

ADRIAN C. ANSON.

W. I. Harris Writes of the Famous Captain.

HE KICKED HARD, BUT PLAYS WELL.

As a Hard Hitter and Able Manager Chicago's "Old Man" is Said to Beat His Wonderful Record at the Bat—Possessive of His Play.

The greatest general of the ball field, the best trainer of young talents and the greatest batsman the League has now, ever has and probably as good as it ever will have, is Adrian C. Anson, a member of the Chicago League team since 1873, and its captain and manager since 1877.

Mr. Schmiedel does not exaggerate one whit, Anson is the terror of all pitchers, and if they can't help it they will let him hit the ball if there are men on base and a hit means a victory for Chicago. He is not a batsman of the Brothers stripe, depending on a good eye and great strength, although he is liberally endowed with both.

Anson is a scientific player, hits, and generally knows where the ball will go when he hits it. He is a perfect specimen of physical manhood, six feet two inches in height, weighs about 180 pounds, and when he is in action he looks like a giant.

His batting position and average since the organization of the league are: In 1878, fifth, .394; 1877, fourth, .383; 1876, third, .360; 1875, first, .407; 1880, second, .388; 1881, first, .390; 1882, second, .348; 1883, second, .418; 1884, fourth, .337; 1885, sixth, .310; 1886, second, .371; 1887, first, .408; 1888, first, .342; 1889, third, .341. In fourteen seasons Anson has played 1,307 games; has been to the bat 5,422 times, and has made 1,928 base hits, with a grand percentage of fourteen per cent.

Although the subject of this sketch, by reason of his length of service, and because he has had such complete control of the Chicago team, and played with that team when "Dick" McBride was the ideal pitcher of the baseball world and "Fergy" Malone hardly less celebrated as a catcher.

In 1875 he went to Europe with the Athletics, and there announced to some of the English cricketers by the way he handled the willow. In the match with the "All Ireland" eleven he made the highest individual score. In 1878 Anson joined the Chicago club.

As a field Anson is a little more than most of the first basemen in the league, according to the record, but according to the chances he grabs at he will take a back seat for none in the present Spalding reposed implicit confidence in the long headed captain, and between them they are a pair that has more than once beaten them.

On a field Anson, in spite of his "kick" and his building of umpires, which is quite as notorious as that of Ewing, and oftentimes more to the purpose, is universally popular. His value as a player, captain and manager will be overestimated, as may readily be judged by the way in which he has, during the past three years, brought his almost experimental teams to the front.

Such, in brief, is Adrian C. Anson. Honorable in all his dealings, conscientious in his duty to his employers, always affable, a man of integrity and grit, his way is in his hand and he fears nothing—a power mentally, although not favored by the polish of education, and physically a giant. Unless he chooses to retire voluntarily this remarkable man is surely going for five more seasons of active work.

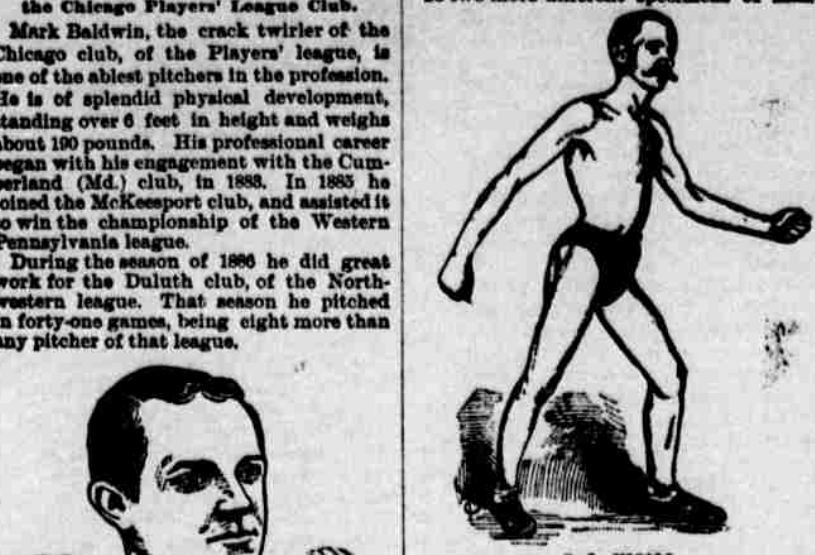
CHAMPION NICOLL.

