The Black "Englishman," Who Is Proud of It - "Barbady Niggers" from Jamaics and Elsewhere-Shipping Mas-

tors, Boarding Rouse Rospers, Etc. In those hours of leisure when I want rest without solitude, and would lighten the sense of my own freedom by watching the struggles of others, there is no part of New York so attractive as the lower section of South street—from the Battery around northeast to Wall street ferry. There one may see specimens of ferry. There one may see specimens of almost every race of man from North Briton to Malay, and from red haired Finn to Barbadoes "nigger," and withal some crosses which would at once puzzle and delight the ethnologist.



GROUP IN COENTIES SLIP.

"Kenchies slip" (Coenties), as they call it, is the common parading ground for many races and classes—the shipping agent, sailors, boarding house keeper, agents of many kinds and saloon keepers of a very peculiar kind, "fakirs" of various moral shades, peddlers of foreign curiosities and sailors of every race and color. A city ordinance grants some extra privileges in that locality to seafaring men and those who deal with them, and the short, broad street or "slip" is at this season crowded with a chaffering. disputing, polyglot and hilarious mass of humanity. As one walks along South street, the entire water front is thick set with the bows of sailing vessels from every part of the world; on the other side are the vast ware houses, while the streets leading off at right angles to the shore are well supplied with sailors' "retreats" and the establishments which are usually connected with them, and from both directions the crowds center on Coenties slip, which is to the sailor what the Produce Exchange or Stock Exchange is to the speculator. On a recent May afternoon in the slip

I observed a great increase in activity, for now is the season when sailors are in demand. I was particularly struck with the appearance of a black crew just from Kingston, Jamaica, who had been paid at the rate of \$20 per month for the voyage, and had already squandered enough of it to be in a quarrelsome humor and complain of imposition. They formed a noisy group, one part insisting on going at once to the British consul and asking for redress, the other advocating a combine to whale the "boarding masters." Around them was a circle of interested listeners, and on the outside another set of agents watching for prey. At length one Jamaican, so black that Georgia could not produce his equal, saw the "boarding master" who had excited his special enmity, and then ensued a wordy battle which was never equaled on the minstrel stage. "Isn't he dangerous?" I asked of a den-

izen of the slipe "Ya-as, with his mouth," was the cool reply-"them Barbady niggers never fights, 'ceptin' with their mouths. But he'd better not happen around here to-

night or that Yankee nigger (meaning the boarding master) will put some o' his blackies onto him, and they'll pound that Barbady till he won't know himself from a last year's corpse." The black sailor had meanwhile ex-

hausted his stock of expletives and moved off, sending back this Parthian shot: "Yah, yah! yo' tawk big here, yes, yo' do; yes, yo' do; yah, yah; but ef I jes' had yo' in England, I'd show yo' law; yes, I would." And as far as he could be heard down the street he went on with a noisy, if not eloquent, delivery on old England and the British flag and British justice and all that sort of thing, of which we have heard so much, declaring often, and with most peculiar oaths, that he was an Englishman, he was, and was



A BLACK SAILOR OF JAMAICA. "Ya-as, va-as," said my new acquaintance; "them Barbady niggers fights hard with their mouths; but I'd as soon take any loonnattic out o' Blackwell's Island and put him in the cook's galley as one o' them fellows. They jes' nachully got to be kicked down and kep' under to be wuth anything, and they're wuth mighty

The speaker was steward on a large vessel, and profanely declared that he'd had one "British nigger" in the galley and would never have another. "They'll jaw all day and not a lick, uther to work or to fight; but if they's a row among these Irish sailors, look out! Some fellie's head'll be broke. And them Greeks you see there—they're mighty bad fellies with knives. Now, an Irishman or a Britisher will have it out with you, whip or get whipped and be done with it; but if a Greek gets a spite agin you at the start of a v'yage, you're never safe unless you've got your back agin something 'at he can't get at it. See that brownie there?" he asked, suddenly breaking off and pointing.

"Yes; he is a very singular looking man."

