FIVE MONTHS IN PERIL.

HE STRUGGLE OF STANLEY'S MEN THROUGH AN AFRICAN FOREST.

ing a Path, Fighting Flores Dwarfs Seducing the Pange of Starration. Such Unequaled.

The march of Stanley's relief column to the African continent is now a settler of history. The purpose of the spedition was accomplished by the research of Emin Pasha, and the European servivors of the wonderful journey are



THE MARCH THROUGH THE FOREST. But although a matter of history, the put on paper. As yet only the main facts have been presented to the public, and the full details of the long battle with disease, with nature and with natives are yet to be told. It is the object of this ticle to throw a little light on a pertion of the march inland, which will live in the annals of heroic adventure, not only, as practically unparalleled, but as the magnificent victory of a trained brain and indomitable will over the most stu-

March 18, 1887, Stanley's column, consting of 700 Africans, mostly Zanziof the Congo river bound inland. At midsummer they plunged into the great forest, and thereafter their lives were worn and spent with toils, perils and

ent conversation, published in an extra number of The London Illustrated News which the accompanying cuts are n, "160 days in the forest-one mtinuous, unbroken, compact forest.

While in England, consider the best routes open to the Al-re Nyanza, I thought I was very lib-il in allowing myself two weeks' arch to cross the forest region lying tween the Congo and the grass land, it you may imagine our feelings when outh after month saw us marching, aring, plowing, cutting through that continuous forest. It took 160 days the darkness at last!" . . and imagine some of the inconvenwith rain. Imagine this copes to here undergrowth nourished under mpenetrable shade of ancient trees



ing from 100 feet to 180 feet high iars and thorns abundant; lazy creeks gring through the depths of the igle, and sometimes a deep affluent of

"Imagine this forest and jungle in all ges of decay and growth—old trees fallag, leaning perilously over, fallen pros-rate; ants and insects of all kinds, sizes colors murmuring around; monkey d chimpanzees above, queer noises of irds and animals, crashes in the jungle troops of elephants rush away; dwarfs with poisoned arrows, securely hidden sehind some buttress or in some dark res; strong, brown bodied aborigines ith terribly sharp spears, standing cised, still as dead stumps; rain patterdown on you every other day in the read consequences—fever and dysen-ery; gloom throughout the day, and arkness almost palpable throughout the light; and then * you will have ne idea of the inconveniences endured

"Until we set foot on the grass land, nething like fifty miles west of the Albert Nyanza, we were never greeted among the natives with a smile, or any sign of a kind thought or a moral sensa-tion. The aborigines are wild, utterly manage and incorrigibly vindictive. The dwarfs - called Wambutti - are still vorse, far worse. The gloom of the forest is perpetual. The face of the river, reflecting its black walls of vege-tation, is dark and somber. The sky onehalf the time every day resembles a wintry sky in England; the face of nature and life is fixed and joyless. If the sun charges through the black clouds envelsing it, and a kindly wind brushes the es of vapor below the horizon, and he bright light reveals our surroundgs, it is only to tantalize us with a rt lived vision of brilliancy and uty of verdure."

Until Stanley's column penetrated and ched through it this region was ensely unexplored and untrodden by white or Arab. At the outset the had been divided and it was the ance guard that made the appalling urney. The rear guard, by the way, was long months after at Banalya, being alive out of an original com-sement of 257. "We bore," says an accrof the advance guard, "a sectional sel boat, 28 feet by 6 feet in size when t together, with us, about three tons mmunition and a couple of tons of talons and sundries. With all these sovialons and sundries. With all these isods and baggage we had a reserve croe of about 180 supernumeraries. rs, billbooks to pierce the bush and down obstructions. This band d the pioneers."

