another lady said: 'You make my coasin's dresses, and I don't approve of them. Mr. Worth, 'Neither do I. madame, I answered. If your cousin likes colors mixed up, I can't help it. If you have a more cultivated eye than your cousin. I congratulate you is

The room where Worth works is a large, well lighted apartment and con-tains eight mirrors, so that the whole wall space between the windows is enwall space between the windows is en-tirely covered with looking glass. This is all its furniture except a table, a stool and a big basket on three lega, filled to the brim with loose pins. With these tools and a pretty girl Worth evolves his masterpieces. No dresses are made here, but when he wishes to study effect and

make definite some vague conception floating in his brain, he calls for the girl hired for this purpose—and it is an abso-lute requisite that the woman applying for this position shall be pretty and graceful-and she promptly mounts the

There she stands for hours, clothed in the most perfect of corsets of course and a low necked, short sleeved waist of white China silk, with a plain, rather scant skirt of the same, which falls over a moderate sized tournure. She stands motionless while the great dressmaker pins stuffs of all sorts upon her. trying effects and getting suggestions. Sometimes she is enveloped in clouds of tulle or vapory gauze, while the man milliner works out his idea for a debut gown for a royal princess, or she stands amid sweeping folds of satin and velvet that will finally become the court dress of a dowager duchess or of the wife of

an American pork packer.

When he has the mood for composing upon him, Worth is tircless and sometimes exhausts three poscurs before he has satisfied himself. The girl will drop with fatigue and is rapidly replaced by a fresh one, so that the work of compo-

sition may go on.

And so it was that one who would doubtless have made a bad printer left "the art preservative of all art" to embrace the art decorative of that most beautiful of all creations, a beautiful woman. And this was fortunate. There are a great many Dr. Franklins at the press, but there is only one Worth to design his exquisite costumes for women.

A PRINCESS BETROTHED.

One of the Daughters of the Prince of Wales to Marry the Earl of Fife.

His royal highness Albert Edward, Prince of Wales and heir apparent to the British crown, has pleased his people and astonished many persons by deciding that his daughters shall marry Englishmen if any eligibles can be found, There is some criticism because he has betrothed Princess Louise (or consented to her betrothal) to a man as old as her father; but as the princess herself is effusively glad of the choice and expresses her feelings quite charmingly, and everybody knows there is no compulsion in the matter, there is no occasion for regrets or sympathies on this side of the water.

The prince, as every one knows, is the second child of her gracious majesty the queen, and was born Nov. 9, 1841, and was married March 10, 1863, to Princess Alexandra, oldest daughter of King Christian IX, of Denmark. Her sister is the wife of the present czar of Russia, which justifies the title given her mother-of being the most successful matchmaker in Europe. The Prince of Wales and Alexandra have five children: Albert Victor, born Jan. 8, 1864; George, June, 3, 1865; Louise, Feb. 20, 1867; Alex-

andra, July 6, 1868, and Maud, Nov. 26, 1869. It was long supposed that Albert Victor (who is certain to be king Conservatoire des | if he lives and may succeed The emperor Queen Victoria) greatly admired | was to marry his

was examining it Victoria, of Ger many, but it now transpires that his father thinks it time to put an end to these German alliances. Hence the interest in the marriage of Louise, oldest daughter of the Prince of Wales.

> Bear in mind that the reigning family of England is only "English" in the same sense that so many New York aldermen are "Americans"-that is, they have become naturalized and taken the oath of office. The first two Georges were emphatically German, and subsequent intermarriages leave the prince with so little British blood in his veius that "No beraldry Harvey could ever succeed in finding the circulation."

The marriage of his daughter to the Earl of Fife will do more to thoroughly Anglicize the family than any previous alliance. The earl is nineteen years older than the girl he is to marry, and was a boon companion of her father, the prince, in those days when the latter was sowing his wild oats; but his blood is ceruan and he has gold galore-an income of \$800,000 a year. His family as a noble one dates back to 1404. In fact, as every reader of English history knows, the names of Fife and Macduff have been noted in the north of the island from the very beginning of modern civilization. The present earl was Viscount Macduff in his early years, but it is already annonneed that ber gracious majesty will make him a duke if it is necessary to settle questions of precedence.

