WEITTEN FOR THE DISPATCH.] The incident I relate came within my own

experience. It was in 1870. War had just been de clared. McMahon had received orders to cross the frontier and, by a bold stroke, paralyze the combined action of North and South Germany. France was aflame with excitement; and especially in Paris the fever heat of anxiety had reached a high pitch. With characteristic impetuosity and sanguineness, and as if victory was already theirs, the Parisians plunged the deeper into the pleasures of the hour, and everywhere folly was given full swing. The chatter and din from the open-air restaurants rose above the music from the bands in the Champs Elysees; the lights of the Cafes Chantants shone brilliantly upon the dancers disporting themselves beneath the trees; the glint of dainty dresses was visi-ble in the groves of the public gardens, and lines of carriages swept by, carrying other pleasure seekers to the usual resorts The theatres were all too small for the crowds that besieged them. Especially was this the case at one of the largest on the Boulevards, where an impatient, eager throng surged around the doors and fought for admittance to witness the first appearance of a new admittance to the control of t

ance of a new actress.

Mademoiselle Jeanne de Bolney was announced to make her debut that evening. For months past her friends had pro-claimed that a star of the first magnitude was about to rise in the dramatic sky, and the press, voicing these opinions, had aroused popular expectation to a point not usually reached in the case of a debutante De Bolney was credited with being marvel ously endowed, strenously devoted to her art, and gifted with a natural splendor of appearance which charmed everyone on first seeing her.

seeing her.

For her debut Jeanne had selected "La Dame aux Camelias," then in the zenith of its success. The author of that work had declared that the part of Marguerite seemed written for her and for her alone.

The result more than justified the expectations of her friends. From the moment of her first entrance her very presence had sufficed to capture the hearts of the audience. When she advanced into the full glare of the foot-lights, disclosing to full glare of the foot-lights, disclosing to view an exquisitely formed figure; a head faultlessly turned, resting on a neck whose curve was perfect; ears, delicate and rosy, which shone like a pearl shell in the flood of gold that mantled her superb bosom and beautiful face as she bowed again and again in the acknowledgement of diality of her reception; eyes, blue and clear and expressive of naive astonishment at the applause which greeted her, a murmur of approbation, increasing to a prolonged burst of enthusiasm, arose from the crowded house and continued for many minutes. Similar manifestations of approve were continued through the first act, and the second ended in an ovation such as few artists have received on a first appearance Among those most profoundly affected by her victory was Louis Belcourt, a pension-aire of the theater. It was through him that Jeanne had been enabled to make her first appearance at this house, the director being prejudiced in favor of pupils of the Conservatoire, through which Jeanne had refused to pass. Beleourt loved Jeanne from his earliest youth. His devotion to her was unbounded and the admiration of his friends. His love was unselfish, but opeless, for Jeanne had already bestowed

her affections and was loved in return. This had happened not long previously at one of the last races at Longchamps at which Napoleon III had been present. Jeannne had paused before the Imperial tribune to gaze at the ladies of the court. While thus occupied, she all at once became aware of a new and strange sensation in her heart as she encountered the gaze of a man whose bronzed face was visible from behind one of the chairs. His eyes sought and held hers, conveying to Jeanne an emotion the strove in vain to subdue. He in turn appeared to profoundly affected; leaving his place he made his way through the crowd as if impelled by some unknown force, and abruptly presented himself before Jeanne. Only then did he become aware of his strange conduct. With his face flushing with shame, he bowed confusedly before her, stammering forth his excuses. Confused as he, and pale, Jeanne, seized with the instinct of pity which in a woman's heart keeps pace with love, murmured: My name is Jeanne de Bolney. I intend to make my first appearance in a few days in "La Dame aux Camelias."

"And I, madame," bowing profoundly, am Roger de Morfeuille, Captain of Spahis, and for the present officer of ordsince to the Emperor.

It was a case of love at first sight, and wither strove against its imperious domina-ion. From that day life had nothing for either part from the other. Fate, it seemed to hem, in its mysterious workings had crought them together. But war was on the horizon, and it was tacitly agreed that life for them would commence with but the cessation of hostilities. Their ways, for the present, would be different. Roger was sure to be ordered to the front; Jeanne knew she had to make her debut. Thus for n brief period they lived in each other's presence. Happy in their new-found love, they knew they would be all in all to each other until the end of life's road was reached. Then at length Roger had to leave for the front, and when the final moment of separation arrived they silently betrothed themselves by the exchange of rings.

When the curtain had been lowered for the sixth time upon the second act of the "Dame aux Camelias" and the plaudits which greeted Jeanne, she slowly ascended to her ressing room conscious of a feeling of mel which her triumph could not disnel. Her success would not be complete without congratulations from Roger. Even amid the smoke of battle, she thought, he would find opportunity to send her some token, some sign of remembrance. Anxiously she had listened to every footfall on the stair, and watched the door for the expected message from her beloved.

It was, then, with a mingled burst of joy,

love and pride that on entering her room she found awaiting her a telegraphic message. Quickly closing the door so as not to be disturbed while devouring the precious words, she did not perceive that Belcourt was following her. All at once a scream, startling in its intensity, rang through the building. Belcourt, rushing in, received Jeanne in his arms as she fell in a swoon. In her hand was the mes-While he was still thinking what he should do in the emergency, Jeanne revived. Gathering sudden energy, she re-peated, as if unconsciously, the fatal words

"We have been crushed at Woerth. They are carrying me to the neighboring chateau; amputation probable. Pray forme. James will carry this dispatch to an open station

I love thee. ROGER."

