How I Shipped on a California Clipper in '56.

Mour on Board-On the Wharf a man, On the Dock a Slave—My First say in Navigation—I Raul My Super-

LOG BOOK OF PRENTICE MULPORD



PRENTICE MULPORD.

In 1856 I shipped "before the mast" on the A 1 first class clipper Wizard bound from New York to San Francisco.

When I made up my mind to become a sailor, I had tried several of this world's callings and seemed to find none suitable. I had asked counsel of several elderly gentlemen in my native village as to the st way of securing all things needful during my sojourn in this world. They said many wise and good things. They looked wise and good. But really the wordy help they offered was unsatisfac-tory. So I cut the knot myself and said I would be a sailor. I explained to my male and female friends that I felt myself destined for a maritime career. needed more excitement than could be got out of a shore humdrum life. The sea was the place for enterprising youth-ful Americans. The American merchant marine needed American officers and sailors. All heard me and agreed. No doubt it was the best thing. And I talked on and they agreed with all my arguments. How people will agree with you when it's all one to them what you do! I was eighteen and in most respects a fool, including this—that I did not

The Wizard, on which I shipped with five other boys from my native town. was a first class clipper. She was a fine thing to look at from a distance, either as she lay at anchor, the tracery of her spars and rigging in relief against the sky, or speeding along under studding sails rigged out on both sides. But once on board and inside her symmetrical lines, things were not so beautful. Those white, cloud like sails tore men's fingers as, hard and heavy with ice or snow, the sailors tried to furl them. Those graceful, tapering yards, supporting the studding sails, strained and half crushed men's backs when lowered and toted about the deck. There were wooden belaving pins, iron marline spikes and other miscellaneous things to fling at men's heads by those in authority. Those cobweb like ropes had hard, thick ends ly-

ing coiled on deck to lash men's bodies. We, the six boys, were obliged to leave our native heaths' because there wasn't for us on them to earn our bread and clothes. We were not clearly aware of this at the time, though an unspoken sentiment prevailed there, as it does in most of the older settled states, that the young man must move away to "seek his

The captain of the Wizard was from our native town. Therefore myself and the five other boys had shipped under him, expecting special favors. A mistake. Never sail under a captain who knows your folks at home. You have no business to expect favoritism; he has no business to grant it.

I was the last of the six young lubbers to leave the town for New York. On the morning of my departure the mothers, sisters and other female relatives of the five who had gone before discovered many other things which they deemed necessary for the urchins to carry on the voyage. So they bore down on me with them, and I bade most of these good people an earthly farewell, loaded down, in addition to my own traps, with an assorted cargo of cakes, sweetmeats, bed quilts, Bibles, tracts and one copy of

'Young's Night Thoughts" for the boys. I ate my last dinner as a free man at a Broadway restaurant, and then I went to the wharf where the ship lay. Already the tug was alongside, preparatory to hauling her out in the stream. I went up the plank and over the side. A gentleman in authority asked me, as I stepped on deck, if I belonged to the ship. I said I did. "Take off those togs, then, put on your working duds and turn to, then," he remarked. The togs went off. I put on my canvas pants and flannel shirt, the garb of sea servitude. Henceforth I was a slave. The ship just then was not a Sunday school nor a society for ethical culture. It was a howling pandemonium of oaths and orders. Fully one-third of the able seamen had not recovered from their closing out shore spree, and had tumbled into their berths or were sprawled on deck drunk. Cargo in cases, bales, boxes and barrels was still rattled over the bulwarks and into the hold. Everybody seemed to be swearing-first, each one on his own private account, and secondly, all in one general chorus for mutual purposes. Many people seemed in command. I couldn't distinguish the officers of the ship from the stevedores. Still officers continued to turn up everywhere, and each officer ordered me to some particular and separate duty.

The world looked pretty black to me then. I wished there was some way out of it. On shore the period between the foremast hand and the position of captain was only the duration of a thought. Here it was an eternity. Day dreams are short, real experience is long. But all this is often in youth a difficult matter to realize.

There came along a short, stout man with a deeper voice and more sonorous oath than anybody else. This was the fourth and last mate. It was a relief to find at last the end of the mates and to know the exact number of men legitimately entitled to swear at me. This gentleman for a season concentrated himself entirely on me. He ordered me pig pen, which he argued needed cleanwith a broom and scraper into the ship's This was my first well defined maritime duty. It was a lower round of the ladder than I had anticipated. It seemed in its nature an occupation more bucolic than nautical. I would have preferred, also, that compliance with the order had not been exacted until the ship had left the wharf, because there were several shore visitors on board, and

who had come to see me off. There they stood, in all the bravery of silk hats and fashionably-cut attire, conversing on terms of equality with the first mate. They could talk with him on the weather

They could talk with him on the weather or any subject. I, by virtue of my inferior position, was not at liberty to speak to this potentate at all.

