

Walter Besant, the English novelist, thinks that Chicago will some time be to America what Babylon was to Asia.

Says a St. Louis doctor: "When the sunflowers ripen and the morning glory vines begin to die in the back yards, then is the season of malarial and catarrhal troubles at hand."

That part of Boston known as the north end is strictly of a cosmopolitan character. On a certain street there are displayed signs in Italian, Spanish, Portuguese, French, Russian, Hebrew, Norwegian and Danish.

Everywhere in California the Chinese are now working the gold mines on their own account. The metal is sent directly to China, and is smuggled out of the country in the same way that opium is smuggled in. Since 1860 the Chinese have taken from California mines the enormous sum of \$141,750,000.

One of Boston's newest notions, and in the estimation of the New York Times, one of the best of its many good ones, is the establishment of a mechanic arts high school, to supply a connecting link, as is explained, between theoretical and practical education. Its friends claim that this school will be the crown and climax of the city's common school system.

Probably in no other country in the world are banking facilities so extensive as they are in Scotland, remarks the Chicago Herald. In every town, large or small, there is a branch of one or more of the great city banks, and even every village with the least pretension to size can boast of one. While in England there is a bank or a branch bank to about every 10,000 of the population, in Scotland there is one to about every 4000.

There is something weird even in the reminder that "the white-eyed boy of Boston" still lives, as appears from the discovery of a fresh attempt to escape from prison. Not many readers of this day remember the atrocious crimes of the Pomeroy youth about twenty years ago. He seemed to be born with a satanic instinct for horrible cruelty and even murder. There was no apparent motive for his crimes. His thirst for blood was as insatiable as that of a young tiger. His sentence of imprisonment for life, in solitary confinement, was a relief to the public mind, and the mere thought of his escape is enough to cause a shudder in Boston.

The owner of a sandstone quarry on Lake Superior conceived the idea of sending to the World's Fair a shaft that should far overtop the Cleopatra obelisk in Central Park, New York City, and all the similar works wrought by the ancient Egyptians. He successfully accomplished his purpose at a cost of about \$15,000. The shaft was 110 feet long, ten feet square at the base and tapering to four feet at the top. The tallest of the Egyptian obelisks, that of Karnak, is 105 feet seven inches. But the Minnesota quarry could not float his monolith to Chicago, as the Egyptians used to float their works on rafts down the Nile. The lowest estimate for moving the great stone to the Fair was \$25,000. The money could not be raised, and the disgusted quarryer has begun to cut up the greatest of obelisks into building stone.

Nearly every large hotel in New York has an individuality, observes the Journal, which is stamped on the facade of it by the people of different climes and parts of this country and in different trades who patronize them. Englishmen and Canadians would not think of putting up at any other place than the Brevort or Brunswick. The game of politics is indelibly imprinted on the Hoffman and Fifth Avenue. One can almost hear the beating of horses' hoofs when he steps into the Coleman and Gilsey, and an insider would not be surprised if he saw a man running for a base or an umpire calling "Three strikes and out" in the Sturtevant. The corridors of the Imperial resemble a sociable club in some Western city. The Vendome is the home of prosperous Hebrew merchants from all parts of the country, and there is just enough of a theatrical flavor about the clientele to make it interesting. The Metropolitan is nothing more than a large and comfortable bachelors' quarters. In every part of the Gedney House the eyes are blinded by the glare of the footlights. This hotel is the home of the actor and the manager. The jingle of money and the clipping of coupons can be heard in the Windsor and the Plaza. An air of serenity and comfort that ripples teget permeates every nook and cranny in the spacious corridors of the Plaza, New Netherlands, Savoy and Holland House.

Experiments made in tobacco cultivation throughout Europe have not given much promise of success.

The Harpers, the great New York publishers, are said to have on hand more than \$50,000 worth of accepted manuscripts.

Welsh newboys have a picnic in the opinion of the Chicago Herald. Imagine yelling "Ere yer wuxtry Goleucyd, Gwylledyda, Genells and Serencymrus! All about der turble accident."

There are yet a million acres of Government land in Kansas open to settlement, not a little of which was tramped over by "strippers" in order to take chances on getting land in the Cherokee Strip that is no better, and in many cases is worse, which they had to travel further to reach, and which is very uncertain property to its possessor.