It is necessary to say a great deal about the earl because there is really very little to say about the princess. The daughters of the Prince of Wales are not at all beautiful in the accepted sense, but they have very pleasing, innocent faces. Some London writers have essayed to compliment the bride expectant by saying that when she rides with her grandmother the queen in the park the resemblance between them is very marked. Americans will accept the statement of fact and reserve their opinion as to the "compliment." The bridegroom expectant has taken pains to announce that he "would scorn to ask parliament to make a settlement" on the princess; but Lord Salisbury intimates that as a matter of precedent it must be done. As her majesty has twenty-three grandchildren yet unprovided for this is a serious subject.

Gleaned from Many Sources. To preserve cut flowers put a pinch of nitrate of soda in the water.

To preserve fresh fruit in perfect condition, wrap it in tissue paper souked in a solution of salicylic acid and dried.

Expert orchardists seem to be in favor of plowing orchards every year, and giving shallow cultivation rather than allowing them to be in grass.

Paint the black knots on plum trees with turpentine or linseed oil as fast as these appear

At the Michigan experiment station in experiments with beans, on sandy soil, the greatest per cent, of germination came from planting three-quarters of an inch deep, while three and four inches deep gave a much lower germinating At the end of twenty days the growth from the latter was four times as great as from the shallow planting.

M. J. M. Lemoine, the Canadian author, has been writing on an average of one book a year for thirty years and has dipped his industrious pen impartially into both French and English.

RAPID MAIL TRANSIT.

SPECULATING AS TO POSSIBLE IM-PROVEMENTS IN THE SERVICE.

System of Fast Trains Running from New York and Points South and B and Points North to the West and What It Could Do. [Special Correspondence.]
WASHINGTON, July 3.—One of the signs

the times is a certainty of the coming, in the near future, of more rapid transit of the public mails. Men who have given this subject close attention declare the telegraph can never be made to supersede the mail, except for pressing business correspondence, and that fast mails offer and will continue to offer the greatest benefit to the greatest number. ostal telegraphy is as yet not much more tangible than a dream, and while engineers and all who stand on the observation towers of progress are able to see that the electrical inventors are sure to bring us from their Pandora's box a railway train like that designed and built by Mr. Weems, of Baltimore, traveling two hundred or more miles an hour, for the present all improvements in the dispatch of the public mails must be made upon existing railways.

The fast mail train, so called, now run between New York and Chicago is a farce. It practically expedites nothing. It leaves New York city at 9 o'clock in the evening, at least four hours later than there is any excuse for, and six hours later than would be necessary if the business community were given notice of an earlier departure. This "fast mail" train uses nearly twenty-nine hours in making the run from New York to Chicago, arriving in the latter city at the absurd hour of 12:35 in the morning. The speed made is about the same as that of a number of regular trains on several roads. For a special train, running without stop or hindrance, it is really a very slow schedule. The mail it takes from the east for Chicago stands in the sacks till next morning, when it is assorted and delivered. So far as Chicago is concerned, the train might just as well arrive six bours later. As in New York business men do not write letters at 7 or in the evening, so in Chicago they are not on hand to receive mail at 2 or 3 in

the morning.
Service to the west from Chicago is expedited only by means of special trains leaving Chicago at 3 a. m. and arriving at the chief terminal points-Omaha, St. Paul and Minneapolis-so late in the afternoon that the delivery, even though promptly made from the train itself, is of little value to the business community. For none of these trains does the government pay anything more than the regular rate per ton of mails paid all roads. At present the New York, Brooklyn or Philadelphia business man who on Monday writes a letter to a Chicago correspondent does so with the consciousness that his missive will not reach its destination till Wednesday, and that if the letter be answered the same day he will not receive the reply till Friday. This is too slow for the times and the

country, Chief Bell, of the railway mail service, thinks it possible to arrange a fast mail train that will take letters written in New York during business hours of one day and deliver them in Chicago during business hours of the next day. Even Boston and pretty much all New England can be brought into the same over night service between east and west. If Chief Bell succeeds in accomplishing this he will create the greatest fast mail train ever known in this or any other country, one which will stand as perfection till the Weems or some other electric railway supplants it.