I jumped into the pig pen. Thus deetiny, despite our inclinations, forces down our throats these bitter pills. The fourth mate was not more than a year my senior. He stood over me during the entire process and scolded, cursed and commanded. My shore friends looked on from afar and grinned. Already they saw the great social chasm which yawned between me and them, and governed their actions accordingly. Already did they involuntarily patronize me. It requires a wise man to detect the wickedness and deceit in his own nature. Probably I should have similarly acted had our positions been reversed. The mate was very particular. He made me sweep and scrape every corner with an elaborate and painful accuracy. He sent me into the pig's house to further perfect the week. accuracy. He sent me into the pig's house to further perfect the work. I was obliged to enter it in an almost recumbent position. The pig ran out disgusted. I scraped his floor in a similar mood. Thus commenced life on the ocean

But I got even with the mate. Destiny But I got even with the mate. Destiny made me my own involuntary avenget of the indignity put upon me. By indignity I don't mean the cleaning of the pig pen. That was an honorable though menial occupation—at least, in theory. Cincinnatus on his farm may have done the same thing. But I do mean the scurrility and abuse the young officer bestowed on me, while I did my best to execute his bidding.

I hauled the young man overboard

I hauled the young man overboard about three minutes afterward, but he never knew I did it, and I never allowed myself to think of the occurrence while on shipboard, for fear the powers of the air might ventilate the matter. It came about in this way: A line was passed through a hawse hole forward to the tug. which was puffing, fretting, fuming, and churning with her screw the mud ooze and garbage floating in the slip into a closer fusion. My friend the mate stood on the forechains with the end of the heavy rope in both hands, trying to pass it to those on the tug. This line running through the hawse hole aft was lying near where I stood. Some one called out:

"Haul in on that line!" I supposed that the order referred to me and the hawser lying at my side. So I hauled with all my might. I felt at first some resistance -something like a tugging at the other end. I hauled all the harder. Then something seemed to give way. It hauled easier. I heard, coincident with these sensations, a splash, loud cries, much swearing and the yell of "Man overboard!" I raised my head over the bulwarks and there was my mate, floundering amid dock coze, rotten oranges and salt water. It was he who held the other end of the line, and my hauling had caused the center of gravity in his short body to shift beyond the base, and in accordance with a natural law he had gone overboard. He was the general cynosure of all eyes. They fished him out, wet and swearing. There was a vigorous demand for the miscreant who had been hauling on the line. I was as far as possible from the spot and kept myself very busy. Bluster went below and changed his clothes. I was avenged.

We were towed into the stream and anchored for the night. To look at New York city, with its many lights and its thousands amusing themselves in various ways, from the ship's deck, without the possibility of joining them, was to feel for the first time the slavery of marine life. Emerging very early next morning from the "boys' house," I found every-thing in the bustle and confusion of getting under way. A long file of men were tramping aft with a very wet hawser. As I stood looking at them my ear was seized by our Dutch third mate, who accompanied the action with the remark, "Cooms, I put you to work." He conducted me in this manner to the rope and bade me lay hold of it. I did so. I could have done so with a better heart and will had it not been for the needless and degrading manner in which he enforced his command. Most men do their work just as well for being treated with a certain courtesy of command due from the superior to the inferior.

PRENTICE MULFORD.

GETTING THE NEWS.

How One Publisher Got a List of "Ope Houses"-Some Reminiscences. In an interior city a few years ago an editor, who desired to publish a comp list of ladies who would receive New Year's calls, arrayed a dozen or twenty reporters in immaculate dress suits, put them in carriages and started them



THE BOYS IN SWALLOW TAILS. certain feeling among some, who were not used to the costume, as they rolled up to stone front houses in luxurious coaches-a nervousness at the scantiness of their coat tails, their vast white shirt fronts, their ministerial ties. But the scheme panned out well in results, and the ingenious editor, who had pressed into the service many a novice in social customs, spread page after page of very choice news before his readers.

There is nothing that a newspaper man can stop at in order to get information. When Commodore Vanderbilt lay on his death bed the city dailies kept relays of reporters in a room convenient to the house, and every moment of the day and night for many days each paper had its eye on the events passing within the stricken home. It is needless to say that the interest of the general public was just as great as that of the newspaper men, and the first greeting of the morning and one repeated all day was, "What

is the news about Vanderbilt?" This was merely waiting for the exsected, and was a case of sheer patience. It is the man or woman who refuses to be interviewed, and places all manner of guards against the newspaper man, that gives the trouble. The noted burglar and murderer, Edward Ruloff, after the discovery of his identity, which proved him an old and hardened villain, sullenly refused to talk to anybody except the sheriff. Ruloff was in jail at Binghamton, under trial for murdering a clerk who had attempted to defend his employer's premises from burglary. He had a New York history, and was anx-

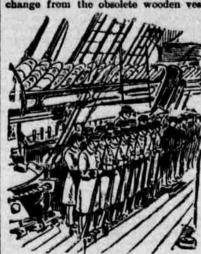
tous to seep it midden, so no toad use sheriff that he would refuse to see all newspaper men. The first real interview was obtained by a native of the town, who was a New York newspaper man, and whom the sheriff introduced under the pretense of investigating Ruloff's philological system. The burglar-murderer was a modern Eugene Aram, and had a hobby in philology. The key of all languages, according to his system, was L. M and R. The moment these were mentioned he would talk and unravel his scheme, and incidentally, in recalling the wonderful triumphs, as he called them, of discovery and collation, he told enough about himself, at least about his past, to furnish all the clews needed for his complete identity, and also disclosed his habits and personal characteristics—points on which he was reserved to the point of ugliness.