A Tall Man Who Has Several Times Walked to Victory.

ATHLETE FORD WRITES OF HIM.

He Will Head the Procession Until Next Fall, When He Will Once More Have to Fight for the Title of Fastest Walker.

For the first time in half a dozen years a tall man won the amateur championship for the three mile walk at the last fixture, held September, 1889. As usual, a short man won the one mile walk; but C. L. Nicoll, of the Manhattan Athletic club, whose picture is shown here, and who stands over six feet in walking shoes, captured the three mile event and became the champion, by which title he will be known until next September, when he will have to win it again or lose it. There could not be two more different specimens of man-



hood than the present one mile and three mile champion, the American, meritorious Nicoll's physique can readily be seen, but if Burckhardt, who won the shorter event, were placed beside the three mile champion he would appear like a boy, although in weight he would be on his own very well. His height is only about 5 feet 4 inches, and his weight in condition about 120 pounds. Nicoll is of the same weight.

Nicoll made his appearance on the track during the year 1888. He took part in many amateur walking races of all distances in the vicinity of New York city and met with success. He soon developed a good style of locomotion, and at the end of several years he ranked among the best. He competed in the championship games in 1887, but did not win. In 1888 he took part in the American fixture again, but was defeated. But he went to Montreal and a week later on his own team and captured the three mile event in great style, doing 23 min. 44 2/5 sec., which was the fastest time made there since 1868, when F. P. Murray did 23 min. 19 sec.

The season of 1889 was still in his favor, when he won a large number of handicap races, generally from scratch, in games around New York and Philadelphia. In the fall of last year he captured the three mile championship of the American Athletic and Canada. The American fixture was held two weeks in advance of the Canadian, and Nicoll vanquished his antagonists in the first fixture so easily that the Canadian event was considered almost a sure thing for him. He won the American championship in 23 min. 33 2/5 sec. The track was very heavy owing to incessant rain for almost a week, and the time does not look extra fast, but it was his most meritorious performance, and the fact of his winning the Canadian fixture, where the track was good, in 22 min. 41 3/5 sec., proved that the speed which he had shown in the previous year was still in him.

His only noteworthy performance since then is his taking second place in the four mile scratch walk at the indoor games in Boston, Mass., last April. He attributes his defeat partly in this contest to the fact that the judge of walking was unfriendly to him, and spoke to him about his style of locomotion during the race, which made him lose a little confidence in his ability to show speed. He is a tall, slender man, his style perfectly fair, while there are several who do not think so.

His build is very unusual and he is decidedly thin. He has no tendency to accumulate flesh, and although he has a good depth of chest his waist is unnaturally small. He measures there only 29 inches, and that for a man six feet high is most unusual. He runs out with a long, free stride, and when he walks he has a moving impression of the majority favorably.

HOW TO BUILD A CANOE. Directions for the Construction of a Serviceable Boat. Let every boy who owns a jackknife and who wants to own a canoe get out the knife and build the boat. Here is a schedule of the materials needed, with their cost: 1 planed pine board, 1 inch x 14 inches x 13 feet..... \$0 50

1 planed pine board, 1/2 inch x 12 inches x 13 feet..... \$0 30 1 planed pine board, 1/2 inch x 12 inches x 13 feet..... \$0 30 6 strips 1/4 inch lath stuff..... \$0 30 A lot of thin strips as described..... \$0 10 18 yards of strong manila paper..... \$0 20