"He's a Malay nigger." "What is that?"

"A mongrel-mixed Malay and quadroon. They's a whole house full of 'em up on Mulberry street. Good sailors, too, but not so stiddy as straight niggers. The masters never mix crews any more -either all black or all white-and they don't mix in the houses or anywhere else. Each set to itself. Bars up jes' as tight

And so, indeed, I found it. No matter how poor or ignorant or degraded.

whether English or Irish, Greek, Upaniard or Italian, provided only that it is pure Aryan, the little society excludes the negro as relentlessly as he is excluded from the mansions of Murray Hill and Fifth avenue. But, to her honor be it said, Great Britain stands by her blacks. "Barbady nigger" is an American seaport phrase for a black sailor from any part of the British West Indies, though, in fact, most of them are from Jamaica, and the British consul in New York looks into their rights and wrongs with ooks into their rights and wrongs with the same care as into those of white Britons. But the truth must be acknowledged that neither the consul nor the missionary, much less the lawyer or politician, understands the sailor's nature

as well as the boarding house keepers. In the olden time many grave charges of robbery and brutality were made against this class; but under the present shipping laws they have to prove up some kind of a character—or, at least, the fossil remains of one, which is much more than they once had to do. I have made it a point to note their appearance and method of dealing with the newly landed sailor, and my impression is that his confidence in them is, in a majority of cases, better founded than is generally believed. But the minority—ah, there is a hard lot of them! The "touter"— landsmen would call him an agent or drummer—is a particularly active and pleasant spoken little fellow, in his way quite gentlemanly, and seldom or never strikes a blow, under the worst provocation. As quoted above, however, close observers on South street assert that he etimes has underlings to do the

Under present laws the sailor has every advantage, if only he has the wit to use it and the sober determination to stand



street "retreats" are numerous, and it is taken by consent that all who write or talk on the subject are to de-nounce the "vile stuff sold over the but I must say, after a few "light tests," that it averages as good as the liquor of most village saloons. Its effects are certainly no worse. I rarely see a drunken sailor in New York, and the few I do see are certainly less noisy than village laborers in like condition. Indeed, the most surprising discovery I have made on South street is that sailors are. as a rule, quiet men and comparatively

A BOARDING HOUSE RUNNER.

free from slang. If they habitually 'blast their eyes" and "shiver their tar ry toplights," they do it when I am not around. In short, I must add the sailor of the stage and current fiction to the long list of noted people I have not met. All this applies to South street from the Battery around to Fulton ferry, but farther uptown, and two or three squares away from the river, there are said to be many places fully down to the old time level of horror and debauchery; in Roosevelt, Cherry and Water streets, for in-

stance. The old Five Points are almost respectable, and the adjacent sections of Mott and Mulberry streets are monopolized by Chinese and Italians. The place to see the sailor at his best is st to his ship, and through the whole of South street one sees a continuous line of bows on one side and shipping houses on the other. So South street is the promenade where one may find most of the curious with least of the disagreeable. J. H. BEADLE.

THE OARSMEN.

The cablegram from Sydney, N. S. W., reading that a sculling match has been ar-ranged between Peter Kemp, the Austra-lian, and William O'Connor, of Canada, impresses aquatic circles that O'Connor has at last carried his point in rowing some one there, even though it has taken him nearly two months to do it. The actions of the Australian oarsmen have looked as though they did not wish to run the risk of having the championship leave that

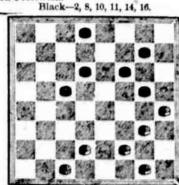
In the opinion of Edward Hanlan, the coming champion carsman is McLean, the Australian, who measures forty-four inches around the chest, and, as Hanlan says, is one of the most powerful scullers that ever sat in a boat.

CHESS AND CHECKERS.

Chess problem No. 64-By T. P. Bull. Black, two pieces.



White, five pieces. White to play and mate in three thoyes Checker problem No. 64-By J. Patterson Prestwick.