A great share of mercantile telegr ing is done by "night messages," which are cheaper than day messages. If at 1 o'clock in the afternoon a New York erchant sends a telegram to a manufacturer in Chicago, it will not be delivbred till the next forenoon. It seems almost incredible that a fast mail train could be arranged to give by post sub-stantially the same service as is afforded by a night wire, but it is possible and will some day be done.

The fastest trains between New York and Chicago now make the journey in twenty-five hours. These are the "limited" trains, on which an extra fare is charged. Going west they gain an Mour's time at Pittsburg, and therefore reach Chicago in an apparent running time of twenty-four hours. These trains are not remarkably fast, their schedules calling for about forty miles an hour, They are rarely late, even in winter. If from any cause they lose an hour or two on one part of the journey, the loss is

usually made up on another part. One recent Sunday the Pennsylvania llimited ran from Fort Wayne to Chicago, 148 miles, in three hours and ten ninutes, carrying five heavy vestibule cars. Eleven stops were made en route, making the actual running time two hours and forty minutes, or an average speed of fifty-five miles an hour. There are faster trains than these limited expresses. For years the Baltimore and Ohio has run regular trains from Baltimore to Washington, forty miles, and with two yards to traverse at slow speed, in forty-five minutes. The trip has been made in forty minutes. Trains of the same road regularly make fifty miles an hour between Philadelphia and Washington. The Pennsylvania runs many regular trains between New York and Philadelphia, ninety miles, in two hours or less. In England a large number of regular trains travel from fifty to fifty-five miles an hour, some of them on long

journeys. Very fast time cannot be made on a road with many steep grades in its track. Fast time cannot be made with heavy trains of six or eight cars, particularly if they are sleeping cars, which weigh nearly twice as much as ordinary coach es. Fast time cannot be made with frequent stops at stations or grade crossings. Between New York and Chicago a train must stop forty times in pursuance of the state laws, which require full halts before crossing the tracks of other roads

These stops represent a loss of nearly three hours' time. When once stopped a fast train cannot regain its full speed in less than four or five minutes. There is no good reason why fast United States special mail trains should be stopped for tracks at grade. There would be no risk of accident in closing gates or signals against the trains of intersecting roads, leaving the special mail free right of If it were not for these unnecesway. sary stops a fast mail train could run from New York to Chicago between 3 in the afternoon and 10 next morning.

There are but two reads on which it would be possible to run a fast mail train to the west. The New York Central and Lake Shore are longer than the Pennsylvania, 980 miles by the former to 912 by the latter, but the northern route has greater track capacity, easier gradients and fewer curves. The great fast mail of the near future will use both roads. Say the train is to leave New York by

the Pennsylvania at 3 p. m. Everybody knows the hour, and all letter writing is arranged to meet the conditions, just as business men and bankers arrange their fiscal matters for the clearing house hour of noon. Correspondence clerks get off

their western mail immediately after

There is a special collection in the business district. Brooklyn sends over several sacks of letters. All the western mail from cities surrounding New York manufacturing New Jersey and Connecticut, is bunched on this train, which consists, perhaps, of three specially built mail cars. At 5 o'clock the train leaves Philadelphia after taking on a car containing all of the day's western mail from that city and tributary towns. At Harrisburg, 105 miles away, another car is walting. This had left Washington at 4 o'clock and Baltimore at 5 with the day's mail from those two great cities, and with all that had reached them from adjacent towns and the South Atlantic

Now the consolidated train, having fifty tons of mail and if necessary thirty clerks and porters to distribute and manage it, starts on its flying journey to the west. Harrisburg is left at 7:30 and Pittsburg, 249 miles west, is reached at 1:25 a. m. Here the country begins to broaden, and the question is how such widely divergent cities as Cleveland, Detroit, Cincinnati and Louisville are to be served, as well as the central belt represented by Columbus, Indianapolis and Chicago.