AS TO NEW NAVAL DRILLS

THE NEW INVENTIONS ARE MAKING GREAT CHANGES NECESSARY.

Uncle Sam Is Not in Good Shape in This Matter Because His New Ships Are Few in Number, but Perhaps He Will Pull Through Somehow.

Just at present almost all the nations of the world that have an army or a navy are interested in the subject of new drills and manuals to suit the changes that mechanical improvements have brought about in small arms and artillery, powders and projectiles. The peculiarly situated in this respect, as the change from the obsolete wooden ves-



AT QUARTERS. sels to the new steel cruisers is only just begun, and the older systems of drills are carried out on board of the very large majority of naval vessels now in commission. Should the various propositions for the incorporation of a naval reserve, now so much talked about throughout the country, be carried into effect, the drills will have, by sheer force of circumstances, to partake more of the nature of what has been the method for years than of what would apply more especially to improved breech mechanism, torpedo tubes and smokeless powders.

The reason for this is not far to seek,

and lies chiefly in the fact that just at present the navy does not possess enough of the modern cruisers for its own pressing needs, and the receiving ships and monitors that will probably be the ves-sels first utilized for drill purposes by the pioneers of the auxiliary naval forces, or naval reserve contingent, are already of a past day and generation. The former were crack frigates of their time and were models in the days of smooth bore cannon and full sail powered ships; the latter came in with the civil war, as soon after Ericsson's vessel proved her prowess at Hampton Roads as they could be constructed, and have hardly been in active service since. A half million of dollars, more or less, is mentioned as the sum necessary to put them in condition for cruising service; but as this expenditure seems exorbitant for the small amount of good they are to the navy at large, the secretary of the navy suggests their use as drill vessels for the naval reserve in its preliminary exercises to prepare itself to man the coast defense els in time of actual service. The usual custom aboard all men-of-war is to have "quarters" at 9:30 in the morning. This is for the purpose of muster and inspection, to ascertain if all hands are on board and if they are properly dressed in the prescribed uniform of the day. The men stationed at the guns of the battery fall in alongside of their respective cannon on one side of the deck, the first division forward, the second next, and so on until all the places are taken. There are always a large number of men on board vessels of war who are not stationed at the guns. They are the servants, the engineer's force, the various petty officers, whose general duties are below decks; the men required to attend to the steering of the vessel, handling the signals, sounding apparatus, etc. also the carpenters, whose particular duties are to look out for and stop up shot holes and other damage during an action; the gunner's gang, who do duty in the magazines and shell rooms, and

All of these are drawn up on the oppo site side of the deck to that on which the



JAMES JOHNSON, CHAMPION GUNNER. engineers next, the navigators next to them and the marines aft on the quarter deck. Although there is no hard and fast rule, the above order is the one quite generally observed on all vessels that have open deck for carrying the battery. The inspection over, orders are given to the division officers regarding the special drills for the day, and for the greater portion of an hour in the forenoons and again in the afternoons drills are carried on. The routine is varied, so that during

the week the men will have received instruction at the battery for action. Small arm drill as infantry and sharpshooters, cutlass and pistol drill, torpedoes, both on ship board and in boats; the handling of powder and projectiles, howitzers, rapid fire and machine guns, which, in addition to the usual drills aloft with sails and spars, boat exercise under oars

at rare intervals, encampments on shore, occupy a large portion of the available hours, and give an opportunity for thorough instruction in all that pertains to what would probably be the experience in actual service against an enemy. The guns most generally in use aboard the wooden ships are the smooth bore 9-inch Dahlgrens, made during the civil war and a few years before that struggle, a few Parrott guns of the 60-pounder pattern are also to be found, while the largest gun is an 8-inch rifle converted from an 11-inch Dahlgren smooth bore.

The whole object of the drill is to so perfect the crew in their individual duties that when they are called together to go through the motions of fighting an enemy every detail will have been carefully attended to and the whole body will act as an intelligent unit. The great gun drill consists in casting loose all the tackles that hold the gun in place when the ship is rolling about, and in providing the apparatus required to load and fire, while the gun's crew arm themselves with cutlass and pistol or rifles, as their stations call for. Once a week at "general quarters" powder and projectiles are brought up on deck and the motions of loading and firing gone through with. Primers are snapped instead of actually firing the guns, which latter is only done once in three months, when the quarterly target practice is gone through with. Until within the last four years but little ly target practice is gone through with. Until within the last four years but little proper system was observed at this quarterly firing, and it was quite generally apt to be regarded as more or less of a bore that must be gone through with and endured simply for the sake of carrying out what the regulations prescribed. Lieut. Forsyth-Meigs, for some years gunnery instructor at the Naval academy, drew up a most excellent system, which he introduced in the North Atlantic he introduced in the North Atlantic squadron while under the command of Admirals Luce and Jouett, This consisted of two parts-an individual practice in which the vessel and target were both anchored about a thousand yards apart, and each gun was fired separately, the scale of merit depending both upon the celerity displayed in firing a certain number of shots and in the smallness of the area covered by these shots.