The first serious conflict took place g. 13, 1887. On this day the expedim had crossed a small river and mped in a village on the other side. bout 4 in the afternoon some of the bout 4 in the afternoon some of the m were shot at by the natives who and the opposite bank, not showing meetives, but crouching in the dense the and discharging clouds of poisoned were. The white men, hearing the rifle of the Zanzibaris, rushed down to the

party of men in the boat and was crossing to the other side to dead was party of men in the boat and was cross-ing to the other side to dialodge the ene-my, when, about half way across the river, he, the only one standing up in the boat, was dangerously wounded by a pol-soned wooden arrow just below the heart. Six or seven Zanzibaris were also

heart. Six or seven Zanzibaris were also wounded, and most of them died of tetanus, but Lieut. Stairs recovered, although the piece of arrow that had broken off short in the wound was not extracted until fourteen months had elapsed.

Day by day the fierce denizens of the great forest hung on the flank of the sorely tried column. Disease added to the horror of the situation, and in October it became necessary to leave eighty disabled men behind in a small camp on the banks of a sluggish stream. After the banks of a sluggish stream. After twenty-three days it was possible for the



OUT OF THE POREST. main body to send them succor. The re-lief party found five of the eighty alive. The rest had perished, and their bodies had been consigned to the waters of the

only hope was to reach the grass lands, and on the glorious day when the last barrier was burst and they saw the boundless stretch of plain the surviving Zanzibaris simply went mad with joy. But more perils were yet to come. One of Stanley's lieutenants says:

"A few days after the expedition moved out from the forest to the plains it entered the country belonging to a chief called Majamboni. The natives, instead of running away, began to col-lect on the hillsides near the line of march, evidently with the idea of attacking us. It soon became necessary for us to take up some strong position and inclose ourselves in a zareba. Accordingly we selected a hilltop, and built a strong zareba of mimosa bushes, and then felt able to sally out and punish the natives. * * After some feints on the part of Majamboni's warriors on our position two parties were sent out under Mr. Jephson and Lieut, Stairs. The party under Stairs went toward the north, across the valley to the villages north of the stream, and while actually crossing it were fired upon by crowds of natives hidden among the bananas. However, the stream was crossed, the natives dislodged and the villages burnt.

"The party under Mr. Jephson had taken a northeast direction, and, returning home by a different route, had burnt every hut to the east and northeast of our position. This had the desired effect. We could see large bodies of natives retiring behind the hills to the north, and next day we were permitted to march onward to the lake without further molestation."



FIGHT IN MAJAMBONI'S COUNTRY. Here closes the epic period of the great march, the anabasis of the Zanzibaris. The time from December, 1887 until April 10, 1889, was employed in the rescue of Emin and the collection of the fugitives from the Soudan. Then followed the journey to Bagamoya, and the end of the expedition at Zanzibar, where the surviving natives received from their monarch the honors due them as brave and much enduring men.

ENGLISH AND AMERICAN ROADS.

What Experiment Has Proved - Some Opinions from Bhode Island. Experiments on the amount of tractive force required to move a load show that it will take eight horses to draw a truck and load weighing 9,000 pounds on firm soil covered with gravel four to six inches deep. On earth embankment in good condition the work can be done by a force equaling two and one-half horses. On broken stone road in good condition the same load can be hauled by a force of one and one-quarter horses, and on the same road in bad condition, with ruts four to four and one-half inches deep and thick mud, five horses will be required. But on a good, dry pavement one good horse can move the same load all day.

On the subject of good and bad roads the following from the pen of the late Dr. J. G. Holland draws a comparison unfavorable to the existing road system