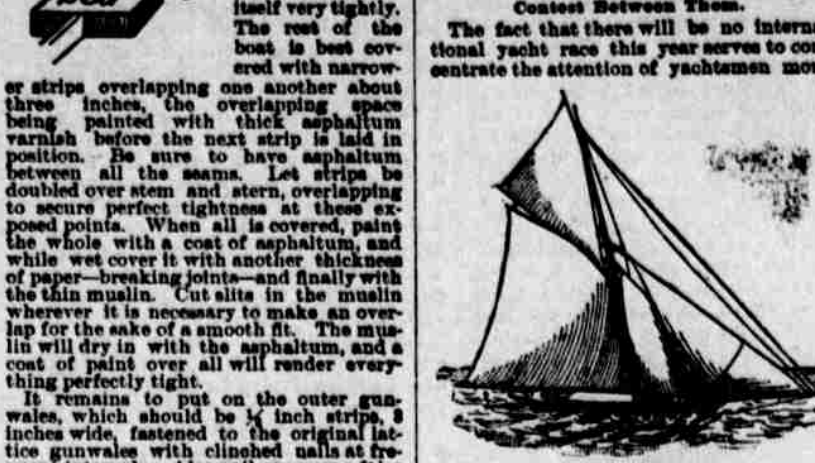
Now you have the general outline of your canoe, namely, keel, stem, stern and shape. The next thing to be done is to gauge the rest of the molds. This is shown in Fig. 2, which you remember, represents a 7 1/2 inch board. A, the midship section, is already in place. The other sections, B, B and C, are marked on the board and cut out in like manner. Mark the principal points on the board and draw the curves accordingly. The result will be something like Band C sections. The girth section at the edge, but trimmed square at the edge, but you will find that the other sections will be a little to correspond with the narrowing of the keel and aft. This angle will be shown by the lattice piece. The molds at C, when in position, fit against the shaded stem and stern pieces

TWO CRACK YACHTS.

The Minerva and Liris and the Coming Contest Between Them.

The fact that there will be no international yacht race this year serves to concentrate the attention of yachtsmen more upon local yachting contests. But there will be a race which, when it takes place, will attract the attention of all those enthusiasts who are interested in the great question of an English vs. the American built boat.

The cutter Minerva was launched in the fall of 1888, and crossed the Atlantic soon after, on her own bottom, under command of Capt. Charlie Barr, a brother of the famous skipper of the Thistle. Her length over all is 34 feet, on the water line 30 feet 11 inches, beam 10 feet 8 inches, draught 9 feet and present sail area 2,700 square feet.



THE MINERVA. upon local yachting contests. But there will be a race which, when it takes place, will attract the attention of all those enthusiasts who are interested in the great question of an English vs. the American built boat.

A PRETTY HOME. Plans for a Handsome and Convenient Two Story Dwelling. Among the many admirable plans contained in the National Building Plan Association's "Artistic Homes" is this one for a two story dwelling house.



A PRETTY HOME. The house may be a brick or stone foundation and a 6 foot 6 inch cellar. The first story is 10 feet 6 inches high and the second 9 feet high. The arrangement of the first story is convenient and artistic. The large parlor, which is 15 feet wide x 16 feet long is connected with the sitting room by a broad door, which would make them both easily available in case of large gatherings.

THE FAMOUS PONY EXPRESS. A rusty old sign inscribed "Russell, Majors & Waddell" can still be seen on a building at the corner of Shawnee and Main streets, Leavenworth, Kan. It is formerly marked the business headquarters of a firm once famous throughout the west, and of which but one member is living at Kansas City.

Thirty-one years ago Russell, Majors & Waddell did the biggest business of any freighters operating between the Mississippi and the Pacific coast. "Duke" Gwynn, then a writer for the United States senator from California, thought his constituents deserved a better mail service than that afforded by the regular coach route, and there came into his mind the idea of a pony express.

The wisecracker Washington dismissed the proposition with a sneer, but the Leavenworth freighter firm thought the plan feasible and aided "Duke" Gwynn in getting for it official recognition and government aid.