This was unintelligible to Belcourt until, seeing the message, he had taken and read it. With sudden energy Jeanne picked up a few wraps and started for the door, her magnificent costume scarcely concealed under a long brown cloak.

"What are you doing?" inquired Louis schast

"I am going to join Roger," came back the snswer in low but firm tones. "But, nom de ciel!" exclaimed Belcourt, "the curtain is about to rise. This is dreadful! Remain, I implore you! You will ruin yourself, your prospects, your lite! Re-"Listen," said Jeanne, "it is now 9:45There is a train from the Eastern station at 1

o'clock. If you prevent me from catching that train—you see this dagger?—I swear will kill myself." Louis drew back terrified at this threat uttered with an intensity of determination which showed she was in carnest.

Jeanne passed out and in another moment had called a carriage and disappeared in the darkness. Belcourt was constrained to see her as far as the street. When he returned to the stage he found

the greatest excitement prevailing. The caller had just told the manager that Mademoiselle de Bolney could not be found. When the director arrived a few minutes later to inquire why, it was too late, as Mademoiselle de Bolney was even then driving in a hired coach in the direction of the Boulevard de Strasbourg. What was to be done? The audience was getting elementous and every minute of delay only seemed to make matters worse. What should be done? Have
Jeanne followed and arrested—but then how brickyard boys and girls from a condition o placate the audience. Meanwhile Louis Belcourt, inspired by a

desire to save Jeanne, had hit on a plan. After a hurried conversation with a comrade, who immediately went around to the front of the house, Louis, forcing his way past the manager and director, who sought to prevent him, gave the signal for the curtain to rise and stepped on the stage. His unexpected appearance brought about

Bolney has fainted on receiving a dispatch announcing that France has suffered defeat on the frontier. As soon as she recovers we hope she will reappear before you, and we ask you to be patient." This speech was received with cold silence, but before any unfriendly demonstration could be made Belcourt's friend arose in his place and ex-

We are as good patriots as Mademoiselle de Bolney. The performance must not con-tinue under the news of a defeat to the arms of France!" This sentiment had the desired effect.

was greeted with innumerable braves from every part of the house, and the andience dispersed, now altogether absorbed in this unlooked for intelligence. Belcourt had saved both Jeanne and the theater from a

The rumor of the defeat of Reischoffen which the Government had carefully concealed, spread through Paris. Dismay took the place of the rejoicings in anticipated victories. While Belcourt was still re-ceiving congratulations on his coup, he was arrested and lodged in the prison of Maszas on the charge of having divulged state secrets. His crime was punishable, during imes of war, with death.

A month elapsed, during which Belcourt resisted all the efforts of his guard to ob-tain from him a confession of his reason for divulging the news of the deteat. He daily expected to be taken out and executed. The day at length arrived which he was told would be his last on earth. He was thinking of something like sorrow of his love without hope which had brought him to the brink of a dishonored grave when his cell door was opened. "Mademoiselle la Comtesse de Mor

It was Jeanne, indeed, but not the idol of a short month ago. Her shapely figure was hidden beneath heavy mourning; her beautiful hair was sprinkled with silver threads; her mouth had lost its mobility and contracted rigid lines, and her face bore the reflex of lost hope and inward suffering. Her whole appearance was an embodiment of

"You are free, dear Louis," she said. "The Empress has just obtained your par-don. I thank you from my heart for all you have done and suffered for my sake. I returned to Paris immediately after burying

together." Jeanne soon after left for the resting place of him who had given her his name on his death-bed. Belcourt had tried to prevail with her that there was another

that she had lost, but she had stopped him with a gesture: "Do not proceed," she said mournfully, "I am henceforth but the widow of Roger

de Morfeuille. Not having been able to be his, I shall never be another's." Thus ended the sequel to that evening in the French Theater, and thus was blighted on the very threshold of a great career the dramatic vocation of a great soul. The incident was lost in the thousand events that marked that period, and even those who were connected with it have probably long HENRI ROLLIN PARKER.

A NOTED SMUGGLER DIES.

His Relatives Assert That Some of His Former Pals Poisoned Bum.

SAND BEACH, MICH., Nov. 20-George Wetzel, who has borne the reputation among United States Treasury agents as the keenest smuggler in the business, has just died at the home of his parents here. He had many aliases, but his principal one was George Thompson, a name given him by Harris, the noted opium smuggler. He was about 31 years of age at the time of his death, and had been in the smuggling business about 15 years.

About a year ago the Treasury agents gradually closed in upon Wetzel, but he was too valuable a man to shut up in prison providing he could be induced to talk. He was, however, arrested and threatened with punishment, and then, to the surprise of every one who had known him, he began giving tips to the Treasury agents, which enabled them to capture a number of noted smugglers. He remained in and about Detroit and Windsor in the employ of the United States Government, and on Saturday last came to Sand Beach to visit his relatives. His death is announced as having been caused by typhoid fever, but, as he was in perfect health when he reached here Saturday, there are some of his relatives who assert that he was the victim of poison, administered by some of his former as-

Another Express Car Robbery, MISSOULA, MONT., Nov. 20.-Yesterday afternoon two masked men entered the Northern Pacific express car, on the Missouls and Cour d'Alene Railroad, and, at the point of their guns, made Express Messenger Case open the safe and give up all the money it contained, \$2,020. The robbery occurred between Dorsey and Mullan, near the Montana and Idaho line, a wild, moun-

PURE liquor is the solution of the tem perance question in America. See Rev. George Hodges' sermon on saloons in THE DISPATCH to-morrow.

THROAT DISEASES commence with a cough, cold or sore throat. "Brown's Bronchial Troches" give immediate relief. Sold only in boxes. Price Zecents.