In America: "The point which I wish to impress upon my American reader is simply this: that the English horse, employed in the streets of a city or on the roads of the country, does twice as much work as the American horse similarly employed in America. This is the patent, undeniable fact. No man can fail to see it who has his eyes about him. How does he do it? Why does he do it? These are most important questions to an American. Is the English borse better than the American horse? Not at all. Is he overworked? I have seen no evidence that he is. I have seen but one lame horse in London. The simple explanation is that the Eng lishman has invested in perfect and permanent roads what the American expends in perishable horses that require

to be fed. We are using today in the little town of Springfield just twice as many horses as would be necessary to do its business if the roads all over the town were as good as Main street is from Ferry to Central. We are supporting hundreds of horses to drag loads through holes that ought to be filled, over sand that should be hardened, through mud that ought not to be permitted to exist. We have the misery of bad roads and are actually or practically called upon to pay a pre-mium for them. It would be demonstrably cheaper to have good roads than poor ones. It is so here. A road well built is easily kept in repair. A mile of good macadamized road is more easily

supported than a poor horse." The expense of building good roads is an important item, and the macadam is too expensive for country byways and crossreds, and in fact, is only feasible

where travel is extensive. Macadam 80 feet wide and 9 inches thick in the center requires 5,500 tons of broken stone to the mile. The cost of stone varies from 70 cents to \$2 a ton, and this would bring the cost of surface material up to \$3,850 to \$11,000 a mile. A macadam road has recently been made near Philadelphia at an average of about \$3,000 a mile for a miles, but there was a good founds. at an average of about \$5,000 a mile for six miles, but there was a good founda-tion to work on. At Bridgeport, Conn., forty miles of good macadam, 18 to 20 feet wide, including grading, cost a trifle under \$3,000 a mile.

under \$3,000 a mile.

The committee on improvement of highways, Rhode Island division of the League of American Wheelmen, recently received two important letters upon the subject of good and bad roads which are of general interest. Ex-Governor Henry Howard, of Rhode Island, says:

"I am very glad to learn that there is some prospect of legislation in regard to our faulty highway system. When I returned from my first and prolonged visit to Europe I could scarcely believe that I had all my life been familiar with such roads as met my eye on my return. In roads as met my eye on my return. In no part of my travels had I seen roads so poor as is the rule in our country towns; and I had been in some out of the way places, too. We are more wasteful in this respect than in all other things put together. Comparing the rural section of Europe with those of our country, there is no doubt, I think, but that a horse there performs double the duty he does here, and therefore is worth twice as much. It would be the highest economy to put all our roads in a permanently good condition. When it is once done the annual expense is as nothing to the money which is expended now without any beneficial results. There is no class to which highways are so advantageous as to farmers. If they could be induced to give the subject sufficient consideration they would soon put a stop to this egre-

gious folly of 'working out the tax.'"

The president of the Rhode Island Domestic Industry society writes:

"As to the matter of highway improvements, I think it is of the greatest importance to the prosperity of our ag-ricultural communities that some change should be made in their care.

"At present in some parts of our state there is a gradual shrinkage in the value of our farming property, owing, in my opinion, to the want of better highway

opinion, to the want of better nighway communication.

"In my own town, Scituate, we have about seventy-two miles of highway, divided into about sixty road districts, and in some of these districts, I fear, the road taxes have been expended on the 'working out or standing out plan.' Last spring, at our annual town meeting, it was decided to make a change by appointing road commissioners, the numpointing road commissioners, the num-ber not to exceed three. This change ber not to exceed three. This change takes effect this coming spring, and I hope that suitable road machinery may be supplied them, so that our road taxes may be used to better advantage. As to the present condition of the roads in our state there can be but one opinion—they need to be improved; as to how it should be done I have no plans. It might be well for the legislature to appoint a comwell for the legislature to appoint a com-mittee to take the matter into consideration and recommend some law that should be applicable throughout the

OLIVE HARPER'S LETTER.

HOW ONE CAN MAKE OLD DRESSES AS GOOD AS NEW.

Information Given in Response to Letters. Pretty Dinner Corange and Trimming. The Ghost of the Bustle. [Special Correspondence.]