Justice John M. Harlan, of the United States Supreme Court, and one of the arbitrators of the recent Bering Sea Tribunal of Arbitration, stated in a private conversation in St. James's Hall, London, at a Sunday mission meeting, that he personally believed that on the occasion of a future difference between England and the United States the intervention of strangers would not be invoked, but an equal number of the judges of the highest courts of both countries would be appointed to settle the difference.

A keeper at the London Zoological Gardens was employed on account of his supposed fondness for animals. He was soon found to be disliked by the animals, who exhibited their aversion in many ways. It was suspected that while outwardly treating them with kindness he must secretly hurt or annoy them. He denied having done anything of the sort, and his general manner seemed to bear out his protestations. A watch was set upon him, with a curious result. It appeared that he never spoke to the animals, and for that reason alone his presence was intolerable.

A Mexican paper predicts an immense invasion of that country by American tourists this winter, and says that the railroads are already preparing to handle the expected throng. It thinks that the prevalence of cholera in Europe is sure to thin out the ranks of tourists thither, and that they must have somewhere to go to escape the winter's cold. "The prediction," adds the New Orleans Picayune, "seems to be founded on reason, and the same causes will doubtless contribute to swell the number who will seek the delightful climate of our own State and of the Mississippi coast. We may prepare for a specially large invasion this winter."

Since the loss of lives on the coast of New Jersey at the time of the recent great storm there has been an agitation in the seaport towns and summer resorts along that coast in favor of an extension of the time of employment of the men in the United States Life-Saving Service. Four seamen of the wrecked schooner Mary F. Kelly were drowned at Asbury Park, for instance, within thirty feet of the shore, while hundreds of people stood on the beach unable to help them. Twenty-four seamen were drowned off the New Jersey coast in a range of ten miles, where there were then four unoccupied life-saving stations. The life-saving crews are discharged on May 1, and do not get employment again until September 1. It is argued that violent storms occur in August, and that the life-saving crews at least should be employed from the beginning of that month.

An electric funeral-car is a California innovation. About nine miles distant from San Francisco are four large cemeteries and a crematory, and it was to bring them near the city that an electric railroad company introduced the new hearses. Its first patron was a benevolent organization, one of whose members had died. At the time appointed for the mourners to leave the city the electric funeral-car, appropriately draped in black, was in readiness. The body was lifted by the pallbearers from an undertaker's wagon to the car, and the bearers took their seats in a section reserved for them. The conductor rang the bell twice, the motorman clanged his gong to clear the track of a mob of interested spectators, and the funeral procession started, the mourners in electric cars following the hearse. The run from the starting point to the cemetery was made in an hour. The car was switched off on a track inside the cemetery gates and the pallbearers lifted out the coffin. Then the funeral procession was reformed and moved slowly off towards the chapel.

HOW NEW YORK GLORIFIED

MANHATTAN DAY AT THE COLUMBIAN EXPOSITION.

The Attendance Second Only to That on Chicago's Day—Parades and Pageants, Decorations and Fireworks Made the Grounds Brilliant by Day and by Night.

Chicago enthusiastically joined hands with the great metropolis of the East to make Manhattan Day at the Fair a notable event. The event proved a notable one not only in the splendor and perfection of the arrangements, but also in the enormous attendance, the day's attendance standing second to none except Chicago's Day. This attendance must be considered all the more striking from the fact that the guests of the occasion had to travel a thousand miles to take part in the festivities. Probably 25,000 New Yorkers were on the grounds. They came in train loads, as fast as the railroads could carry them. Every track between



THE NEW YORK BUILDING.

Chicago and New York for three days before had been covered with a procession of floats. All sorts and conditions of life in New York from Battery Park to High Bridge were represented. Brooklyn sent her contingent. As the great crowds that were journeying to the Fair, the chief features of the day down town were the departure of the Chicago and New York City officials from the Auditorium and the New York Old Guard from the Grand Pacific.

At 10 o'clock the Mayors of New York and Chicago appeared at the entrance arm in arm, and took the first carriage in line with Comptroller Theodore Myers and Corporation Counsel Krause. The other distinguished New Yorkers filled the other carriages. Sergeant-at-Arms, Isaac Powell, of the Council, furnished them all with the municipal badges. The word was given to move, and away went the procession of thirty carriages up the Boulevard toward the White City.