White-20, 24, 26, 27, 30, 32, Black to play and draw.

Chess problem No. 63. Black. P x R White. 1. R to B 4 ch 2. P to Kt 3 ch K to R6

3. B mates. Checker problem No. 63. White, 17, 18, 19, 21, 22, 23, 26, 27. Black 2, 5, 10, 11, 12, 13, 16, 20. Black to play and draw. Black.

White. 1..11 to 15 2...5 to 9 1...18 to 11 2..11 to 8 3.. 8 to 4 4..23 to 7 3.. 9 to 14 4...14 to 18 5.. 4 to 8 6.. 8 to 15 6., 2 to 11 7...15 to 18 8...12 to 16 8...27 to 23 9..17 to 16 9...20 to 24 10..14 to. 9 11.. 9 to 5 10..24 to 27 11..27 to 31

Three Colored Jockeys Who Have Done Wonderful Work.

DARING, HONEST AND SKILLFUL.

"Piker" Barnes, Who Straddles Lucky Baldwin's Flyers-"Ike" Murphy, the "Colored Archer" of Haggin's Stables. George Anderson, "The Spider," and What He Has Done.

The first question a betting man asks when about to select a horse to carry his money is, "Who has the mount!" If it is a jockey of ability, such as Barnes, Garri-son or Murphy, he will probably be satis-fied to risk his dust on his selection; but if it is a more stable lad who holds the reins he will fight shy perhaps. Thus it is seen that these little rugged, tanned and wizthat these little rugged, tanned and was ened bits of humanity are to a great extent ened bits of humanity are to a great extent autocrats of the turf. Pikey Barnes, Isaac Murphy and George Anderson are three such cracks. They are "black and tans;" in other words, negroes; but how they can ride! And honest riders they are, too. They know that in the skill of their hands and in the alertness of their brains and eyes rests many a time the fate of fortunes, and they seldom abuse the confidence placed in them. Isaac Murphy is known to the eastern

Archer." He has been the premier jockey of Lucky Baldwin's Santa bles for HA but rides for Haggin. ANDERSON. ummate judge of pace, A

pronounce him the peer MURPHY. of all the crack riders in the world. He has piloted the Emperor of Norfolk and Los Angeles to many BARNES. victories. He was born and raised in Ken

Little "Pikey" Barnes, one of the best of the mites of the saddle, wears the black and red Maltese cross of the Baldwin stables this season, and he gets \$8,000 for doing it, with the privilege of outside mounts when the Santa Anita stable has nothing starting. Barnes' income is vari-ously estimated at from \$12,000 to \$15,000 per year. He is the most sensational rider on the American turf. In two races, the Futurity and the Junior Champion, he landed \$61,835, an unprecedented amount. He is the youngest of the first class riders and is especially valuable on account of his ability to train off flesh. He combines in his riding the best qualities of half a dozen great jockeys. Like Murphy he is a great judge of pace and his finishes are qual to those of Garrison. Pikey's integ

rity has never been questioned. George Anderson, "The Spider," as he is generally called, is a rider of great ability, and resembles Barnes in appearance and color. Anderson is 17 years old, and can ride easily at 105 pounds. He has ridden for the well known stable of Davis & Hall, the Maryland turfmen, for several seasons and again sports their colors this year. Anderson has won many races with Bess, Biggonette, Patrocles and Oriflamme. One of his most sensational wins was on Patrocles, at the Washington meeting, when 50 to 1 was laid against him, and he paid over \$650 for \$5 in the mutuels. Anderson Iso rode Badge last year when that game little horse ran a mile in 1:40. He is a very daring rider, and will hustle his mount imminent risk of scraping the skin off his and will undoubtedly score his share of

Brooklyn's (P. L.) Great Outfielder.