New YORK, March 20 .- I have received several letters, sent at different times, and from different parts of the country, asking if I could not suggest some way of making over old dresses so that they will look just like new, and other demands of a similar nature. Among them one young girl says she has a yard and a quarter of very old fashioned brocaded satin. This she says is in three wide stripes, two brocaded and one plain black satin, and she wants to make something out of it, not panels, which she could wear with a plain black satin skirt evenings; and this satin is very "shiny" in spots, but it is all she has for a best dress, and at present she cannot afford another.



DINNER CORSAGE AND TRIMMING.

She should take her satin skirt apart and lay the pieces on a flat surface and rub them with a piece of clean flannel, dipped in good, sharp cider vinegar. Leave the pieces to dry where they are, and do not iron them at all. When dry the satin will look like new and be firm, and not one pin hole will be seen.

Of course much will have to depend upon the former shape of the skirt in remaking it. A perfectly plain skirt is quite as fashionable as a draped one; indeed, more so. The skirt done will repay the young worker for all her pains in taking it apart and in remaking it. She really makes it in every way just as handsome as a new one. It is a mistake to do this in a slipshod manner, for it will not

show anything but a botch. The old satin brocade can then be made up into a bodice after the style in the illustration, which is at once simple and very girlish. The sleeves are of the plain stripe, while the others are utilized for the waist. The arrangement of the lace at the shoulders can be left off if preferred, and I should certainly prefer if it was mine.

The wide lace down the fronts should be left there, if the maker has any. If not, the escurial can be gotten very cheaply now, and it will only require five-eighths of a yard. Passementerie trimming is also a suitable material, and the young lady who has this corsage to wear with a plain black satin skirt may call herself very fortunate. If she does not like the neck open, half a yard of tulle or crepe lisse will fill the neck in and look lovely.

Black silks can be treated in the same manner, and the texture even seems to become firmer and richer under it. Colored silks, however, must not be treated with the vinegar, otherwise the color will be injured.

Cashmere, camel's hair and all strictly pure wool goods can be washed and ironed on the wrong side and they will look as though just bought as long as a thread lasts. But the garment must be picked apart and washed in bark water, after which the picces should be rinsed in warm water to which a little ammonia

and bluing have been added, this last HOOD'S SARSAPARILLA.



THE GHOST OF THE BUSTLE. As soon as the goods are about two-thirds dry they should be carefully pulled into shape and placed face down on the ironing table and a moderately hot iron used. Do not fold the pieces until quite dry; otherwise they will crease. Hot iron should never touch

crease. Hos from should be said to said to said.

The lady who wants to dress well on a small income has, indeed, a sad task and one requiring great care and self sacrifice, but each should prefer to wait a long time to collect money by small de-grees and buy material of the best quali-

ty, and make over and over the old until there is nothing of it left.

I have placed by the foundation skirt the ghost of the bustle in the form of a petticoat made of pale gray wash surah, trimmed with a deep flat band and ruf-fles of figured silk. At the bottom are four pinked out flounces which hold the bottom of the dress out in easy fullness. Under each of the ruffles in the back is a crinoline or horsehair ruffle which holds the dress out in a pleasing manner. This skirt will be worn in warm weather under cambric ones to hold out the thin

I will try and learn a few new wrinkles as to the best and most economical man-ner to utilize all your husbands old coats before I write again. It is not to be sup-posed that a fashion writer would ever be reduced to making such herself, now, is it?

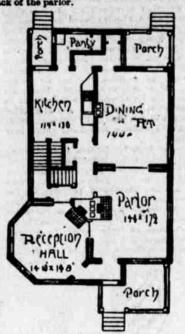
OLIVE HARPER.

A \$2,600 HOUSE.

An Ingenious Arrangement of Halls Makes

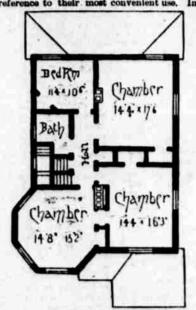
An Ingenious Arrangement of Halls Makes
It Unusually Convenient.