Will it be a jacket or a cape newmarket? New ones to-day. Boggs & Buhl.

Stylish Suitings. For a good-fitting dress, business suit or overcoat at moderate prices go to Pitcairn's,

Time Lock And double automatic bolt operating de-vice—German National Bank safe deposit vaults.

CHILDREN OF THE VAN

Thousands of Wandering, Wretched, British Vagabonds.

OUTCASTS, IN MISERY AND WANT. Great Philanthropic Work of George Smith

of Coalville. EFFORTS TO BETTER THEIR CONDITION

[CORRESPONDENCE OF THE DISPATCH.] CRICK, ENGLAND, Nov. 9 .- In my las article from this quaint old English village, I gave a brief outline of the work of George Smith, of Coalville, in rescuing the children of the brick yards and canal boats of England from their former frightful condition of slavery, ignorance and misery.

The half of it all could not be fittingly

told in an entire volume. But when the social history of England is written, this unlettered and furiously persistent philan thropist must stand as the greatest and most practical child-saver of his time. After between 20 and 30 years of labor through penury, scoffing and cruel discouragement, with a few later years of generally recognized eminence and national respect, brickyard boys and girls from a condition revolting beyond contemplation or description; and he has also, alone and unaided, rescued more than 40,000 canal boat children from a life of still more brutal slavery, inex-pressible degradation, unnamable immor-

ality and actual crime. This has been accomplished, he believes, through divine aid, guidance and strength. But I find there has been in and through it all, the most practical and sensible methods ever persistently utilized in any great philanthropic work. There have been no com-mittees, bureaus. canting officials or titles.

Thirty Thousand Placed in School. The consistent and sequential character o his work has been remarkable. Scarcely had he succeeded in placing, on January 1, 1872, 20,000 of the 30,000 of the brickyard little ones in the public schools, than he began his crusade against the iniquities of child life in the 25,000 canal boats of England. As a boy slave in the English brickyards he had worked where the yards brickyards he had worked where the yards abutted the canals. His own eyes saw the horrors of their experiences and surroundings. In August, 1877, he had so thrilled England with his picturing of these outrages, that Farliament finally gave him all he had asked. The bill provided for the registration of all canal boats by the sanitary authorities; abolish the disease breeding and carrying character of these craft. ing and carrying character of these craft; limited their number of occupants, brought every boat under surveillance and inspection, placed three-fourths of the canal population in homes and brought every one of the little child beasts into the public specific.

Hardly had the practical workings of the enactments regarding the canal children be-come operative, when George Smith, of Coalville, began storming Parliament in behalf of another class of semi-savage British children. In the long nights of his boyhood, when watching the burning brick kilns, he had not only seen the slavely of brickyard and canal children around him, but he had stored area. but he had stored away grewsome memories of another host of miserable beings that skulked in the shadows about him. More lost than all were these, the half wild children of the Gipsies and other tent and van dwellers of the English highways.

Related by Blood to the Romany. While our own country has for more than While our own country has for more than 100 years been depleting the ranks of English and Scottish Gipsies, Mr. Smith estimates their present number to be about 100,000 souls. These are comprised in nearly 20,000 families. About 40 per cent are of Scottish and the remainder of English glish descent. In my own judgment, based upon personal acquaintance with British Gipsies in nearly every county and shire in England and Scotland, his estimate is far too small. I should unhesitatingly say there were more than twice that num-

However this may be, there are as many more humans who are not gipsies, standing in precisely their relation to the British public. These have, perhaps, intermarried with the real Romany, or possessing no relationship of blood or marriage, have fully econired the most objectionable traits and acquired the most objectionable traits and customs of British gipsy vagabondism" because the average gipsy family among the thousands I personally know in our own country, is no more like the average gipsy family of England than is the Americanized English, Scottish or Irish immigrant like English, Scottish or Irish immigrant like the cringing, cowering and often squalid personality he left on the Liverpool, Greenock or Queenstown docks behind him.

Mr. Smith has no patience with sentimentalism over English gipsies. He is willing to admit that my tawny friends of the American roads and waysides, through their infinitely more favorable conditions, enlow true gipsy preservity and lead the enjoy true gipsy prosperity and lead the Romany's genuine idyllic life. He simply sees the appalling degradation of the gipsy and van dwellers about him. It is the helpless, hopeless children of these he would

Experiences With British Outcasts. I like his rugged, vigorous description of his rough experiences with these outcasts, and feel sure that a few of them, in his own language, will be interesting to American

"I have visited many fairs, feasts, races, forests, lanes and wigwams in different parts of England and Scotland, and have esten and chatted with the tent and van esten and chatted with the tent and van dwellers, with the same sorrowful results confronting me. In many cases where parents attend fairs, feasts and races with cocoanut stalls and other initiatory gambling amusements, the children are sent early in the morning to pick up a living in all sorts of questionable ways, and up to 11 or 12 o'clock at night some of the children of both seves together with their children of both sexes, together with their mothers, are often kept hard at work mothers, are often kept hard at work brawling, banging and shouting with co-coanuts and balls in hand, while in many instances their fathers are drinking in the public houses, and, as a reward for their hard day's toiling and trudging, Sunday and week day, the poor children are sent supper-less and unwashed to their bed. This is insually on some old rags under a street usually on some old rags, under a street stall, in hail, rain, snow, frost and fogs, and in fine weather, with the gleaming moon and twinkling stars peeping through the torn apertures of their street curtains and