GEORGE EDWARD ANDREWS. George Edward Andrews, familiarly known as "Ed" Andrews, is the brilliant outfielder of the Brooklyn club of the Players' league. Ed was born thirty-one years ago at Painesville, O., and first played ball while attending the Western Reserve college, Hudson, O. His first professional engagement was in 1882 with the Elyria club, of Akron, O. In 1883 he played but two months with the Toledo and devoted the remaining months to the study of stenography. In 1884 he joined the Philadelphia club of the National league as captain and second baseman. He proved a complete failure at second base, but Manager Harry Wright felt so sure that he had the making of a first class player in him that he retained him for the next season and then put him in the field. A change for the better was experienced in the first week and before the season was over he had established a great record for himself both in batting and in fielding. He is one of the speediest and most daring base runners in the profession and his sprinting abilities enable him to catch many a fly ball, which with a slower outfielder would be a safe hit. He is without question one of the best general players in the profession today, and besides his field-ing abilities is a hard hitter and reliable. He is 5 feet 8 inches in height, and weighs about 160 pounds. Last season he played with the Indianapolis team with great

credit to himself. A NOTABLE JUNE WEDDING. A Wealthy New Yorker to Marry a Bo-



MR. OELRICHS AND MISS FAIR, Mr. Herman Oelrichs has been known for several years as "the handsome bachelor" of New York city, and when he passed his 35th birthday without paying earnest court to any of the fair mem bers of the social circle in which he moves anxious mammas and willing maidens erased him from their list of "possibles." He remained on the tally sheet of "eligibles," of course, for he is handsome, rich and good tempered, but it was with some surprise that Gotham society learned last spring that he had plighted his troth and that he would wed in June. The lady of Mr. Oelrichs' choice is

Miss Tessie Fair, the 23-year-old daughter of the famous California bonanza king. Lavish preparations have been made already for the nuptial ceremony, which is to take place at San Francisco. It is currently reported that the bride's trousseau has been provided at an expense exceeding \$100,000. The lace drapery on the ivery satin wedding gown alone cost \$5,000. The dress was made

in Paris, did not give attafaction when delivered and was remodeled in New York. Thirty other costumes are in-sluded in the outfit for the honeymoon

Miss Fair is rather under the medium eight and has dark hair, black eyes, a Herbert Mapes, the Famous brunette complexion and a fine figure.

Mr. Oelrichs is a heavily built blonde
athlete nearly six feet tall. Like Miss
Fair, he is wealthy and a lover of out Champion Hurdler.

SOME OF THE RACES HE HAS WON.

Malcolm W. Pord Writes of His Career and His Method of Performing-Three Brothers, Who Are Also Athletes, Who

He did 16 4-5 seconds for the former and

made his great reputation as a jurist in admiralty and railway cases. Born at Bristol, Me., the son of a Scotch sea captain, he took an interest in everything bench during two great financial and railroad crises-1873 and 1877. By 1878 over 16,000 miles of railroad had passed into the hands of receivers appointed by Judge Drummond, and each of these receivers had to make detailed reports to the court. The mass of work imposed upon him was almost incalculable, and that he achieved the success he did in straightening out innumerable financial

ATHLETIC NOTES. Joseph Darby, the wonderful English jumper, is at present on a tour through Ireland. It is said that he is better than ever, and the leaping he does with dumb bells without doubt cannot be done by any other man in the world. He clears over 4 feet in three standing jumps with dumb bells. His engagements last months ahead at \$150 per week.

tangles will always remain among the lists of remarkable legal triumphs. Two

sons and four daughters survive Judge Drummond, all of them well established

Many Years on the Bench.

miralty cases principally rests the fame of Thomas W. Drummond, ex-judge of

the United States circuit court, who died

recently at his home in Wheaton, Ills. In 1850 he took his seat on the Illinois

district bench as an appointee of Presi-dent Taylor. Nineteen years later Presi-dent Grant made him judge of the Sev-

enth circuit, comprising the states of Illinois, Wisconsin and Indiana. In 1884

he retired to private life to pass the re-

mainder of his days in well carned repose. At the time of his demise he was

over 80 years of age.
As before remarked Judge Drummond

pertaining to

maritime affairs,

and his practical

knowledge in this

direction natur-

ally gave force

and weight to his

decision of causes

involving the

rights of owners, shippers or sail-

ors. It was his fortune to sit upon the circuit

upon the circuit JUDGE DRUMMOND.