The floor plans given herewith are from L.
H. Gibson's "Fifty Convenient Houses,"
Thomas Y. Crowell & Co., New York.
Both sitting room and parior are in front.
The dining room is placed immediately in the rear of the sitting room. Thus we have two rooms in front and two in the rear. This is practically a square house. The old habit has been to place the stairway along one side of the parlor in the hall, which served as a pressent way from the front to the rooms impassageway from the front to the rooms immediately in the rear. This distribution of halls is what has thrown the sitting room back of the parior.



GROUND FLOOR. In the plan here given the change has been made so that the hall has relatively the same position that the hall has relatively the same position that had the sitting room in the past, though it is by no means as large. It is essentially a stair hall, and incidentally a passage. As placed, we may enter it from the parlor, sitting room, dining room or kitchen. Its position is central. There are two doors between this stair hall and the kitchen. The central position of the stairway has other advantages than those just stated. It makes long halls on the second floor entirely unnecessary. As will be seen by looking at th floor plan, it gives two good bedrooms in

The dining room is immediately in the rear of the sitting room. There may be sliding doors connecting these two rooms. One door three and a half feet wide usually makes a sufficiently large opening for the dining room connection. There are sliding doors between the parlor and sitting room, and dining room and sitting room, as shown. The kitchen has the advantage of a certain amount of isolation from the rest of the house, for the reason that there are two doors between it and any other room. The pantries are arranged with nce to their most convenient use. In



SECOND STORY. the kitchen pantry there are places for a re-frigerator, flour bin, broad board and cup-board. The dining room pantry is a china closet, with glass doors above and closed doors below. The doors connecting the dining room pantry or passage should be hung on double

on the second floor there is a hall about fourteen feet long, from which we pass to two bedrooms in front, two in the rear, the bathroom and the store closet. Each room is independent. They may be connected one with the other as family necessities suggest. The store closet is accessible from the hail, as such closet should be. This makes it available from any of the rooms. The bathroom is directly over the kitchen. The cost of the house is about \$2.600

A Fine Fauteuil. There is at present a great demand for draped articles of furniture and knickknacks in pariors and drawing rooms. It is said that



FAUTEUIL companying for draped fauteuil comes direct from the show companying for a room of a leading Paris uphoisterer. side under draperies are in dark goods, while the hangings are light enough to avoid somber effect. The square top piece can be in light plush, plain or prettily embroidered.

Nebraska. A young man named Post was sunstruck about four years ago, and each winter since then be has become insane, his mind nearly righting with the return of

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has won its way to the leading place among medicines by its own intrinsic, undisputed merit, and has now a larger sale than any other similar preparation in the country, If you have never taken Hood's Barsaparilla, a fair telal will convince you of its excellence and merits. Take it this season.

"I have for a long time been using Hood's Barsaparilla, and believe me, I would not be without it. As a spring medicine it is invaluable." E. A. RHODES, 130 Ontario Street, Ch. cago, Ill.

The Spring Medicine

cat anything without it hurting me; my dyspepsia and billousness have gone. I never bit better in my life, am at work spain and consider myself a well man. Those two bottles were worth \$100 to me." W. V. Eurows, Lincoln, Ili.

" Hood's Sarsaparilla purified my blood, gave me strength, and overcame the headache and dissiness, so that now I am able to work again."
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Hood's Saranparilla is sold by all druggists th; six for \$5. Prepared by C. I. Hood & Co. Lowell, Mass.

100 Doses One Dollar

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Vermifuge for Worms

MOTHERS READ. Andrew Downing of Cranburg Township, Venango County, gave his child one teaspoonful of the genuine Dr. C. McLane's Celebrated Vermifuge, and she passed 177 worms. Next morning on repetition of the dose she passed 113 more.

mifuge, and she passed 177 worms. Next morning on repetition of the dose she passed 118 more.