Col. Majors still delights to recall those "grave days of old" when the hardy little ponies of the plains made nearly railroad time between St. Joseph and Sacramento. The post houses were ten miles apart, and as a messenger dashed up to one of these he jumped from the back of his panting steed, bestrode another fresh and impatient for the race and was off again. Five seconds only were allowed for a change of mounts.

But a single order was given to messengers— "Ride and stop for nothing." So despite storm and darkness they hastened on, occasionally scurrying at full speed through bands of hostile Indians, with a revolver crack to the right, another to the left, a duck of the head to the pony's neck to escape the whistling arrows, but never a swerve in the onward rush toward the destined goal.

But a month later gold and the company received \$5 for every letter sent over the pony route. "The most noteworthy piece of work performed," remarked Col. Majors the other day, "was in the delivering of one of President Buchanan's messages in a few hours over eight days. The message was received in St. Joseph by wire, immediately placed upon light manifest paper and off like the wind. Forty of the little fellows were required to do the work

CRACKERS' GAINS.

PENNSYLVANIA RAILROADERS. In a contest for Nov. 20, 1889, the Pennsylvania Railroaders had a narrow escape from a defeat at Philadelphia as follows:

Table with columns for Philadelphia, Harrisburg, Lancaster, York, and other locations, showing various statistics.

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CHAOS. Hon. William L. Scott, who is credited with having paid the highest price for any thoroughbred stallion in the United States, has a beautiful horse to look at, a beautiful name, and a better pedigree than the accompanying picture is taken from Harper's Weekly.



McLANE'S LIVER PILLS. THE GENUINE DR. C. McLANE'S LIVER PILLS! FOR SICK HEADACHE!

Mr. and Mrs. Williams, No. 278 Seventh street, N. Y., testify that they have both been suffering from liver complaint for about five years, during which time they have spent a large amount of money in vain for medical treatment.

MAHA EVANS, No. 66 West 12th street, N. Y., writes: "I have been having a liver complaint for six years, and I never could get any relief until I used Dr. C. McLANE'S LIVER PILLS."

SWIFT SPECIFIC CO. Scrofula in Children. "In the early part of 1887 scrofula appeared on the head of my little grandchild, this only 18 months old, and it spread rapidly over his body. The scabs on the scalp would peel off on the slightest touch, and he often cried in agony."

Cancer of the Nose. In 1878 a sore appeared on my nose, and grew rapidly. As my father had cancer, and my husband had cancer, I was alarmed and called my physician. His treatment did me no good, and the sore grew larger and deeper.

HUMPHREYS' VETERINARY SPECIFICS. For Horses, Cattle, Dogs, Hogs and Poultry. 500 Page Book on Treatment of Animals and Diseases.

HUMPHREYS' HOMEOPATHIC SPECIFIC. In use 30 years. The only successful remedy for NERVOUS DEBILITY, VITAL WEAKNESS, and Prostration, from Over-work or other causes.

WEAVER'S UNDEVELOPED PARTS. Of the Human Body Enlarged, Developed, Strengthened, etc., in an interesting and valuable manner.

TO MOTHERS. Every babe should have a bottle of DR. FAHREY'S TEETHING SYRUP.

GRAY'S SPECIFIC MEDICINE. THE GREAT ENGLISH REMEDY. An unfailing cure for Rheumatism, Gout, Neuralgia, Impotency and all Diseases that follow as a consequence of Self-Abuse.

STANDARD CARRIAGE WORK. EDW. EDGERLEY, CARRIAGE BUILDER, 40, 42, & 44 MARKET STREET, (near of the Old Dock), LANCASTER, PA.

China, Glass, QUEENSWARE. We are now opening our Spring Importation of Queensware and will be prepared to supply our customers with the very best grade of ware at lowest prices.

HIGH & MARTIN, 15 East King Street. Photographs. EVERY PERSON IS ANXIOUS TO HAVE THEIR PICTURE.

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