On his decisions in railway and ad-

At the recent games of the Iowa state university a good performance was done by Hastings in the standing broad jump with dumbbells. He cleared 11 feet 9 inches. and Ferren was only 1 inch behind.

Amateur athletes in the vicinity of New York, San Francisco, Montreal and in Ire and will be pleased to learn that they will soon receive the medals which they won a the American championship games of the National association in 1888. The associa ised prizes, but at a recent meeting of the Manhattan Athletic club, of New York, which was the mainstay of the National association, it was decided to assume the obligation. J. W. Moffat, of Montreal, Victor E. Schifferstein, of San Francisco; T. M. O'Connor, of Ireland, and many athletes in the castern part of America will now have something to show for their well earned victories at those much talked of

Chicago's day in the line of blg athletic club houses has at last come, and the build ing now being erected is, according to the latest plans, larger than anything yet constructed in America. The Manhattan Ath-letic club has stood at the head with a pile of iron, brick and stone 125x115 feet. Chi-cago's pile will also be fire proof, 140x160 feet, ten stories high, with a roof garden.

The New York Athletic club teams of athletes and oarsmen now training at its summer home, Travers island, on Long Island sound. On account of the distance the resort is from the city, where most of the athletes do business, the privilege of training includes lodging over night. The plan works well, for the men, with little inconvenience, can train every night after leaving business.

Saturday, June 14, has been selected for the western championship games of the Amateur Athletic union, at Detroit, Mich. The regular events will be given, with also the standard A. A. U. dye medals as prizes. All correspondence concerning the meeting should be addressed to Henry B. Joy, see retary Detroit Athletic club, Detroit, Mich.

W. H. Robertson, the well known manager of athletic events in New York, has been accepted as manager by the committee having in charge the proposed great regatta at Duluth in August. Thousands of dollars have already been subscribed for prizes, and the event bids fair to eclipse any thing yet held in America in that line.

The recent games held by the Southern Athletic club of New Orleans show that athletics have a firm footing there. The attendance was enormous, and although the performances were not high class compared with the celebrated games through out America, they were far better than would be expected in a vicinity where the subject is new.

Mr. James B. Martin, president of the London Athletic club, of England, is spend-ing a few weeks in America. He is much pleased with the way athletic games are run, and says that those which he has seen bave greatly exceeded his expectations so far as management and fine performances ere concerned.

A Man Who Pitches.

Gus Krock is a pitcher of considerable ability. He halls from Milwaukee and did his first professional pitching in 1886 for the Oshkosh club, of the Northwestern league. He did not play in many championship games, but showed up well in the few that he participated in. During the season of 1887 he pitched in forty-three championship games and ranked second in the official list of pitchers of the Northwestern league, with a percentage of .261 hits made off him. Chicago noticed his fine work in the pitcher's box and signed him for the season of 1888. He took part in thirty-nine championship games and led all the Chicago pitchers in the percent-age of hits made and ranked eighth of the twenty-six pitchers whose names appeared in the official averages of the National



GUS KROCK. During the early part of last season is was unconditionally released by Anson and was immediately signed by Indisuspoils, but fluished the season with Washington, Krock is a large, broad should be man, and has considerable spaced, while invited pool control of the ball. This was to be is playing with the Buffalo team of the Players' lengue.

College athletics during the past year or two have assumed such prominence on ac-count of producing unusually high class records that they bid fair, at not a very distant date, to take important places among the best amateur athletic records of the world. The illustration below shows Herbert Mapes, who won the intercollegi-ate championship at both the 120 yard, 3 feet 6 inches high, and 230 yard, 2 feet 6 inches high, hurdle races last year, break

> 26 2-5 seconds for the latter. He made his debut in athletics in 1887, improvement has en very marked. It is generally con-ceded that he is the most scientific turned out by colleges, and the fact that he is the equal of several of the best amateurs in the country who have been in athlonger than he force for his ability. He is 23 years old, stands 5 feet 8 inches high and weighs 140 pounds. He first became prominent by winning the intercollegiate 120 yard hurdle race in 1888, in 17 1-5 seconds, which at that time was only

HERBERT MAPES.