Japhet C. Allen, of Amboy, gave a dose of the genuine Dr. C. McLane's Celebrated Vermifuge to a child six years old, and it brought away 83 worms. He soon after gave another dose to the same child, which brought away 59 more, making 138 worms in about 12 hours.

Mrs. Quigby, No. 182 Essex St., New York, writes us that she had a child which had been unwell for better than two months. She procured a bottle of the genuine Dr. C. McLane's Vermifuge and administered it. The child passed a large quantity of worms, and in a few days was as hearty as ever it had been. Parents with auch testimony before them should not besitate when there is any reason to suspect worms, and lose no time in administering the genuine Dr. C. McLane's Vermifuge. It never falls and is perfectly safe.

This is to certify that I was troubled with a tape worm for more than six months. I tried all the known remedies for this terrible affliction, but without being able to destroy it. I got a bottle of the genuine Dr. C. McLane's Vermifuge, prepared by Fleming Bros., Pittaburg, Pa., which I took according to directions; and the result was I discharged one large tape worm. measuring more than a yard, besides a number of small ones.

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These Specifics cure without drugging, purging or reducing the system, and are in fact and deed the SOVEREIGN REMEDIES OF THE WORLD.

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28. NERVOUS DEBILITY \$1.00
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A particle is applied to each nostril and is agreeable. Price b) cents at Druggists; by mail, registered, 60 cents. sepil-lydaw No. 56 Warren St., New York.

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Of the Human Body Enlarged, Developed,
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Headache, yet CARTER'S LITTLE LIVER PILIS are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head ACHE

is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not. CARTER'S LITTLE LIVER PILLS are very

small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle ac tion please all who use them. In vials at 25 cts five for \$1. Sold everywhere or sent by mail. CARTER MEDICINE CO., NEW YORK.

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WE MAKE TO ORDER:

All-Wool Cheviot Suits at \$12, \$14, \$16, All-Wool Fancy Worsted Suits at \$13, \$15, \$17, All-Wool Wide Wale Coat and Vest at \$9, \$12.

All-Wool Worsted Trousers at \$5.20, \$6, \$7, \$8
\$9, \$10.
You need not buy unless you want to. Looking at them will be profitable to us and to you,
You may be sure the prices are low enough.
Man's, Boys' and Children's Suits atextremely
low prices. Styles the very intest.
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purpose.

COMMON COUNCIL ORDINANCE, NO. 6. March 5, 1900. In Common Council Read and Referred to the Pinance Committee, Same day Reported Back Affirmatively.

An ordinance creating a temporary ioan and appropriating the same to different departments.

SECTION 1, Be it ordained by the select and common councils of the city of Lancaster, That the mayor be and is hereby authorized and empowered to negotiate a loan to the city of Lancaster of twenty-two thousand, nine hundred and forty-six dollars payable on the first day of August, A. D. 1890, at the rate of interest not exceeding six per cent, per annum. August, A. D. 1890, at the rate of interest not exceeding six per cent. per annum.

SEC. 2. That the said sam of twenty-two thousand, nine hundred and forty-ix (\$22,946, doilars, be and is hereby appropriated for the following objects hereinafter specified, viz.: to water works general, the sum of three thousand dollars thereof; to salaries, four hundred dollars thereof; to salaries, four hundred dollars thereof; to salaries, engineers and drivers, fire department, nine hundred and twenty-six dollars thereof; to police and turnkey, five thousand, two hundred and twenty dollars thereof; to repairs to streets, four hundred dollars thereof; to contingencies, one thousand dollars thereof.

Ordained and enacted into a law at the City
of Laucaster, March 19, 180.

J. H. BAUMGARDNER,
President pro tem. Common Council.
DAVID L. DEEN,
Clerk of Common Council.
D. E. LONG,
President Select Council.

J. K. BARR, Clerk Select Council.

City Orbinances. COMMON COUNCIL ORDINANCE, AU. &

Affirmatively.