After taking from Pittsburg and surrounding country late night mail for the west, the special runs to Alliance, eightyfour miles, by 2:30. Cleveland, on the great lake belt of cities, is but fifty-sever miles away. All mail matter for these northern points has by this time been placed in a single car, and this is attached to a special engine or to the regular night express for Cleveland, reaching the latter city before 5 o'clock in the morning, giving early delivery there and making connection with all regular morning trains east, west and south, sup plying all northeastern Ohio as morning trains from Pittsburg supply all eastern and central Ohio.

But according to the plan this is not the only fast mail arriving in Cleveland in the early morning. Boston, northern and central New England and New York state must be taken care of. The New England flyer leaves Boston at noon, taking all forenoon accumulation from the surrounding country and the mer-chants of the Hub dispatching their western correspondence early in the day to suit the conditions. Letters written early in the day in all the chief New England cities-Providence, Worcester, Springfield, Salem, Lowell, etc.-car reach this train at Boston or points farther west. At 5 in the evening the flyet is at Alabany, and thence on takes up the day's mail from all central New York cities-Utica, Syracuse, Rochester and their hundreds of connecting points -and reaches Buffalo a little before midnight and Cleveland at 3 in the morning

Here, then, the two currents of flying intelligence, one from New York and as far south as Richmond, and the other from Boston and as far north as Maine first meets Toledo, Detroit, northwestern Ohio and northern Michigan, and their many connections are supplied early in the day by regular mail trains.

But the Boston train has brought one or two car loads of mail for far western and southwestern points. Why not run the train through to Chicago? Simply because there is an easier and less expensive way to accomplish this result. have left our Pennsylvania special a Alliance at the hour of 2:30 a. m. The 105 miles to Crestline it runs by 5 o'clock or shortly after, and it finds awaiting i there-what? Why, the one or two carr of New England and central New York mail brought by the other train. From Cleveland to Crestline via the Bee Linroad it is only seventy-six miles, and a two hours' special run has brought th northern mail hither.

Now that the junction is made all be ennsylvania trair the Bee Line special a car containing Cin cinnati and southwest matter; the Be Line gives the Pennsylvania its one or two cars of mail from the north. Together at 5:15 or 5:30 in the morning, they steam away. The Bee Line train early serves Columbus and all connections by regula morning trains, as well as the important cities of Springfield and Dayton. Cin cinnati and connections (including regu lar trains south to Tennessee, Alabama New Orleans, etc.) are reached by 9:3 in the morning, and Louisville and its important connections at 1 in the after

Nor is this all. The Bee Line carries special to Indianapolis by 10:15, giving early delivery there and sending mai over the fifteen railways entering tha city. A fast train by the Vandalia reacher St. Louis at 4 in the afternoon or a little after, giving a delivery there during business hours of letters written during business hours of the previous day in fa away Boston, Providence, and Rich mond. Va. At St. Louis connection are made with all regular evening train for the west and southwest. Leaving Crestline a little after 5 o'clock

in the morning, the great fast mail ha 275 miles to run to Chicago. All along it tosses off mail for thriving towns and their railway connections, and finally rolls into Chicago at high noon. All the Chicago mail borne by it is already dis tributed by carrier routes, and half a hundred or more carriers seize the bun dles and convey them to counting room and office before 1 o'clock. By 3 o'clock there is a similar delivery in Milwaukee To the great west and northwest the currents of intelligence are sent by regular trains. St. Paul, Minneapolis, Omaha and Kansas City are all reached early next morning, twelve to twenty-four hours earlier than formerly. A whole day is saved on the journey to the Pacific

For such a fast mail service as this would be required a train specially built steam heated, lighted by electricity, and provided with all labor saving devices For such speed and service the railways would ask and deserve more compensa tion than the statutory pound rates. Bu what would a few hundred thousand dollars a year count against the almost inconceivable advantages of an over night mail between Boston, New York, Philadelphia and Washington in the east, and Cincinnati, St. Louis, Chicago and Milwaukee in the west? Would it not be worth a good many hundred thousand dollars to have millions upon millions of letters and papers carried to their destination more rapidly than ever beforeto have the circulation in all the count less postal arteries and veins quickened and strengthened?