At the Grand Pacific the Old Guard assembled and marched to the train that carried them to the terminal station. The Sons of New York Society followed the Old Guard.

The parade part of the celebration was carried out successfully, attracting a great multitude of people to the terminal plaza and the avenue on which the New York State Building stands. The first procession to enter the grounds was that of Colonel Cody's picturesque rough riders. They came in the Grand Army Cavalry Marching Club, 200 strong, marshaled by Captain J. H. Farrell, a member of the Illinois Legislature. The Democrats marched behind a detachment of guards.

The Chicago Hussars, under command of Captain E. E. Brand, paraded through the park to the music of the Elgin Band. Soon after was heard the tramp of the First Regiment, Illinois National Guard, and the music of the regimental band and the appearance of the White City resembled Chicago Day. The regiment marched to the terminal plaza, where a beautiful stand of colors was presented by Colonel Diehl, the father of the regiment. A little later and the distinguished New York delegation entered the grounds in carriages, escorted by the Old Guard of New York and the Sons of New York, of whom ex-Mayor Cregier is President. The Mayors of New York and Chicago sat side by side to show the admiring throng that the old vestige of the much-talked-of jealousy had disappeared forever. The procession passed directly to Festival Hall to the spirited music of the Old Guard Band, the drum corps and the bagpipers.

The new liberty bell was rung at noon in honor of the occasion. At the same time the New York State flag was run up alongside the Stars and Stripes that always hang over the emblem of Liberty. Thirteen strokes were given for Liberty and New York.

Then there was a dinner at the New York State Building given by the New York State Commissioners to Mayor Gilroy and the other distinguished guests. This dinner was served before the exercises at Festival Hall. Mayor Gilroy sat at the head of the table. With him were Low, the Rev. Morgan Dix, Chauncey M. Depew, General Horace Porter, Senator Foley, and all the members of the State Commission who were in the city.

BATTLESHIP OREGON.

Launched at San Francisco in the Presence of 20,000 People.

The United States battleship Oregon was launched at the Union Iron Works, San Francisco, Cal., shortly before noon in the presence of 20,000 people.

On the bay, yachts, tugs, steamers, and all available small boats were crowded to their utmost capacity. All were gayly decorated. The shores were black with an enthusiastic throng awaiting the moment when the tide would be highest.

General Ruger, commanding the Department of the Pacific, and staff; Captain Howison, commandant of Mare Island Navy Yard; Governor Markham, Mayor Elliot, General Compton, of Portland, representing Governor Penneyer, of Oregon, and other distinguished personages were present, and in addition there were Miss Daisy Alsworth, representing the State of Oregon, and Miss Eugenia Shelby, representing the city of Portland.

Two minutes before noon the cord connecting the dog shores, instead of being severed by the historic lance, was cut by a guillotine, set free by the pressing of an electric button by Miss Shelby. The guillotine in its fall severed the cord, which held two twenty-five-pound weights in position.

Those weights struck the dog shores, and, knocking them out, set the vessel in motion. At the same moment Miss Alsworth pressed another button, allowing a bottle of California champagne to crash against the bow and spill its contents over it.

The big ship thus christened glided into the bay. Cheers and bands and steam whistles from all the craft made plenty of enthusiasm.

The Oregon, when completed, will cost exclusive of armament, \$4,000,000. She will have a displacement of 10,228 tons, a maximum 2000 horse power, and a speed of 18 and two-tenths knots per hour. Her length over all will be 348 feet, her breadth sixty-nine feet three inches, her draught twenty-four feet.

She is similar in all respects to her sisters, the Massachusetts and the Indiana, already launched at Cramp's shipyard, Philadelphia.

The crowning feature of the celebration took place in Festival Hall. There was gathered Gotham's most illustrious orators and prominent citizens from all walks of life.

The great galleries of the hall were faced with silken flags of all the American States and the National emblem, interspersed with the National emblem. The front of the platform was richly draped with the American colors and decorated above with floral pieces. In the platform chairs were seated many distinguished men and women from Manhattan Island.