"I have seen these men, women and children drunk, 'all of a heap,' like so many dogs, while there were others, engaged in the vagabond's calling, ashamed of their position, who hung down their heads and hands and went with the tide and pellmell

crowd down to ruin. "Among these folk, on the outskirts of London, in one wigwam I have seen a poor woman dying; in another a man who had taken to gipsying was gasping for breath; is another tent a woman was at 'death's door,' and at another abode of death, into which I had to creep on all fours,' there sat at the entrance, upon a brick in the mud, a poor lost, present day Gipsy girl of 7 years of age, but no heavier than a child of 1 year. Its legs were no thicker than drumsticks. It could neither stand, sing, speak, cry nor hear. Misery in the Gipsy Wigwams

"At a 'crow pie' feast near Rugby I saw in five vans 15 children, two of whom could only read or write a little. During the deep snow of the winter of 1887-8 I met with in the old Watling street, but a mile or two from our home here, pine met. with in the old wating street, but a mile or two from our home here, nine men, women and children crouched together, whose only sleeping apartment was under an old donkey cart. The man had worked honorably and well in my neighborhood for two years. The work gave out and he for-sook his trade to follow hedge bottom creeping. ereeping.
"At Daventry I found a traveling show-

Like the Woman Living in a Shoe "Moses Holland, one of my oldest Gipsy friends, knows about 250 families in the midland counties, and thinks there will be an average of five children to each tent or van. In some tents he has seen as many as 10, and in other tents 12, children. In his own tent his wife was ill, and a dead child lay by her side, which Holland 'laid out' himself on a few rags and some litter.

"At Broomsgrove fair I counted over 50 vans and covered cart homes, connected with which there were nearly 150 children But six could read and write. In one van, 8 feet long 5 broad and 5 high, there slept 11 men, women and children, whose night dresses were saturated wet clothes. Some time ago I visited a flower show at West

time ago I visited a flower show at West Haddon and found in two vans and a tumbledown wagon 18 children and 7 men and women. Only two could read and write.

'On a recent Sunday in a Northamptonshire lane, near Buckley wharf, during a pouring rain I came upon 11 present-day Gipsies, 6 men and women and 5 children, whose home was a small rickety donkey cart tied together with pieces of cord, and cart, tied together with pieces of cord, and a small sheet full of holes, under which hey crept at night. Thousands of Gipsy Children.

"On the preceding Saturday night these "On the preceding Saturday night these gipsies were under this one rotten sheet for the night by the roadside near Weedon. A policeman told them to 'move on,' as on the following Sunday people would be going to church, and they would be an eyesore to all these good people. Driving the Gipsies about the country with a policeman's truncheon and a 'move on' will not improve their condition. It can only be improve their condition. It can only be done by means of the sanitary officer's influence directly upon their homes, and by the schoolmaster's influence upon their

heads and hearts."
These are the beings whom Mr. Smith has given the name of "Gipsy and Van Dwell-ers," and it is the 40,000 to 80,000 "Gipsy and Van Children" of these wretched, wandering vagabonds, whom he is endeavoring to rescue from their present condition of utter bestiality through the hoped for pas-sage of his "movable dwellings bill." The provisions of this bill, if carried out, would ause the registration of all Gipsy and other traveling vans; bring each one under constant surveillance and sanitary inspection, the same as with the lodging houses of the great English cities; prevent the present horrible overcrowding of tents and vans, and, above all, bring every one of these out-cast children compulsorily into the public schools, but wholly free of expense to their parents, by a system of free pass books for use wherever the Gipsy family might be temporarily tarrying.

EDGAR L. WAKEMAN.

ALLIANCE plans detailed to Carpenter by Jerry Simpson and Senator Peffer, in THE DISPATCH to-morrow.

WHERE TO GO.

No Need to Be Puzzled. In the language of an immortal (?)—
"How tempus does keep fugitin!" We are
wont to note the passing seasons by certain
events or happenings. Spring is heralded
by the new bonnet, and, alas for the editor, too often by the old sonnet!—summer wafts us to seashore and mountain, and autumn brings us back to the joyous wedding festivities, while winter—well, here we are right "in it!" and soon the holly and mistletoe will proclaim Christmas time the gladdest of

Apropos of Xmas, what a genuine relief to everybody in general, women in particular, that the all-torturing question: What shall I get that man? the children and a dozen other friends, has been answered. The answer, as found at the aggressive house of Boggs & Buhl, Allegheny, is as varied as there are tastes to gratify. Among the more substantial gifts you'll find great comfortable looking blankets from \$2.50 (indeed some very fair blanket specimens were quoted at 75 cents) blanket specimens were quoted at 75 cents) to \$25 a pair. Comforts, from cotton filled iderdowns to \$30. Gents' smoking jackets
—what an array! Cloth, plaids, checks, tripes and quilted silks in all desirable

English, Scotch and American dress goods in such variety and excellence of style and quality as even this establishment never be-

Maybe the sudden blizzard was responsible for the effect, but the cloak department was the center of attraction. Great fur mantles and capes of sable, seal, astrachan, marten, etc., boas and mufis—the latter ranging in grade and price from black hare at 75c to luxurious sable at \$50. Wraps for 2-year-old teddless to silver haired grandmethers. old toddlers to silver-haired grandmothers. This, but mere mention of two or three of the 52 departments of the popular house of B. & B., gives no adequate idea of the display in substantial gifts alone presented for your choosing, without any mention whatever of art departments—bric-a-brac, leather oods, etc., etc.

The enjoyment of the display is yoursas was it ours—for the going. If you'd settle the perplexing question: "What shall it be, at not too great cost?" you will find the answer sure by going soon!

Worth Looking At.