An ordinance authorising the Mayor to cancel two one hundred dollar certificates of indebtedness of the city of Lancaster issued by virtue of an ordinance, entitled "an ordinance to fund one hundred and eighty-two thousand, seven hundred dollars of the existing certificates of indebtedness, bearing its percent of the city of Lancaster." Approved February 7, 1800.

Whereas, by virtue of an ordinance entitled "an ordinance to fund one hundred and eighty-two thousand, seven hundred dollars of the existing certificates of indebtedness, bearing signer cent. of the city of Lancaster." approved February 7, 1800, the mayor of the city was anthorised to issue certificates of indebtedness infer also of two hundred dollars in decominations of one hundred dollars to bear interest at four per cent. Per annum, payable quarterly. Therefore be it ordained by the select and common councils of the city of Lancaster that the mayor be and is hereby authorised and ompowered to cancel the two mid certificates of indebtedness of the denomination of one hundred dollars each issued by virtue of the ordinance aforesaid, approved February 7, 1800.

Ordained and cancted into a law at the City of Lancaster, March 19, 1800.

Davis L. Deen, Clerk Common Council.

Davis L. Deen, Clerk Common Council.

ELECT COUNCIL ORDINANCE NO. L anuary 1, 1890. In Select Council Bead a heferred to the Finance Committee. Feb-ruary 5, 1890. Reported Back Affirms-tively and Ordered Printed.

J. K. BARR, Clerk Select Council.

February 5, 190. In Select Council Rea4 and Referred to the Street Committee. Same Day Reported Back Affirmatively and Ordered Printed.

Day Reported Back Affirmatively and Ordered Printed.

An ordinance giving and granting to the Laucister City Street Railway company the right to extend its tracks on South Queen street from Pean Square to Vine street, and from its present southern terminus to the city limits, and to operate motor cars and ever affid maintain poles on said street.

SECTION 1, Be it ordained by the Select and Common Councils of the city of Laucaster. That the Lancaster City Street Railway company shall have the right to lay street gallway tracks on South Queen street from its tracks at Pean Square to its tracks at Vine street, and from its present southern tracks on South Queen street from its stracks and from its present southern tracks on South Queen street from its properties of the city limit.

Provided, That the time for the impact of the laying of tracks is life to the period of one year from the passage of this ordinance.

SEC. 2. That the said railway company shall have the right tooperate motor street cars and to erect and maintain poles on both sides of said street for the distance mentioned in Sec. 1 of this ordinance, entitled "An Ordinance diwing and Granting the Privilege and Right to Operate Motor Street Cars and Erect and Maintain Poles on the Streets of the City of Lancaster, along the Line of the Lancaster City Street. Railway and the East End Railway Company," passed January 8, 1836.

Ordained and enacted into a law at the City of Lancaster.

ELECT COUNCIL ORDINANCE NO. 4.

An ordinance giving and granting to the West End Street Railway Company the right to lay street railway tracks on certain streets in the City of Lancaster and to operate motor cars and to erect and maintain poles on said

End Street Railway tracks on certain streets in the City of Lancaster and to operate motor cars and to erect and maintain poles on said streets.

BECTION I, Be it ordained by the Belect and Common Councils of the City of Lancaster, That for the purpose of affording the citizens of the western parts of the city increased railway facilities, and introducing electricity as the motive power, the West End Street Railway company shall have the right to lay street railway tracks on West King street and Columbia avenue, from the east side of Prince street to College avenue, and on Manor street from West King street from North Queen street for College avenue, and on West James street from Portine street to College avenue, and on College avenue from Columbia avenue to James street.

Provided, That all tracks on the said streets shall be inid with flat rails, of not less than three-inch tread, and of uniform gauge with the Lancaster City Street railway, and the tracks laid by the Lancaster & Millersville Railroad company, in the city limits, shall be changed to similar flat rails and be of the same gauge as the Lancaster City Street railway.