Back of the platform was arranged the Columbian Chorus of 800 voices, conducted by William L. Tomlins, and Innes's Thirtieth Regiment Band of New York, which awoke the echoes of the hall with their patriotic melody. Every one of the 2000 seats was taken before the exercises began, and hundreds of people were turned away from the doors. The band began the programme with the overture to "William Tell," which was followed by prayer by Chaplain Brown of the Old Guard. Mayor Harrison was well received when he arose to address words of welcome to the New York people on behalf of the World's Fair City.

There was a great outburst of enthusiasm when the Mayor of Chicago, after his address of welcome, turned to the Mayor of New York and presented him to the audience as presiding officer of the exercises. Mayor

Gilroy's speech was frequently applauded by his fellow citizens. New York's Chief Magistrate was followed by the brilliant and eloquent General Horace Porter, who made a great hit. His speech was in the right vein and aroused the audience to enthusiastic applause and waving of handkerchiefs.

Then the Columbian Chorus singers were waived from their seats by the baton of Director Tomlins to sing "The Star-Spangled Banner," and every one in the audience stood up and joined in the chorus. At its conclusion, Agnes Booth, with much dramatic force and sympathy with the sentiment poetically expressed, recited the ode, "New York to Chicago," composed by Joseph I. C. Clarke, of New York.

When Mayor Gilroy said, "I now take pleasure in introducing to you 'Our Chauncey,'" the rafters rang with the applause and hurrahs and "tigers," which were redoubled when the familiar face and form of the famous New Yorker, Chauncey M. Depew, were seen at the edge of the platform. He bowed his acknowledgements again and again, and a smile enlivened his features as he began his address. The bits of applause which interrupted Mr. Depew's remarks at all too frequent intervals rounded into a terrific storm of approval as the speaker concluded. He took his seat, but was compelled to rise twice and bow in response to the demonstration, which continued until the big chorus rose in their seats, assisted by the band, sang Keller's American hymn.

Columbian John R. Fellows was the next speaker. His eloquence, tuned to a song of praise for the glories of the White City, was heartily indorsed by the vast assemblage.

After the Columbian Chorus had sung "The Battle Hymn of the Republic," Seth Low, President of Columbia College, spoke. The exercises closed with the singing of "My Country, 'Tis of Thee," by the chorus and audience, and the benediction, pronounced by Archbishop Corrigan.

The principal parade, which was a combination of all the military and civic bodies present, took place after the exercises. In the line were the Old Guard, the First Regiment of Illinois, the Chicago Hussars, the Sons of New York, the Midway State Marching Club of Cook County, in addition to the military bands. They made the circuit of the White City and passed in review before the New York State Building. On the reviewing stand in front of the splendid structure were General Nelson A. Miles, of the United States Army, Brigadier General Wheeler, of the Illinois militia, the two Mayors, and the Manhattan Day Committee. The military bodies passed on and returned to their quarters, where they disbanded after giving a dress parade.

The display of fireworks was arranged by Pain on the lake shore. Among the new set pieces were "Liberty Enlightening the World," a huge portrait of Mayor Gilroy, the Brooklyn Bridge, Father Knickerbocker, and a female figure representing Chicago with a motto underneath, "She Can't Be Beaten." The entire lake front was illuminated with over 200 floating and changing lights. The entire Midway State was aglow with the same illumination, and New York's Building dazzled the eyes of thousands with floods of colored fairy lamps and electric lights inside and out.

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DOMESTIC AND FOREIGN.

LATEST DISPATCHES FROM AT HOME AND ABROAD.

On a Burning Ship at Sea—The Greeting's Passengers Have a Thrilling Experience—An Arctic Expedition—Miss Garland a Suicide—Fall in Silver.

The steamer Geiler, which arrived at New York City from Hamburg, brought fifty-four cabin and 221 steerage passengers, who had a thrilling experience on the voyage. She reports that on Sunday at noon, the officer on watch received information that there was a fire in the afterpart of the ship. The captain was immediately informed, and all hands ordered on deck. When they came to the afterpart of the ship they found smoke coming out of the ventilators which enter the steerage.

The ventilators and all other openings were immediately closed and steam and water put onto the steerage and lower hold to extinguish the fire. After this was done boats were made ready for use and the cabin deck put under water.