WALTER WELLMAN. Layering Rose Bushes

A writer in Vick's Floral Monthly says:

I have found the layering method one

of the best for increasing the plants. My way is to take a shoot of young wood, make an incision in the bark of the under side, crack up gently without injury to the bark on the upper side and peg into a tin can previously prepared by having the bottom melted out, the can reversed with the loose lid for a bottom. A slot being out in the top an inch and a half long, bent over, then filled with proper soil and sunk immediately under shoot to be pegged down, the entering the opening made in the side of the can. July is a good time for this, By fall the shoot will be well rooted and can then be cut loose from the parent plant, and lifted out in the can without disturbance. I rarely fail in this manner of propagating.

Cravelers' Gnibe. PENNSYLVANIA RAILROADSCHEDULE In effect from May Is, 1888. Trains LEAVE LANCASTER and leave and ar-rive at Philadelphia as follows: WESTWARD.

with Expressi 1125 p. m. 125
av Fassengert 430 a. m. 625
av Columbia 1120
anover Accom via Columbia 1120
are derick Accom via Columbia 215
rederick Accom via Columbia 216 Pacific Expressi
News Expressi
Was Passengert
Mail trainvia ML Joyt
No. 2 Mail Traint
Ningara Express
Hamover Accom

Hanover Accom
Fast Linet
Frederick Accom.
Lancaster Accom.
Columbia Accom.
Harrisburg Express.
Western Express!
Lancaster Acco. EASTWARD.
Phila. Expressi
Fast Linet.
Lancaster Acco.
Harrisburg Express
Lancaster Accom.
Colombia Accom. Scashore Express.
Philadelphia AccomSunday Mail.
Day Express!
Harrisburg AccomMail Traint. fThe only trains which run daily. On Sunday the Mail train west runs by way

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

THILADELPHIA & READING RAILROAD READING & COLUMBIA DIVISION.

On and after Monday, July 1, 1889, trains leave Lancaster (King street), as follows: For Beading and intermediate points, week days, 7:30 a. m., 12:35, 3:48 p. m.; Sunday, 8:05 a days, 7:30 a. m., 12:35, 2:48 p. m.; Sunday, 8:06 a m., 3:55 p. m. For Philadelphia, week days, 7:30 a. m., 12:35, 2:48 p. m.; Sundays, 3:55 p. m. For New York via Philadelphia, week days, 7:30 a. m.; 12:35, 3:48 p. m. For New York via Allentown, week days,

730 a. m., 1235, 348 p. m.
For New York via Allentown, week days, 1235 p. m.
For Allentown, week days, 730 a. m., 348 p. m.; Sunday, 355 p. m.
For Pottsville, week days, 730 a. m., 348 p. m., Sunday, 355 p. m.
For Lebanon, week days, 730 a. m., 1235, 540 p. m.; Sunday, 805 a. m.
For Harrisburg, week days, 750 a. m., 1235, 540 p. m.; Sunday, 805 a. m.
For Quarryville, week days, 925 a. m., 230, 8.00 p. m.; Sunday, 510 p. m.
TRAINS FOR LANCASTER.
Leave Reading, week days, 720, 1135 a. m., 355 p. m., 13010 p. m.
Leave Philadelphia, week days, 415, 1030 a. m., 450 p. m.
Leave New York via Philadelphia, week days, 745 a. m., 1230, 1230 p. m.
Leave New York via Allentown, week days, 150 a. m., 150 p. m.
Leave New York via Allentown, week days, 150 a. m., 150 p. m.
Leave New York via Allentown, week days, 150 a. m., 150 p. m.
Leave Allentown, week days, 552 a. m., 430 p. m. Leave Pottsville, week days, 5:50 a. m., 4:35 . m. Leave Lebanon, week days, 7:12 a. m., 12:30 15 p. m.; Sunday, 7:55 a. m., 3:45 p. m. Leave Harrisburg, week days, 6:25 a. m.; Sun-