BERBERT MAPES. one-fifth second The great features of his hurdling are the closeness with which he skims the ob stacles and the rapidity he shows in get-ting into his stride after landing on terra firma. He hurdles with his right leg and lands on his left, showing the pointed knee style in perfection. He gets so close to the sticks that at the Columbia college games on May 21 in doing 16 3-5 seconds over the high hurdles and breaking the previous record of 16 4-5 seconds, he touched seven of the ten obstacles with his trailing foot and if a spectator were not looking at the race he could easily have told when Mapes was in the act of clearing a hurdle by the distinct knock his foot made against the

top of the bar. He clears a shorter distance over the hurdles than is usually seen, and his leap at this point is in the neighborhood of 13 feet 6 inches. There are hurdlers who clear be tween 14 and 15 feet who cannot hold their own with Mapes for even half way. He shows such adaptability in recovering after the jump and gauging the distance from which to take off that others, who many think should be better, are not near his equals. He seems to be possessed of a good stock of energy and he lasts a race through

He has three brothers, all of whom have made good records in athletics, and have been identified with Columbia college. Two of his brothers were sprinters and theother is an excellent running broad jumper. The family has been very important in the col-lege, and in athletics alone many victories have been scored for that institution by these active students. Herbert graduates in 1892, and if he improves on the field as much in the next two years as he has in the last two, the present college hurdle records will be nowhere.

His younger brother, Victor, who is Co lumbia's best broad jumper, gives indica-tions of being as famous in that event as Herbert is in the hurdles. MALCOLM W. FORD

THE OPERA OF "DON QUIXOTE." An Amusing Story of Its Conception

Knight Errantry Set to Music. One of the few musical successes of the past season was "Don Quixote," a comic opera. It was written by Harry B. Smith opera. It was written by Harry B. Smith and Reginald de Koven, the authors of "The Begum." More than a year ago, after the success of the latter opera was as-sured, the composer and the librettist be-gan to look about for some new subject at which to direct their gonius. They dis-cussed the matter in a hotel room all one cussed the matter in a hotel room all one afternoon, but were unable to arrive at any decision. Finally they started out on a before dinner stroll. As they walked they passed the window of a book shop. In it was displayed a volume of "Don Quixote," illustrated by Dore, and opened to the picture of the erratic knight mounted on his bony horse, Rosinante, and followed at a little distance by his script. Sanche Paura little distance by his squire, Sancho Panza, on an ass.



PIRST SCENE IN DON QUIXOTE. As they stopped to look at the picture, Regy," said Smith, "I have an idea."
"Well?" "Let's put those two fellows into an

opera." They went into the store and bought the book and that very night began to map out their work.
Smith had all the half dozen love plots

included in the book to choose from, and he finally decided on a combination of the stories of Lucinda and Cardenio and Fernando and Dorothea. Better material could not have been invented by the most skilled librettist. The characters of Sancho Panza and the Don himself were drawn so grotesquely by Cervantes at first that but little elaboration was necessary to make them equal as comic opera characters to

any in "Olivette" or "Pinafore."

In a few weeks Mr. Smith had practically finished the libretto, and by that time De Koven was in sunny Spain studying the music of the country. To this trip is the public indebted for the boleras and ngoes and habeneras which are de lightful in themselves, and which give the opera an individuality almost as pro-nounced as that of the "Mikado."

Andrew H. Green, of the Manhattan Athletic club and Harvard college, says he will not take part in the all round championship competition on June 10 on ac-count of having important examinations that day, which he must attend. His ab-sence will give A. A. Jordan, of the New York Athletic club, a virtual walk over, for none of the other intending competitors are looked upon as being good enough to defeat the celebrated New York man,

MALT WHISKEY.