And, provided further, That the laying of new tracks and altering of any tracks that are now inid, shall be graded according to the directions of the street committee, so as to make the best post in the grade given by the committee shall not preclude the city from changing the grade at any time; and if such grade be changed by councils, the tracks shall be laid in conformity therewith, and at the expense of said railway company.

And, provided further, That the time for the commencement of the laying of said tracks is limited to the period of one year from the passage of this or finance.

SEC. 2. That the said railway company shall have the right to operate motor street cars, and to erect and maintain poles on both sides of each street along the route of said trailway tracks, mentioned in section of this ordinance, at such points as the engineer in charge of the construction of said

of wood, when the be painted of a color approved by the street committees of city councils.

Sec. 3. That not more than one fare of 5 cents shall be charged for a single trip, extending from any point on the line of said railway within the city limits to the terminal point, either north of south or east on the Lancaster City Street railway.

Sec. 4. That whenever the city of Lancaster shall hereafter pave or macadamize any sirect. Or streets along the line of said railways with asphalt blocks, Belgian blocks, asphalt sheeting or broken stone, the said street railway company, its successor or assigns, shall at the same time pave or macadamize the streets occupied by the railway, that is to say, between the tracks of said railway, with the same kind of blocks or material with which the city of Lancaster paves or macadamizes the said street railway company, its successor or assigns, shall neglect or refuse to do the said work, then the city of Lancaster shall do the said work, then the city of Lancaster shall do the said work, then the city of Lancaster shall do the said and recover the cost and expense thereof from the said street railway company.

Sec. 5. That the said street railway company, in consideration of the franchise hereby granted, shall pay to the treasurer of the city of Lancaster, on or before the first day of June, 180, and annually thereafter, the sum of 50 cents on each and every pole which may be erected, maintained or used by it within the city limits, and the sum of 55 for each and every car which it may use and operate.

Sec. 6. That the said street railway company shall be subject to all the provisions of an ordinance, entitled "An Ordinance shall not exceed seven miles per hour in the business part of the city.

Sec. 7. That this ordinance shall not exceed seven miles per hour in the business part of the city.

Sec. 8. That this ordinance shall not exceed seven miles per hour in the business part of the city.

Ordained and enacted into a law at the city of Lancaster this 5th day of March, A

Approved March 20, 1880, 1921-31d EDW, EDGERLEY, Mayor

An ordinance increasing and fixing the salary of the chief engineer of the fire department and defining a part of his duty.

BECTION I. Be it ordained by the Select and Common Councils of the City of Lancaster, that the chief engineer of the fire department of Lancaster city shall be paid an annual salary of nine hundred dollars, to be paid in monthly installments by warrant upon the city treasury, as a full compensation for the discharge all his duties, now or hereafter imposed upon him by Acts of Assembly or ordinances; and that it shall be a part of his duty to attend to, regulate and superintend the fire alarm of the fire department.

BEC. 2. All ordinances or parts of ordinances inconsistent herewith or supplied by the provisions hereof are repealed.

Ordained and enacted into a law at the City of Lancaster, March 5, 1880.

President pro tem. Common Council.

DAVID L. DEEN,
Clerk Common Council.

J. K. BARR,
Clerk Select Council.

Approved March 6, 1880. EDW. EDGERLEY, Mayor. CELECT COUNCIL ORDINANCE NO. S.

ordained and enacted into a law at the City of Lancaster, March 5, 1800.

President pro tem. Common Council.

DAVID L. DEEN,
Clerk Common Council.

D. E. LONG.

President Select Council.

J. K. BARR, Clerk Select Council.

bruary 5, 1890. In Select Council Read and Referred to the Street Committee Same Day Reported Back Affirmatively and Ordered Printed.

Ordained and enacted toto a law at the city of Lancaster this 5th day of March, A. D. 1-30.

President pro tem. Common Council, DAVID L. DEEN, Clerk Common Council, D. E. LOVO.