A medal was presented to the most successful gun captain. The man win-ning the greatest number of times was James Johnson. His work was remarkable, especially as his gun was in competition with some of the rifled guns. The gun which he fired was one of the broadside 9-inch smooth bores of the flagship Richmond. This method of individual practice was intended. tended to lead up to what was termed battery practice, in which the target was again stationary, but the vessels were under way, steaming around it through an arc of 90 degs., and at somewhat over one thousand yards off. The prize in this



GATLING GUN IN ACTION. the successful vessel carried at the fore. The number of shots fired while the vessel was in the firing arc, as well as the distribution of these shots, were the two quantities used in determining the figure of merit. The cutlass drill is the same as broadsword exercise, the men being armed with wooden sticks, having large leather guard. This is an excellent muscle developing drill, and when properly executed is quite well worth watching, particularly at its close, when a regular set-to is usually encouraged. The pistol or revolver drill is for the purpose of instruction in handling that weapon, and to teach the men to become good snap shots. The drill in the manual of arms, the loadings and firings and the skirmish drill, as far as simple deployment and accustoming the men to the various bugle calls are concerned, are about all the instruction in "soldier ing" that can well be given on ship board. Mob tactics, marchings and reviews, as well as a more extended skir mishing and rifle target firing, have to be postponed until a navy yard or some convenient port is reached.

The only torpedoes at present furnished vessels are those known as "spar torpedoes," which are used both from long booms fitted alongside of the vessels, and smaller ones for working in the steam launches. Improvising torpedoes, fuzes and fittings from one's own resources forms a valuable feature of this exercise. Gun cotton is the explosive now used in all naval torpedoes. The newer vessels are to be fitted with automobile torpedoes, which are, of course, an immens change from "a bag of powder at the end of a stick." Proficiency in handling the various types of machine and rapid fire artillery consists, not only in the ability to load and fire with rapidity and precis ion, but also to thoroughly master the true inwardness of the various kinds of arms and to be able to dismount and reassemble the pieces as readily as any expert in the factory at which they were made. By this means alone can the delays caused by a jamming or breaking of some one of the many parts be readily overcome when the time of actual use in battle arrives. The powder division is called non-combatants. The band aboard flagships is usually placed in this division, and although classed among the noncombatants, the powder division is really one of the most important in the ship, as upon its coolness and activity depends the maintenance of an uninterrupted supply of ammunition, a matter always of grea importance, but in these days of rapid fire guns one that requires much more

hard work than ever before. The surgeon's division, usually three or four in number only, is supplemented by men especially detailed from the gun's crews in case the wounded require attention. A portion, say about a third of the engineer's force, is distributed between the powder and gun divisions. In addition to the regular duties the powder division is exercised at the battery and at small arms, in order to be capable of looking after the vessel when the battalion is ashore for fighting purposes. The men in the navigator's division are generally distributed about the vessel in time of action to look out after her steering, the signals, the soundings and the repairs that may be necessary to her rigging, hull, spars or sails, and are all drilled with rifles and cutlasses. The marine guard, or the sea soldiers, are generally exercised once or twice a week at the great guns, but, as a rule, the greater portion of their drilling is confined to infantry, in which they attain an urusual degree of proficiency in the course of a three years' cruise. Their duties aboard ship differ materialis com those of the sailors, as they per a sentry



SWORD EXERCISE any time, it falls to the lot of the marines to see that they do not escape. The maorganizations in the country and its ef-ficiency has been proved on many a crit-ical field.

AN INGENIOUS CONTRIVANCE.

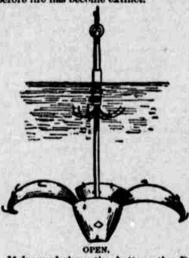
A French Lieptenant Devices a New Life Lieut. Debrosse, of the French line steamer Bourgogne, has invented a life saving apparatus for drowning people.



He was induced to giv. his attention to the matter from several cases of drowning which came under his especial no-tice. A case in point occurred a few years ago at Marseilles. A sailor who was painting the sides of the vessel fell into the sea. He sank at once, and bubbles showed exactly where he lay. Several good divers went down for him, but the water was eighty feet deep and too dark above the drowning sailor for them to see him. His body was recovered several hours afterwards by dragging

the bottom.

This incident led Lieut, Debrosse to invent what is called the Debrosse grapnel. The position of one who has sunk being known approximately by rising air bub bles, the grapnel is lowered, its weight carrying it down vertically. Then a string is jerked, and the four sections of the metallic globe open like arms, and closing in on the body when the machine is lifted, bring it to the surface. The object is to recover the drowning person before life has become extinct.