DUFFY'S

Cravelers' Suibe.

PENNHYLVANIA RAILROADSCHED In effect from Nov. 10, 1889, Trains Leave Lancastras and leave and a rive at Philadelphia as follows:

The only trains which run daily. On Sunday the Mail train west runs by way of

LEL NON & LANCASTER JOINT LINE

Arrangements of Y senger Trains on and after

SOUTHWARD,
Lesve A. R. P. M. P. M. A. M.
Lebanon 7:13 12:30 7:15 7:25
Cornwall 7:27 12:41 7:28 8:10
Manheim 7:58 1:16 7:58 8:26
Lancaster 8:27 1:38 8:18 9:13
King Street, Lanc. 8:25 1:25 8:26
Columbia 9:22 2:02
A. M. WILSON, Supt. R. & C. Railroad,
S. S. NEFF, Supt. C. R. R.

DHILADELPHIA & KEADING RAILROAD

READING & COLUMBIA DIVISION.

On and after Sunday, May 11, 1830, trains leave Lancaster (King street), as follows:
For Reading and intermediate points, week days, 7:40 a. m., 12:40, 3:48 p. m.; Sunday, 5:55 a. m., 3:55 p. m.;

m., 326 p. m.
For Philadelphia, week days, 7:40 s. m., 1440, 348 p. m.; Sundays, 355 p. m.
For New York via Philadelphia, week days, 7:40 s. m., 1238, 348 p. m.
For New York via Alientown, week days, 7:40 s. m., 1238, 348 p. m.

For New York via Allentown, week days, 12:40 p. m.
For Allentown, week days, 7:40 a. m., 2:40 m.; Sunday, 2:55 p. m.
For Pottaville, week days, 7:40 a. m., 2:45 p. m.
Sunday, 2:55 p. m.
For Lobanon, week days, 7:40 a. m., 2:45 p. m.
For Lobanon, week days, 7:40 a. m., 2:45 p. m.
For Harrisburg, week days, 7:50 a. m., 12:55, 6:40 p. m.; Sunday, 8:55 a. m.
For Quarryville, week days, 6:20 a. m., 12:55, 7:55, 8:00 p. m.; Sunday, 8:05 a. m.

TRAINS FOR LANUASTER.
Leave Reading, week days, 7:50, 11:55 a. m., 1:50 p. m.; Leave Fulladelphia, week days, 4:10, 10:00 m., 4:30 p. m.

m., 4:50 p. m.
Leave New York via Philadelphia, week days, 7:5 a. m., 1:30, p. m. 12:15 night.
Leave New York via Allentown, week days 4:01 a. m., 1:50 p. m.
Leave Allentown, week days, 5:47 a. m.; 4:35

p. III. Leave Pottsville, week days, 5:50 a. m., 655

p. m. Leave Lebanon, week days, 7:13 a. m., 1307
7:15 p. m.; Sunday, 7:50 a. m., 8:55 p. m.
Leave Harrisburg, week days, 6:55 a. m.; Sunday, 6:50 a. m.
Leave Quarryville, week days, 6:50, 11:50 a. m., 8:50; Sunday, 7:10 a. m.

**TLANTIC CITY DIVISION.*
Leave Philadelphia, Chestnut street wherk, and South street wherk.

For Atlantic City, week days, express, 9:50 a. m. and 6:50 p. m.; Accommodation, 7:50 a. m. and 6:50 p. m.; Sunday, Express, 9:50 a. m., and 6:50 p. m.; Sunday, Express, 9:50 a. m., Accommodation, 8:50 a. m., 400

Pop. III.

Beturning leave Atlantic City, depot corner
Atlantic and Arkansas Avenues. Week days.
Express 7:30 a. m. and 4 p. m. Accommodation, 8:05 a. m. and 4:50 p. m. Sundays.
Express, 4 p. m. Accommodation, 7:30 a. m. and 4:30 p. in.

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