The cabin passengers and their effects were removed from the saloon, the carpets, and the engine stopped to avoid any draught while efforts were made to discover the whereabouts of the fire. Holes were then drilled from the cabin deck to the steerage, but the work had to be abandoned on account of the smoke coming out of the holes.

Another trial was made to descend from the overdeck to the fire by way of the main hatch, but this also had to be given up on the second attempt. All the openings were then closed.

In the morning other attempts were made to enter the steerage, but without success. A rapidly increasing temperature was discovered in the saloon, the carpets, which had been left wet in the saloon to keep the deck cool, were removed, and it was then discovered that smoke was coming out of the deck seams.

The passengers, who up to this time had behaved with remarkable coolness, now became wild with fear, being convinced that they were over a fiery furnace and that the ship was doomed. There was a mad scramble for the upper deck and a frantic rush for the boats, which were soon filled with pale faces and shrieking women and children.

After a time the excitement became allayed when there was no appearance of flames, and many of the passengers assisted the crew in the work of locating the fire, which was finally discovered in the lower hold on the starboard side, under the first cabin saloon. It was extinguished at noon, after jettisoning some of the cargo. The loss is estimated at \$25,000.

An Arctic Expedition.

Captain Aaron Kingdon, of California, and a party of ten left Pittsburgh in three small vessels, the objective point being Herrell Island, in the North Arctic Ocean, about 200 miles north of where the Jeanette was lost.

The boats are not much larger than an ordinary skiff, but Captain Kingdon is confident of the success of the expedition. The hulls are lined with a number of air-tank peculiar construction which the captain claims will prevent the boats from capsizing on striking.

Pittsburgh the expedition will go down to New Orleans, through the Gulf of Mexico, to the coast of Central America, along the eastern coast of South America to Cape Horn, passing through the Bering Straits and into the Arctic Sea.

In the party is Captain Kingdon's wife, his brother-in-law, C. H. Spange, and his wife. At New Orleans the two smaller boats will be abandoned and the whole party will take the largest boat. They expect to be gone a year.

Miss Garland a Suicide.

Miss Daisy Garland, age twenty-three years, daughter of ex-Attorney-General Garland, committed suicide at her home in Washington a few days ago.

She shot herself through the heart with her father's revolver. She conversed with the family in regard to a theatre party which she was to give that night.

There was nothing in the young woman's condition in the morning to indicate any mental disturbance. Afterward she went to her room and at luncheon time one of the family tried to call her. The young woman was lying on the floor dead.

The body was still warm, indicating that the shot had been fired only a short time previous. No one in the house heard the report. Miss Garland is the young woman who recently left home mysteriously. She was found in Baltimore three days later. Miss Garland's friends say that she has been subject to mental aberration. Lately she had suffered from religious melancholia.

Coal Production in the United States.

The United States Geological Survey has issued the statistics of coal production in the United States for 1892, by E. W. Parker, which shows that an aggregate of 179,000,000 tons was produced in this country last year, valued at the mines at \$207,566,381.

The amount Pennsylvania furnished over \$2,000,000 tons, or more than one-half Illinois comes next with nearly 18,000,000 tons; Ohio, 13,500,000; West Virginia follows with 9,000,000; Alabama with 5,000,000; and Colorado, Indiana, Iowa, Kansas, Kentucky, Maryland, and Wyoming produced in the neighborhood of 2,000,000 tons each.

The production in the Indian Territory reached the million mark. Ten million tons of this product came from the Rocky Mountain region.

Fall in Silver.

Silver is on the down grade in London. The quoted price as sent to the United States Treasury Department was 35 1/2 pence per ounce. This is a half-penny lower than the former price. In our money this is, with exchange, about 72 cents per ounce. With silver at this low figure the bullion value of the standard silver dollar is fifty-eight cents.

Bismarck's Memoirs.

Prince Bismarck has completed his memoirs covering the years from 1865 to 1870. The memoirs are devoid of sensational revelations, and are chiefly historic, and a justification of his policy.

AMERICAN HAY CONDEMNED.

German Chemists Declare it Less Nutritious Than the European.