If dragged along the bottom the Derosse grapnel is very serviceable. The hooks on the outer surface of the closed sphere attach themselves to the clothing and thus bring up the body. The inventor has taken stops to have his device patented in the United States.

As all the world is now either rolling or talking about ten pins, an inquirer from The Rochester Post-Express sought for some in-formation about the most essential appurtenances of the game, and applied to Frank Schwikert, the billiard table manufacturer, for information about the balls and pins which be makes. He said: "The balls are made of lignum vitte, which grows in South America and is imported by dealers in New York. The trees grow to be fifteen inches in diameter, but the outside of the wood is not ngh to make a good ball, and we use only the heart of the tree. The largest balls usually made are eight inches in diameter while the smallest ones are four inches. "Twelve balls constitute a set for one alley

and they are worth from \$1.50 to \$3.50 each. They are turned in a lathe by a tool which moves in a true circle, and will make a ball from an inch to a foot in size. The block of wood is set in a chuck and one end is turned into a hemisphere. It is then changed around and the other end presented to the tool and the ball is nearly finished, needing only to be finished with sandpaper and polished, all of the work being done in the lathe. The balls get 'out of true' from use and they have to be turned occasionally." The pins are usually made of maple and are turned in ▲ lathe. Rochester Post Express

The Yacht Sultana The new auxiliary steam yacht Sultana is the first of the kind constructed in America. and ber unique points attract wide atten-tion. Her designer, Mr. Beavor-Webb, designed also the Carmen, an ocean steam yacht which made many deep water voyages,



The general appearance of the Sultana is praised. She is to make a voyage much praised. She is to make a voyage around the world, and yachtsmen and naval architects will watch with interest her prog-ress at trial. Her dimensions are similar to those of Lord Brassey's Sunbeam, which yachtsmen will recall, but her shape is such that critics are discussing her points unfavor ably. She is said to lie too high in the masts for deep sea cruising and to have the bow of a twenty knotter with the after body of a

The Berlin correspondent of one of the morning papers reports that during the Em-peror William's recent visit to Prince Pless. Silesia, his majesty "proved his skill with the rifle" by shooting in two days 755 head of game "to his own rifle." This is great non-sense; for, apart from the fact that people do not usually shoot pheasants and hares with rifles, the emperor has never used such a weapon in his life; for, having practically only one hand, he always shoots with a short gun, which has been made expressly for him, and with which he takes "pot" shots, holding it and aiming it like a pistol. The bag of 75 head may possibly represent the achievement of the whole party at Pless, but it would be very remarkable if the emperor himself had shot a tenth of it. He failed entirely last year, when he went out in Styria with the

Kaiser Wilhelm's Short Gun.

Among the Cree Indians of Canada the husband lives in the wife's house, but never peaks to his parents-in-law till his first child s born. This alters the whole situation, for, though the father is not a member of the family, his child is, and so confers on him the status of "father of So-and-so," which bebrought to a logical conclinuou by the family ceasing to cut him. —Once a Work.

emperor of Austria, and, in fact, he can only

s driven close under his gun. - London World.

shoot with any chance of success if the gam

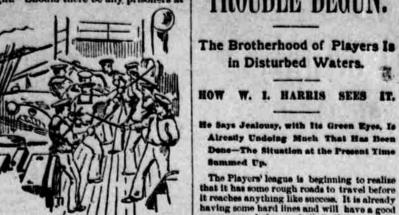
TROUBLE BEGUN.

in Disturbed Waters.

He Says Jealousy, with Its Green Eyes, Is

Already Undoing Much That Has Been

Dene-The Situation at the Present Time



Summed Up. The Players' league is beginning to realize that it has some rough roads to travel before it reaches anything like success. It is already having some hard lines and will have a good many more before a ball is thrown in its opening season. Jealousy has already begun to get in its work, and the discussions it is

causing threaten to make serious gaps in the line of battle. The leaders in the new movement are find-The leaders in the new movement are finding that their anticipation of easy running was a trifle previous. The principal trouble is, of course, the lawsuits, but these they are confident they will win, or at least they appear to be sure of victory. Just the same, the suit against John Ward, which will come up during the term of court which opens Jan. 6, is giving them some uneasiness, owing to the supplemental contract which Ward has with the New York club and which he drew up himself.

drew up himself.

In this document he practically acknowledged that the club had a right to his services in 1890, because he inserted in it a clause that he was not to be held for 1890 at a less malary than \$3,000. The natural inference is that unless be believed the club had a right to so hold him he would not have used the words I have put in italics. This supplemental contract will have an important bearing on the case, although the Brotherhood leaders affect to think otherwise.

leaders affect to think otherwise.