"Turn to the press—its teeming sheets survey, big with the wonders of each passing day." Among these the eye will pause to look at the old familiar family need in new dress. It will charm the sight, comfort the weary and bring cheer and hope to the pain-stricken. The columns of this paper are graced by its reappearance. It is welcome, for what it promises to do, it does come, for what it promises to do, it does with alacrity, and proves its promise by an ample show of performance. The right ample snow of performance. The right thing, in the right place, at the right time, experience has proved it to be. Upon this it has won public confidence and esteem, for while St. Jacobs Oil, the great remedy for pain, thus makes its annual rounds and re-news its pledges of prompt and permanent oure, its continual success is the guaranty that what it says is true and what it does is sure. Its best recommendation is its true reputation, upon which all may depend for cure and comfort.

To the Saloon and Private Trade. As the season is now at hand for ale and porter, the Straub Brewing Company take pleasure in announcing to the saloon and private trade that they are prepared to fill all orders promptly. We also claim that our celebrated brands of "Pilsener" and "Munich" lager beer cannot be excelled by any brewers of the States. We guarantee our beer to be four and one-half months old and all our goods are made of the years bear and all our goods are made of the very best quality of hops and malt. Ask the saloon

with every dozen. Cabinets, \$1.
HENDRICKS & Co.,

68 Federal street, Allegheny. No charge is made to determine if your eyesight may be improved or headache re-lieved by wearing properly adjusted glasses. If your eyes trouble you consult Prof. Little, 511 Penn avenue.

man and his wife and their seven children. Their only home and stock and trade con-sisted of a few sticks, old rags, knives, whistles and a cracked drum. At a Northamptonshire fair I found ten vans and carts and between 30 and 40 children, only one or two of whom had ever been inside either Sunday or day schools.

have had them 6,000 years ago, though nothing is known of their size or importance.

Little is to be said of the early European and Asiatic canals, he continued, for their importance was so trifling that the Edgar Thomson Steel Works, of this city, gives rise to more freight traffle than was enjoyed by all the countries of Europe combined at the time of the first voyage of Christopher Columbus. It was not until Bindley and Telford, about the middle of the last century, created a revolution in the English Birmingham and even Glasgow accessible

to the Roman Empire, and China claimed to

Cause of New York's Supremacy Before the days of locks it was impossible to cross a divide for the connection of water courses, and ascents and descents were im-practicable by the methods in vogue. Soon after Telford's time lock canals were intro duced into this country. New York began hers in 1812, but her main lines were not relative decline of Philadelphia as a comnercial emporium; and it is that same canal mercial emporium; and it is that same canal which enables New York yet to hold her supremacy without dispute, because a great canal by a reasonably direct route from the lakes or the Ohio river to Philadelphia is a physical impossibility. Pennsylvania begar, her canal works in 1820, the chief lines being opened in 1845, which year marked the decline of the canal's importance by reason of the introduction of the steam railroad.

It was not exactly the rivalry between the boat and the car in which the boat disappeared as a competitor, for while such was the effect, the cause is to be attributed to the difference in the mode of propulsion. In other words, it was rivalry between horse power and steam engines, and I think this a distinction well warranted and worth remembering. The proportion of passenger and fast freight tonnage on which time was an element of importance was relatively far

and fast freight tonnage on which time was an element of importance was relatively far greater on the old canals than it is on the railroad to-day, so that if sizeable canals were in existence now they would afford to the railroads a relief in kind which the roads first cave them.

first gave them.

Wherever steam power has been intro-Wherever steam power has been introduced as a substitute for manual labor or animal power, it has proved its superiority, with the canals as with everything else. The old canals run too small and too shallow to allow use of propelling machinery. Many difficulties were encountered and met, but the width and depth of the canals was the insuperable one. The nearest approach to a modern canal in this country is the Eric Canal, of New York, which has already been twice enlarged and soon will be a third time. It is seven feet deep, with locks 110x 18 feet, passing boats of 250 tons, yet of the more than 50 are steamers. This canal is pushed to its utmost from April to November 15 each year, and while animal power is almost exclusively used upon it, the finest, low grade, four-track railroad in the United States, has with its latest improved cars and engines only reached the point of competing with it upon equal terms.

The Necessity of Large Canals.

The Necessity of Large Canals. France, and has adopted for its standard of inland barge canals, a size capable of passing 300-ton boats. Experiments on the largest 300-ton boats. Experiments on the largest scale recently made in this country and Europe have shown that 300-ton boat canals is equal, if not better, than the present railroad in the transportation service, and it is unlikely that any will ever be attempted in this country of less than this size. Above this size would be too much for animal power, in my opinion, and any built above it should be made available for the use of steam power. Thus we would come to distinguish the point at which large canals may be said to cease and ship canals to begin.

Of canals upon which steam power can be applied to moving vessels of 300 tons and upward, no fears need be entertained that land carriage will supersede them as carriers of bulky or low classed commodities, though the time will come, and we can see it now in the so-called "connecting railroads," that will be separately built for freight, and further reductions in railway freight charges may be expected, still the ship canal is of such large possibilities that we cannot at this day prescribe any limit to the carriers.

ship canal is of such large possibilities that we cannot at this day prescribe any limit to its capacity.