Leave Harrisburg, week days, 6:26 a. m.; Sunday, 6:30 a. m.
Leave Quarryville, week days, 6:40, 11:45 a. m., 5:00, 4:53 p. m.; Sunday, 7:10 a. m.
ATLANTIC CITY DIVISION.
Leave Phitadelphia, Chestnut street wharf, and South street wharf.
For Atlantic City, week days, expresses, 5:00 a. m. and 4:00 and 5:00 p. m.; Accommodation, 7:30 a. m. and 4:30 p. m.; Sunday, Express, 8:00 and 9:00 a. m., Accommodation, 8:00 a. m., 4:30 p. m. p. m.

Returning leave Atlantic City, depot corner,
Atlantic and Arkansas Avenues. Week days.—
Express 730 and 10:12 a. m. and 4 p. m. Accommodation, 8:05 a. m. and 2:00 p. m. Sundays—
Express, 4 and 5:30 p. m. Accommodation, 7:30
a. m. and 1:35 p. m.

Detailed time tables can be obtained at ticket offices.

offices. A. A. McLEOD. Vice Pres, & Gen'l M'gr. C. G. HANCOCK. Gen'l Pass'r Agt.

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

NORTHWARD. Sunday.
Leave A. M. P. M. P. M. A. M. P. M.
King Street, Lanc. 7:00 12:35 5:40 8:05 8:55
Lancaster 7:07 12:43 5:59 8:13 4:94
Manheim 7:33 1:29 6:20 8:45 4:33
Cornwall. 7:59 1:46 6:48 9:17 5:01 Arrive at Arrive at anon 8:11 1:58 7:00 9:32 5:15 SOUTHWARD.

Leave A. M. P. M. P. M. A. M. P. M. anon 7:12 12:30 7:15 7:55 3:45 nwall 7:27 12:45 7:30 8:10 4:00 nheim' 7:58 1:16 7:37 8:10 4:30 couler 8:27 1:52 8:23 0:12 5:32 Lebanon. Manheim' 758 1:16 757 8:30 Lancater 8:27 1:52 8:23 9:12 Arrive at King Street, Lanc. 8:35 2:00 8:30 9:20 A. M. WILSON, Supt. R. & C. Railroad, S. S. NEFF, Supt. C. R. R.

Mines.

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 t 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 Lauaster, Pa., has by the Government's general agents of North America been appointed agent for Lancaster for the de 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 PRIL'A., PA.

Summer Resorts.

ST. CHARLES.
Ocean and Delaware Avenue, will open Thursbay, June 13th.
my22-2md JONAH WOOTTON, Js.

HOTEL NORMANDIE.
NOW OPEN. Under New Management.
T. C. GILLETTE. Proprietor,
Late of Colonade Hotet, Philadelphia.

HOTEL CHETWOODE, ATLANTIC CITY, N. J. Remodeled, Refurnished, 80 Sheeping Apart-ments, Appt's First Class, Will open JUNE I. Junel-2and MRS, MAY W. GEFRORER.

THE FLORIDA, ATLANTIC CITY. Choice, central location. Pacific Avenue, be-ween N. V. & Tennessee Aves. First-class nouse. Reasonable rates, Open all the year. DAVIS & BROWNE.

STOCKTON HOTEL PENS JUNE 16. BATES, SI AND SIPER AY. Special rates by the week, month or season. Newly painted, remodeled and improved; mono expended. New Ball and Amisement from Children's New Dining, Ball and Playtooms. Children's New Dining, Ball and Closel. Onless with parlor, buth and closel. Onless of cleven pieces. Dogs not taken.

F. THEO, WALTON, Proprietor.

Manufacturers CONFECTIONERS' FINE APER BOXES. The most beautiful line in a United States. 65 Commerce St., Philadel-ina, Pa. Write for descriptive price list, uncl. Stead