Another difficulty, and one which the Brotherhood men are willing to admit is injuring them and their cause, is the rapacity of some of the players, which is to a large extent superinduced by jealousy. It is this rapacity which is causing many of the desertions that are occurring from time to time. Those men who have held off from signing regular Brotherhood contracts are striving regular Brotherhood contracts are striving o work the new league for large increases of

Mr. Ward claims, and he is no doubt correct, that there was a thorough understand-ing in regard to the salaries to be paid when the original agreements to secode were signed. It was definitely stated that all players were It was definitely stated that all players were to receive from the Players' league the same salaries they had in 1889, except in the cases of men who had been classified, and these men were to get the salaries they received in 1888. This was the agreement, made as plain as possible, and Ward and the other leaders say that the players must stick to it. They argue, and with justice too, that it would be unfair to those who have signed in good faith to allow those who have not signed to boom their salaries at the expense of the faithful and of the Players' league. It was in pursuance of this policy that Tiernau, Weich, Myers and Thompson were refused their demands, and the result was that three of them deserted to the League, and Weich will surely follow.

Welch, it appears, they were willing to give a little more money, but his other terms were deemed to be preposterous. Welch wanted \$4,000 a year, with a strong personal guarantee for three years and a provise in-serted in the contract that in case of his serted in the contract that in case of his death the salary for his unexpired time should be paid to his family. Tim Keefe, in speaking of it, said: "We want to do the square thing by Welch, but we couldn't agree to such demands. It was not a question of salary. We were willing to give within a few hundreds of what he wanted, but we could not guarantee him any more than the others, which is a year sure and his salary for such other time as he might be in our employ; but as for insuring his life for sainty for such other time as no might be in our employ; but as for insuring his life for his benefit, that is simply absurd." It will be seen that Welch must moderate his terms if he expects to be with the Brotherhood. Other men are insisting on large increases in violation of their agreements, and are bo-ing "called down" by the Broth-rhood lead-

Those who are charged with taking advan-tage of the situation brought about by the Brotherhood movement to squeeze their friends are not silent under the Their argument is unique, to say the least and will set a good many of the players to and will set a good many or the players to thinking. They argue that the leaders, knowing that rebellion was certain and hav-ing determined on it leng before they signed in 1880, held out for increase of salary and played the limit on the League in that re-spect, and of course men like Ward, Keefe, Ewing, Haulon, Pfeffer and O'Rourke, who got all the way from \$3,000 in 1839 to \$4,500. are quite content not to ask for increase o salary. They knew what was coming and got in on the ground floor. The rank and file did not, and they claim that where they have been getting less salaries than men who are no better players, they are entitled to

have their compensation equalized.

These arguments are scoffed at by the Brotherhood leaders, who do not hesitate to charge that they emanate from the League Whether this be true or not is immaterial The arguments work, and with others, simi lar, are fostering that jealous spirit which is fatal to success. Some men who have already signed are beginning to discover that other men, no more entitled to it than they are, men, no more entitled to it than they are, have been granted an increase, and they are sore in consequence. The men who have not signed have one unanswerable argument. It is this: If any unclassified player is entitled to an increase over his 1889 salary all are entitled to all the increase they can get.

The multiplicity of managers is proving a bad thing in Philadelphia. Already two prominent backers, Messrs. Whittal and Taggart, the latter a newspaper proprietor, have become disgusted with so much bicker-ing and have sold their stock and withdrawn from the movement. Mr. Taggart says that "too many cooks spoil the broth and he has had enough. " His stock has been promptly taken up, but his defection has caused a feeling of insecurity among the Brotherbood men in Philadelphia. In Chicago the Players' League club has

lost its grounds, owing to the opposition of the citizens who live in the vicinity, who objected to the closing of the street that runs through the grounds and have persuaded the mayor to veto the order of the aldermen per-mitting the use of the grounds. I am told that the same difficulty threatens the Brooklyn Players' club grounds and the Pitttsburg ayers' club ishaving a great deal of trouble in finding any grounds at all.

These are minor troubles compared with those which are to come. When the various clubs begin to equip their grounds and put up advance money in earnest next March they will find that their ideas have not been in accord with the magnitude of the necessi-

will the players, or rather the stockholders, for on them will come the burden, have the nerve and backbone required to overcome the increasing difficulties which confront them?

Court Cleared by a Leper.

Something of a panic was created recently in a St. Louis court when a leper was produced on a writ of habeas corpus. The writ was directed against the city officials, who were directed to bring the leper from quarantine in order to demonstrate to the court that the man was really a leper and was not being unlawfully restrained of his liberty. The judge took one glance at the loathsome creature, whose body was covered with blue and white blotches, from which scales were constantly dropping. He was immediately convinced that the man was a genuine leper, ordered him back to quarantine and adjourned court to give the janitor a chance to fumigate and air the place.-Philadelphia Ledger.

What Would Come Next. Short sighted gentleman chooses pair of spectacles.

"These glasses," he says, "are not strong enough for me." "But, sir, they are No. 2." "What have you next to No. 2?" "No. 1."

"And after that?"

-La Voltaire.

CUTICURA REMEDIES.

Scratched 28 Years

Body covered with scales. Itching terrible. Suffering cudiess. No relief. Doctors and medicines full. Speedily cured by Cuticura at a cost of \$5.