There is a loss in effectiveness of steam engines working wheels or screws in water, due to decreese of gravity in the churned and aracted water, but to whatever this is attributed, it is known that less power is required to move a boat by motive power traveling along a canal band, or by cables operated by stationary engines, than would be developed in doing equal work with her own screws. This is a question merely involving economy in fuel, but it has been seized upon by ship railway advocates as an argument in favor of their economy as compared with ship canals. I am in favor of the Tehuantepee ship railway, but I can never assent to this argument until I hear of a decline in the commerce of our great lakes by reason of the competition of the "land ship." Even the saving of half the distance from Chicago to Buffalo, possible with ship railway, is unlikely to produce such a startling result. Nor will even the saving of two-thirds of the river distance between Pittsburg and New Orleans be inducement enough to attempt by means of any kind of railroad a competition in the we cannot at this day prescribe any limit to be inducement enough to attempt by means of any kind of railroad a competition in the

oal trade with the river barge system Ship Canals Versus Ship Railways. Large ship rallways, requiring three trucks or six tracks, cannot turn curves of ess than several miles radius. Great float ing turn-tables must be provided for more brupt changes of direction than this. Abou Pittsburg, for instance, the topography is such that scarcely a mile can be found which would not involve one or more decided changes in direction for a ship railway. On changes in direction for a ship railway. On the Tehuantepec route, 134 miles, only five decided changes in direction were found necessary. While no water supply for a ship canal exists there, it is admirably adapted for a ship railway, and there are other arguments as to the superiority of this route. However, it is apparent that only peculiar topographical and political considerations can bring ship railways into rivalry with ship canals.

It is unlikely that existing conditions in

our beer to be four and one-half months old and all our goods are made of the very best quality of hops and malt. Ask the saloon trade for it or telephone No. 5038.

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TTS

GIVEN AWAY

Every Day This Week.

Your picture free and handsomely framed, with every dozen. Cabinets, \$1.

When we look abroad and see the enlarge-ment of old and the construction of new canals and where the interests bene ated equal in few cases that which would be served by a canal from Lake Eric to the Ohio, we may well wonder at the lack of in-terest displayed by our own people on the terest displayed by our own people on the subject.

The Gota Canal, crossing Sweden from the 25c.

MRS. WINSLOW'S Scothing Syrup for children teething produces natural quiet sleep.

The Eric Canal a Possibility,

MODERN SHIP CANALS.

Colonel T. P. Roberts Discusses the Advantages of Waterways.

AMERICA IS AWAY BEHIND EUROPE

He Strongly Indorses the Ohio River and Lake Frie Project.

ASSURED SUFFIC ENT WATER SUPPLY

A highly interesting lecture on the modern ship canal was delivered to the students and a few invited guests of the Western University vesterday afternoon by Colonel T. P. Roberts, one of Allegheny's eminent civil engineers. The lecture was and drawings, principally relating to the much talked of ship canal from Pittsburg to Lake Erie, in the accomplishment of which Colonel Roberts is greatly interested.

As a preface to his remarks Colonel Roberts devoted some time to a review of canals of the past, stating his belief that their possibilities had never been fully developed. The history of canals dated back to the Roman Empire, and China claimed to be accompleded. The history of canals dated back to the Roman Empire, and China claimed to be accompleded. The history of canals dated back to the Roman Empire, and China claimed to be accompleded. The history of canals dated back to the Roman Empire, and China claimed to be accompleded. The history of canals dated back to the Roman Empire, and China claimed to be accompleded and projected, the Canadian Government presents a striking contrast to country ya more than has a total lockage of 600 feet, divided among 76 lockage of 600 feet, done of 60 finiles, of which is 25 more tan logooccase land for the past of the past of 60 feet, dor the lockage of 600 feet, divided among 76 loc

our own. We have a few canal projects in this cou we have a rew canal projects in this country, among them the Delaware and Chesapeake, the Nisgara Falls, the Lake Michigan and Illinois river; the Florida, the Delaware, New York, Cape Cod, the Hennepin and the Lower Michigan, which is proposed to connect Sauratuck and Detroit, via Ralamazoo, length 173 miles and proposed for 1,500-ton vessels.

Where the Water Will Come From. The Lake Erie and Ohio river ship canal project is one in which a water supply paramount importance, and upon the deter nination of which rests its feasibility. The ummit level of the adopted route, which ies partly in Pennsylvania and Ohio, is 2 miles long, while upon the map the position of numerous reservoirs and lakes are indicated. The country is so flat that embankments of 12 to 14 feet in height, built across creeks, would submere large areas. One reservoir shown makes a pond of more than 8,000 acres. The total area of reservoirs for the summit supply is more than 5,000 acres, gathering water from 79,285 acres, or 124 square miles. The available storage capacity of these reservoirs, including six feet to be drawn from Lake Conneaut and certain springs, amounts to a quantity which, distributed in the days of canal navigation, would supply the summit level with 13,023,-903 cubic feet daily.

Mr. John M. Goodwin, who conducted the survey for the Canal Commission, figured upon ten vessels each way daily for 214 days, which would permit the passing of 4,280 vessels, upon which 6,000,000 tons of freight could be carried. In this calculation allowance is made for evaporation and percolation from the canal. The surplus of water is fully equal, according to Mr. Goodwin, to passing 20 more vessels each way daily, or altocether, enough to do the business of 18,000,000 tons annually.

No Trouble About a Water Supply. niles long, while upon the map the position

No Trouble About a Water Supply.

The water supply can easily be doubled as small expense, and I have little patience with those who persistently assert, without the slightest authority for their statement the slightest authority for their statement that this proposed canal is impracticable by reason of the insufficiency of its water supply. The fact is it would be easier supplied than some of the old time cauals.

The length of the canal from Pittsburg to Beaver is 27.4 miles, following the right bank of the river. Its first level, after passing the six-foot lift at Davis Island dam would be 23 miles long. Lock No. 2 would admit the canal to Beaver river at New Brighton. The Beaver would be slackwatered to the head of navigation, 79.6 miles from Pittsburg, requiring to that point I'llocks and 18 dams. Thence to the south end of the summit 9 locks and 18 miles of canal would be needed. The summit level is 20 miles long, and from its north end to Conneaut harbor 25 locks would be required. The route is 30 miles shorter than the old canal, and the locks proposed large—enough to admit

miles shorter than the old canal, and the locks proposed large enough to admit the new Government gunboats. With the exception of a few points no curves are admitted of less radius than 2,000 feet, and the route is free from engineering difficulties and is only about ten miles longer than an air line from Beaver to the lake. The estimated cost is \$26,375,000.