The State Department has received a report from T. M. Stephen, the Consul of the United States at Annberg, who says that the exclusion of Russian hay from Germany by Ministerial decree has been followed by a condemnation of American hay in the laboratories of the German chemists. He says that Dr. J. H. Vogel alleges that American hay contains much less nutriment than European hay, and also that there is great danger of introducing new insects with the hay from America.

It is reported that Prince Bismarck is allowing his beard to grow, not being able to handle his razor, and in the hope that it will help to prevent the pains in his face. It is said also that those who have seen photographs of the ex-Chancellor taken with a beard in his younger days, will regret his decision, as the addition is not an ornament to his handsome and powerful face.

While this has been an exceptionally promising year for the vintage in France and in Germany, the reports from Spain and Portugal are most discouraging.

THE NEWS EPITOMIZED.

Eastern and Middle States.

The Vanderbilts have secured control of the Delaware, Lackawanna and Western Railroad.

WARRANTS were issued in New York City for eight Directors of the failed Madison Square Bank, and several were arrested.

MARTIN FOX, the murderer, was killed by electricity at Dannemora, (N. Y.) prison and his execution was pronounced by doctors the most successful yet.

SENATOR DAVID B. HILL opened the Democratic campaign in Brooklyn by addressing a mass meeting in the Academy of Music. He reviewed the whole political situation, Federal and State, and presented a defense of the candidacy of Judge Maynard.

GEORGE and William Winesgar, brothers of Perth River, N. Y., died within a few minutes of each other of heart disease.

A BAD RAILROAD smash-up, resulting in the death of three tramps and serious injuries to another tramp and to an engineer and fireman, occurred a mile and a half east of Lawrence station, Penn.

FOUR tramps were killed and several persons hurt in a collision of a freight and the Chicago Limited on the Pennsylvania Railroad near Harrisburg, Penn.

A MASS-MEETING was held in Cooper Union, New York City, under the auspices of a committee of lawyers, to denounce the candidacy of Isaac H. Maynard for Judge of the Court of Appeals. A large meeting to ratify the Democratic State and Municipal nominations was held in Tammany Hall. Governor Flower presided.

South and West.

FOUR MILLION DOLLARS is the amount of money the Columbian Exposition has received from the people who hold concessions within Jackson Park and on the Midway, as nearly as can be estimated. It is twenty per cent. of the business done by the Exposition since it opened.

THE INTRA-MURAL railroad, the roller chairs, the restaurants, the different villages, the army of the soda-water tanks, and all expenses of the show will pay the running of the W. C. T. U., were the objects of an indictment inflicted upon several for punishment.

NINETEEN persons were indicted for participation in the riots at Roskoche, Va., September 20 and 21.

THE 20,000,000 mark of paid admissions to the World's Fair was reached and passed.

TWO colored men were lynched near Knox Point, Bosler parish, La. It is known that the men were notorious hog thieves, and the mob was composed of both white and colored people.

JUDGE HUGH LENOX BIRD, of the United States Circuit Court, died at his home in Baltimore.

MARY WASHINGTON DAY was celebrated in the New York State Building, at the World's Fair.

THERE are thirty-one new cases of yellow fever at Brunswick, Ga.

AT Stella, Texas, the eastbound local freight was side-tracked, when the eleventh car of the westbound California express train jumped the track and struck the eastbound engine. Two unknown tramps and John Dorr, of Luling, were killed.

GEORGIA farmers and cotton ginners have organized for mutual protection against the White Caps.

A NORTH-BOUND freight train ran into a sink hole three miles north of Hamburg Junction, Mich. Engineer Beaudette, Fireman George Alberts and Brakeman Thomas Mulligan were killed.

Washington.

PRESIDENT CLEVELAND'S disavowal of sympathy with any measure other than immediate unconditional repeal of the Silver Purchase law killed the hopes of the compromise.

REAR ADMIRAL WALTER W. QUEEN, United States Navy, retired, died suddenly of heart failure at his home in Washington. He was born in Washington in 1824.

IT cost \$2,423,522 to feed the army during the last fiscal year, according to the annual report of Brigadier-General John B. Hawkins, Commissary-General of Subsistence. The total expenditures for the Commissary-General's Department were \$2,742,012, leaving a balance unexpended of \$256,431.

IT was announced that the Silver Senators had given up the fight against repeal of the silver purchase law, and that the measure was expected to pass the Senate.