**Cured by Cuticura** 

Oured by Cuticura

If I had known of the CUTICURA REMEDIES twenty-eight years ago it would have saved me \$250 (two hundred dollars) and an immense amount of suffering. My disease pestriasis commenced on my head in a spot not larger than a cent. It spread rapidly all over my body and got under my nails. The scales would drop off of me all the time, and my suffering was endless and without relief. One thousand dollars would not tempt me to have this disease over again. I am a poor man, but feel rich to be relieved of what some of the doctors said was leprosy, some ringworm, psoriasis, etc. I took. and. Sursaparilla over one year and a-half, but no cure. I went to two or three doctors, and no cure. I cannot praise the CUTICURA RESULTANA REMEDIES too much. They have made any skin as clear and free from scales as a baby's, All I used of them were three boxes of CUTICURA, and three bottles of CUTICURA RESULTANA, and two cakes of CUTICURA RESULTANA, and three bottles of CUTICURA RESULTANA, and two cakes of CUTICURA RESULTANA, and the peture in your book of psoriasis (picture number two, "How to Cute skin Discusses"), but now I am as clear as any person ever was. Through force of habit I rub my hands over my arms and legs to seratch once in a while, but to no purpose. I am all well. I scratched twenty-eight years, and it got to be a kind of second nature to me. I thank you a thousand times.

DENNIS DOWNING, Waterbury, Vt.

Cuticura Resolvent

The new Blood and Skin Purifier and purest and best of Humor Remedies, internally, and CUTICURA, the great Skin Cure, and CUTICURA SOAP, an exquisite Skin Beautifier, externally, speedily, permanently cure every speedes of thehing, burning, scaly, crusted, pimply, scroklous, and hereditary diseases and humors of the skin, scalp, and blood, with loss of hair, from pimples to scrofula.

Sold everywhere. Price CUTICURA, 50c.; SOAP, 25c.; RESOLVENT, \$1.00. Prepared by the Por-TRE DRUG AND CHEMICAL CORPORATION, BOSton.

55 Send for " How to Cure Skin Diseases," 64
pages, 50 illustrations, and 100 testimonials.

PIMPLES, Black Heads, Chapped and Olly Skin, prevented by CUTICURA MEDI-CATED SOAP.

FREE FROM RHEUMATISM. In one minute the Cuticura Anti-Pain Pia ter relieves Rheumatic, Sciatic, Hip, Kidney Chest, and Muscular Pains and Weaknesse Pue first and only pain-killing plaster.

Sanford's Radical Cure for Catarrh.

Sanford's Radical Cure for Catarth.

Relief Instantaneous—Cures Rapid, Radical and Permanent.

No single disease has entailed more soffering or bastened the breaking up of the constitution than Catarth. The sense of smell, of taste, of sight, of bearing, the human voice, one or more, and sometimes all, yield to its destructive influence. The poison it distributes throughout the system attacks every vital force, and injures the most robust of constitutions. Iguored, because but little understood, by most physicians, impotently assailed by quacks and charistans, those suffering from thave little hope to be relieved. It is time, then, that the popular treatment of this terrible disease by remedies within the reach of all passed into hands at once competent and trustwortly. The new and hitherto untried method adopted by Dr. Sanford in the preparation of his RADICAL CURE has won the hearty approval of thousands. It is instantaneous in affording relief in all head coids, sneezing, souffling and obstructed breathing, and rapidly removes the most oppressive symptoms, clearing the head sweetening the breath, rostoring the senses of smell and taste, and neutralizing the constitutional tendency of the disease towards the lungs, liver, and kidneys.

Sanford's Radical Cure for Catarrh.

Consists of one bottle of the Radical Cure, one box of Catarranals. Solvent, and Infraday provents and particular cure for Catarrh.

POTTER DRUG & CREMICAL CORPORATION

TO MOTHERS.

TEETHING SYRUP.

Every babe should have a bottle of DR. FAHRNEY'S TEETHING SYRUP. Perfectly safe. No Opium or Morphia mixtures. Will relieve Colle, Griping in the Bowels and Promote Difficult Teething. Prepared by DRs. D. FAHRNEY & SON. Hagerstown, Md. Druggists sell it; 25 cents. Trial bottle sent by mail 10 cents. land-irdeod&w

Cravelers' Ouibe.

DENNSYLVANIA RAILROADSCHED In effect from Nov. 10, 1889. Trains LEAVE LANGASTER and leave and a