The route abounds in mineral deposits of value, and runs through numerous hives of industry, there being located on it 38 furnaces, many rolling mills and other established manufactories.

It would benefit the lake country as much as Pittsburg, for there is now an interchange s Pittsburg, for there is now an interchar of from 7,000,000 to 8,000,000 tons per annu

ship canal none will ever be built in the TURNED IN MANY FALSE ALARMS.

The Result of Queer Complications in

Louis Municipal Politics. St. Louis, Nov. 20.-Fireman Reidy, of one of the engine companies is in disgrace. He was discharged from the force this afternoon on a serious charge—that of sending in false alarms. Ever since the spring city elections a war has been waged betwee the Mayor and the Council "combine who declined to approve his nominations for Fire Chief and Water Commissioner, claiming that the two old officers were thoroughly competent and they ought to

It is now said that the Mayor's friends are throwing every impediment in the way of the Chief of the Fire Department with a view to making him resign. It is alleged that Reidy is one of the Mayor's friends, and that while the big "Famous" fire was burning fiercely Tuesday Reidy coat three false alarms from a many different sent three false alarms from as many differ ent localities. The case is being investi-

Blaine's Interest in the World's Fair. WASHINGTON, Nov. 20.-President W. T. Baker, of the World's Columbian Exposition, to-day had a conference with Secretary Blaine, by appointment, on matters connected with the displays of foreign countries at the Exposition. The Secretary expressed great interest in the subject.

BOYS and girls will be making Æolian harps after reading how to make them in THE DISPATCH to-morrow.

CALIFORNIA

The Country of Delightful Winters. California is the most attractive and de-lightful section of the United States, if not of the world, and its many beautiful resorts will be crowded with the best families of will be crowded with the best families of the East during the entire winter. It offers to the investor the best open opportunity for safe and large returns from its fruit lands. It offers the kindest elimate in the world to the feeble and debilitated; and it is reached in the most comfortable manner over the Atchison, Topeka and Santa Fe Railroad. Pullman vestibule sleeping cars Hallroad. Fullman vestibule sleeping cars leave Chicago by this line every day in the year and go without change or transfer through to San Francisco, Los Angeles and San Diego. This is a feature not offered by any other line. Write to Charles T. Appleby, Traveling Passenger Agent, Room 303, by, Traveling Passenger Agent, Room 303, Bank of Commerce Building, Pittsburg, Pa, if you desire any further information as to the country and the accommodations for reaching it.

VERY cheap. All kinds second-hand, irst-class sewing machines. WHEELER & WILSON MFG. Co.,

Pratt's Great Sale of Books, Albums and Bibles at half price is now open at 428 Wood, near Diamond street. Call to-day and secure the bargains, as Pratt comes but once a year.

At a recent swell wedding the bride re-ceived a handsome diamond brooch and other beautiful pieces of Dorflinger's cut Ir you have a cough don't delay. It is dangerous. Piso's Cure for Consumption will cure you. Guaranteed. All druggists.

A WORLD IN THE PARK

Prof. John Riley Wants the Universe Placed on Exhibition.

PANORAMA OF THE ÆRIAL BODIES.

. L. Magee Will Be Asked to Buy the Machine for Schenley Fark.

THE PROFESSOR FOOLED BY A GERMAN

John Riley, a scientist and astronomer, whose home, when he is not soaring among the stars, is at 268 Colwell street, has a well-laid plan in hand for filling his pockets with ducats and at the same time enriching the human race with knowledge hitherto unthought of. He has made a study of the solar system, the heavens and everything pertaining thereto, but unlike most great men he believes books do not convey ideas in detail, and he has therefore prepared charts in panorama style which he declares will show the workings of the universe so plain that the most ignorant will understand. It is a great work, and Prof. Riley thinks he would be cheating humanity if he were to hide it under a bushel. At the same time, he thinks it would be injustice to himself to give it away for nothing, and in order to get some return he is going to make a proposition to C. L. Magee that the Duquesne traction road buy the machine and place it on exhibition in Schenley Park in order to increase traffic.

The most important part of the professor's discovery is that the sun isn't a sun at all, but only a big chunk of electricity. Like natural gas on a cold day, he says that it doesn't give out either heat or light, and that the only thing which keeps the earth from being a Raum refrigerator or something similar is flashes of lightning that are continually going on cheap excursion trips between the place where the sun ought to be and a plate of armor just on the other side of the earth's atmosphere.

A Discovery Made for Revenu This truly wonderful discovery, sad as it nay be to believe, was made for mercenary purposes. Prof. Riley first commenced study on it in a desperate effort to get hold of \$25,000, which one Herr Berger, of Germany, offered through an advertisement

in the Detroit Free Press to any astronomer who would prove that there is anything solid in the sun, moon or stars. Herr Krupp, the great cannon maker, was given as reference by the aforesaid Berger and Prof. Riley believing that the offer was made in good faith reduced to a diagram the theory that had found a lodging place in his mind since time immemorial. By his discovery he claimed he could prove beyond doubt that the stars are composed of solid material and he therefore wrote to Herr Berger through Herr Krupp for the stuff that would make himself solid financially.