WESTWARD,	Philadelphia.	Lacienste
Pacific Expressf	11:25 p. m.	1:25 a. m.
News Express	4:30 a. m.	8:25 m. m
Way Passengert	4:30 n. m.	6:30 a. m
Mail trainvia Mt.Joy	† 7:00 a. m.	9:31 a. m
No. 2 Mail Traint		9:35 a. m
Niagara Express		10:55 H. B
Hanover Accom		11:00 a. m
Frederick Accom	via Columbia	2:00 p. m. 2:10 p. m.
Laucaster Accom		2 10 p. m.
Lancaster Accom		
Harrisburg Accom		5:30 p. m
Columbia Accom	4:40 p. m.	7:43 p. m.
Harrisburg Express.		7:50 p. m
Western Expresst	9:20 p. m.	11:10 p. m
Lancaster Acco		5:00 p. m
ALTERNATION OF THE MACHINE	" management to the	
***	Leave	Arrive
EASTWARD.	Lancaster.	Phili
Phila. Express	2:20 a. m.	4:25 a. m
Fast Linet Lancaster Acco	6:25 a. m	8:55 a. m
Harrisburg Express	8:10 a. m.	10:20 a. m
Ancaster Accom	8:55 a. m.	viaMt.Jos
Columbia Accom	9:00 a. m.	11:45 a. m
Atlantic Express	11:35 n. m.	1:25 p. m.
Seashore Express	. 12:58 p. m.	3:15 p. m
Philadelphia Accom	3:55 p. m.	6:45 p. m.
Philadelphia Accom	8:00 p. m.	6:45 p. m.
Day Express	4:45 p. m.	6:50 p. H.
Harrisburg Accom	6:45 p. tn.	9:35 p. m
Mail Traint Frederick Accom	8:36 p. m.	10:55 p. m
Frederick Accom	12:53 p. m.	AND DESCRIPTION

The only trains which run daily. On Sunday the Mail train west runs by way J. R. WOOD, Genera, Passenger Agen CHAS, E. PUGH, General alanager.

DHILADELPHIA & READING RAILROAL READING & COLUMBIA DIVISION.

On and after Sunday, Nov 10, 1889, trains eave Lancaster (King street), as follows: For Reading and intermediate points, week lays, 7:30 a.m., 12:35, 3:48 p. m.; Sunday, 8:36 a. Mays, 730 a. m., 12:35, 3:45 p. m.; sandal, 12:35, 3:45 p. m.; sandalphia, week days, 7:30 a. m., 12:35, 2:45 p. m.

For New York via Philadelphia, week days, 7:30 a. m., 12:35, 3:46 p. m.

For New York via Allentown, week days, 7:30 a. m., 3:45

739 a. m., 12-35, 3:48 p. m.
For New York via Allentown, week days,
12:35 p. m.
For Allentown, week days, 7:30 a. m., 3:45
m.; Sunday, 3:55 p. m.
For Pottsville, week days, 7:30 a. m., 3:48 p. m.,
Sunday, 3:55 p. m.
For Lebanon, week days, 7:30 a. m., 3:48 p. m.,
For Lebanon, week days, 7:30 a. m., 12:35, 5:25
p. m.; Sunday, 8:05 a. m.
For Quarryville, week days, 7:30 a. m., 12:35,
2:55 p. m.; Sunday, 8:05 a. m.
For Quarryville, week days, 9:25 a. m., 2:50,
8:00 p. m.; Sunday, 5:10 p. m.
TRAINS FOR LANCASTER.
Leave Reading, week days, 7:20, 11:55 a. m.,
1:55 p. m.; Sunday, 7:20 a. m.; 3:10 p. m.
Leave Philadelphia, week days, 4:15, 10:30 a.
m., 4:30 p. m.
Leave New York via Philadelphia, week days,
7:55 a. m., 1:30, p. m. 12:15 night.
Leave New York via Allentown, week days
4:00 a. m., 1:00 p. m.
Leave Allentown, week days, 5:50 a. m., 4:30
p. m.
Leave Pottaville, week days, 5:50 a. m., 4:35

Leave Pottsville, week days, 5:50 a. m., 4:85

Leave Pottsville, week days, 5:50 a. m., 4:35 p. m.
Leave Lebanon, week days, 7:12 a. m., 12:50 7:15 p. m.; Sunday, 7:55 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, 11:45 a. m., 3:00; Sunday, 7:10 a. m.
ATLANTIC CITY DIVISION.
Leave Philadelphia, Chestnut street wharf, and South street wharf.
For Atlantic City, week days, express, 9:00 a. m., and 4:30 p. m.; Accommodation, 7:30 a. m. and 4:30 p. m.; Sunday, Express, 9:00 a. m., Accommodation, 8:00 a. m., 4:55 p. m. p. m.
Returning leave Atlantic City, depot corner,
Atlantic and Arkansas Avenues. Week days.—
Express 7:30 a. m. and 4 p. m. Accommodation, 8:55 a. m. and 4:30 p. m. Sundays—
Express, 4 p. m. Accommodation, 7:30 a. m.
and 4:30 p. m.
Detailed time tables can be obtained at ticks
offices.

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

LEBANON & LANCASTER JOINT LINE Arrangements of Passenger Trains on and after SUNDAY, November 10, 1889.

Arrive at Sdl 1:58 6:40 9:32 SOUTHWARD.

Leave A.M. P. M. P.M. A.M. Lebanon 7:12 12:30 7:15 7:55 Cornwall 7:27 12:45 7:26 8:10 Manheim' 7:88 1:16 7:57 8:40 Lancaster 8:27 1:52 8:18 8:12 Columbia 9:27 9:55 Arrive at Columbia 9:27 2:05 King Street, Lane, 8:15 2:00

"After No.1, sir, you will want a dog!" A. M. WILSON, bupt, H. & C. Railre