A Glowing Prize That Vanished,

He got an answer. It was written on a typewriter in German. The contents were in substance that "I don't give a dwhether the stars are solid or not. I don't know Herr Berger or any person else that made such an offer of \$25,000. Truly yours,

Herr Krupp."

For a while Prof. Riley's hopes went down with the letter. He thought it was a down with the letter. He thought it was a mean German trick to capture an innocent Irishman's invention for nothing, but he didn't fall into the trap. He decided on the plan to interest Mr. Magee in the discovery and if the scheme works, visitors to Schenley Park next *ummer will be given the privilege of standing around with the rhands in their pockets and watch the universe into a performance of its daily work. verse give a performance of its daily work-ings on a reduced scale. The question was asked the professor if he would put a man

The Pennsylvania Will Bid \$40,000,000 The sale of the Allegheny Valley road by anction accurs December 15. It was learned from a stockholder vesterday that the Pennsylvania's limit in bidding has been placed at \$40,000,000. This road now has \$15,000,-000 invested in the Valley. It is also stated that if the Pennsylvania officials on the day of sale discover a combination present to force up the price they will go into

court and move for a postponement. The terminals of the Allegheny Valley in Pitts-burg alone are exceedingly valuable, and worth a good sum to the Pennsylvania. The Valley stockholders think the full limit will be bid. They don't propose to give up the road for a song. It is thought that the Pennsylvania will be the only bidder. The Valley has the lowest grade across the nountains to Northern Pennsylvania.

THE ALLEGHENY CONTEST.

Judge Ewing to Decide To-Day Whether Ballot Boxes Can Be Opened-Some of the Points Brought Out by the Attorneys for Stayton.

The Stayton-Wyman contest for the Allegheny Mayoralty will assume shape of some kind to-day, as it is the last allowed Wyman by Judge Ewing to make defense to the case which the Stayton side claims to have made out. Mr. Brennen says Stayton has made a prima facie case, which will justify an order for the opening of the ballot boxes, and Mr. Bennett, one of Wyman's counsel, refuses to say what their line of defense

During the past two weeks an immense amount of arithmetic has been expended in calculating the probable effect of the open-ing of the ballot boxes, and only one thing has been definitely settled, and that is that has been definitely settled, and that is that certainly not more than one or two of the affidavits required to be taken by those whose names are not in the registry list are made in accordance with the law, and the Supreme Court has ruled that every provision must be complied with in order to make a vote legal. The person making such affidavit must answer quite a number of questions are named of the settled as a payment of the settled as such affidavit must answer quite a number of questions as to payment of taxes, where paid, to whom paid, etc., and if a natural-ized citizen the questions are still more ex-plicit. Investigation of the returns from almost any district will show that this kind of illegal votes is the rule, scarce any affidavit being legal. Sometimes enough have been east to vitiate an election from this cause alone, though the voters had a right to vote had they done it properly.

It was developed in the present case that voters whose standing has been known to be unimpeachable for 20 to 30 years have voted illegally, though both their intent and that of the election officers was to do the right thing. But the latter said when summoned, "why we knew that man had a right to vote, as he had been a property holder and voter for 20 years or more, and we did not think it necessary to awear Thus an intentionally honest vote will be thrown out, while that of a rooster who had no scruples against swearing a lie will probably go through, unless evidence is forthcoming to show that his vote was

KNOWN IN PITTSBURG.

The Man Alleged to Be Responsible for

Stratton's Death Worked Here. The death by fasting of G. Henry Strat on in a New York museum created considerable talk among the museum people of Pittsburg. Elmer Collins, of this city, was in the fasting match with Stratton. J. M. Cousart, the manager of Collins, is alleged to have been the originator and manager of the New York fasting contest, and the museum proprietor, Mr. Huber, says that Consart is responsible for the death of

Stratton.

Cousart came to Pittsburg about a year ago. He was employed for a time as ticket taker at Harry Davis' Museum, and became well known to the profession. After Collins completed his fast of four weeks in this city he left Pittsburg with Consart. The two turned up in Philadelphia, where Collins appeared in another contest. The show was not successful, and for want of money both Collins and Cousart were forced to fast in reality. They left Philadelphia, and were next. They left Philadelphia, and were next heard of in New York, and the fatal fasting contest was the first in which they appeared since leaving Philadelphia. It is not defi-nitely known here whether Cousart has been arrested. It is known, however, that an effort is being made to hold him respon-

DRESSES for busy women, by Ada Bach Cone, in THE DISPATCH to-morrow

Avoid a costive habit of body, not only because of the attending discomfort, but less ous consequences. Dr. D. Jayne's Sanative Pills are either laxative or cathartic, ac-cording to the dose, and may be depended upon to produce healthy secretions of the liver and stomach.

MEN'S kid gloves, lined and unlined. JAMES H. AIKEN & Co., 100 Fifth ave.



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ALL-WOOL JACKETS for Children 4 years old; \$1.75 for 6; \$1.50 \$2.00 for 8; \$2.25 for 10 years.

ALL-WOOL BEAVER JACKETS, from 4 to 12 years, in \$3.00 ALL-WOOL BEAVER JACKETS, fro. Blue and Brown. Reduced from \$5.00. MISSES' BLUE BEAVER CLOTH JACKETS, from 12 to

18 years. Reduced from \$7.00 for Saturday only. CHILDREN'S AND MISSES' GRETCHENS.

Reduced from \$7.50. MISSES' NEWMARKETS. Reduced from \$10.00.

MISSES' ASTRACHAN-FACED JACKET, 14, 16 and 18 years. Reduced from \$8.50 for Saturday only.

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Reduced from \$15.00. MISSES' FUR-FACED JACKETS, 14, 16 and 18 years.

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