A Tornado in Michigan.

day, but no further damage is reported.

MONEY VALUE OF A POEM.

Thought His Work Was Worth.

New York Independent. It seems that Mr. Taylor, the founder of America (now merged

in another paper), spent money without

stint in securing contributions for his early

numbers from many distinguished writers.

tributions." Among the names of writers who did "take advantage" of a good mar-

ket at its "top figure" are given those of James Russell Lowell, Charles Dudley

Warner, Julian Hawthorne, Frank R. Stockton and other more or less distin-

guished men and women.

Mr. Thompson asks whether £13 is too

this smaller sum so enormous when de manded by a poet of world-wide fame?"

The time required to make a poem of three or four ordinary stanzas would, Mr. Thomp-

in poetic justice to be forced to dig post holes at \$1 50 a day, it is Andrew Lang, for having written that note saying that a poem which he thought good enough for publication over his name was not worth

THE SHARKS DO BITE.

An Old Seaman Takes Herman Oelrichs to

"Old Pedro," of the Seaman's Home,

Boston, apropos of the statement of Her-

man Oelrich's that sharks could not bite,

says: "I heard it read in the paper that

a man uptown says sharks won't bite. He

was a landsman as said it, of course, or he

wouldn't have made any such mistake.

Sharks won't bite, indeed? Well, I can

tell him that they will, 'cause I seen 'em do

it. I seen a shark clip off a man's leg as

slick as you please, right off Marblehead, and it wasn't more than 15 years ago, either.

seen a fellow have a tussle with a man-

Task on His Recent Sta

Pall Mall Budget.]

Sudden Storm From the South.

SPECIAL TELEGRAM TO THE DISPATCH. MECHANICSBURG, Dec. 4.-This borough vas visited at 1:32 o'clock this afternoon by evelone that left in its track ruin and desoation. The crash came so sudden that the poople for a moment were stunned, but as oon as they recovered and looked out they ealized the magnitude of the danger that ad threatened them,

The Methodist church was struck from the rear, and staved in with such tremendous force that the pulpit furniture and ceiling is an entire wreck, and what was left unruined by the storm was rained by the ouring rain. Franklin Hall was unroofed and the building splintered. In the third floor of this building the Masons have a fine odge room, the paraphernalia of which is a total wreck.

A large double three-story building on Main and Arch streets, owned by Dr. H. G. Leas, had the third story clipped off as slick as if done by an artisan. Adjoining resided Christian Long. Mrs. Long was in the sitting room sewing when the crash came. She barely had time to escape, a flying brick striking her on the shoulder. This house is a wreck from attic to cellar, carrying with it all the comforts of a happy

Another Church Among the Ruins. The Church of God had two front pillars blown down, and the rear of the residence of ex-Sheriff Totten was badly wrecked. At the residences of David Brindle and C. B. Zug, on East Main street, the tin roofs were curled and dropped in the street. Higher up the street the residence of Mrs. Coover was splintered so badly that it will have to be rebuilt. Across the street is the three-story brick Across the street is the three-story brick residence of Mra. Bare. The third story was blown into the street. A few doors above is the National Hotel, a large three-story building. The tin roof over the entire building was lapped up and carried into the yard. Across from the hote! is the house of Jacob Overdeer. The second story was badly stoved in damaging the entire house. Higher up, the stable of Dr. Hummel was caught and turned topsy turvey; also the stable of George Coover, on South High street.

At Koller's spoke work; the roof of the

At Koller's spoke works the roof of the large factory was blown off and the giant smoke stack blown down, which carried with it the ruins of the boiler house and one of the engines.

A Number of Buildings Wrecked. Christian Swartz, of Allen street, had double loss. The top story of his residence was badly wrecked, and a stable in the rear dismantled. The residence of Miss Lizzie Long, on the same street, suffered the loss of a chimney and rear building. At the industrial works of Hauck & Comstock a very high and substantial smokestack suc-cumbed to the force of the cyclone, and fall-

cumbed to the force of the cyclone, and falling on the roof destroyed it.

The blacksmith shop of John Stansfield received the shock just as it had spent its force. The shop leans so badly that it will require resetting and rebuilding.

The storm was the severest in the history of this borough, and its loss can be safely placed at \$50,000. There was terrible excitement on the streets all afternoon. The services of the firemen was called into requisition to protect the citizens against the

sition to protect the citizens against the tottering walls. Business was at once suspended for the entire afterno-Great Loss in the Cumberland Valley.

A special telegram from Carlisle says: The fiercest storm of wind and rain the Cumberland Valley had known for many years was experienced this afternoon, with resultant loss to property of over \$100,000, The storm first came from the southeast and then veered around finally, after spend-ing its fury, coming directly from the west. Throughout the afternoon the rain fell in torrents, and the streets were flooded as to torrents, and the streets were flooded as to become practically impassable. Through-out the storm the wind blew with unprece-dented violence. The roof of the Phila-delphia and Readling freight depot at Ship-pensburg was torn from its fastenings. The windows in the overall factory were crushed in, and the roof of the establishment carried into the street, several people near the place having narrow escapes. The township schoolhouse was unroafed, and the Western Maryland roundhouse completely wrecked, though as yet no loss of life is re-

In Carlisle the damage was heavy. A new brick house owned by ex-Constable Eberly was blown down, and two other frame buildings wrecked. Trees were up-rooted and fences blown down, and pedestrians suffered greatly, several minor injuries being reported from flying timbers.

Great damage is also reported from the country districts. In Wavnesboro the Landis Tool Works were partially wrecked by the wind, and the Webster schoolhouse was completely demolished. This building was completely demolished. This building fortunately was empty at the time. At the upper end of the valley, in the country districts, the wind swept with the fury of a tornado. Barns were caught up by the wind and strewn all over the fields. Crops were destroyed, and loss and suffering is reported from every side, as the storm came on with but little warning. Most of the railroad wires are blown down, and, but a ew commercial lines are left standing, and they are being constantly interrupted. The big warehouse at Shippensburg is reported to-night as being completely unroofed, and many thousand bushels of grain are exposed George Wilson, an employe of the ware-house, is probably the worst, he being struck in the back and hurt internally by flying plank. The exact loss will not be

## NEW YORK CITY STORM-SWEPT.

Fierce Wind and Bain Cause \$100,000 Worth of Wire Wreckage.

Gov. Chemist Dr.

Mail, Butler, Clarion, Kane. 6:40 a m 11:25 a m
Akron and Erie. 7:39 a m 7:95 p m
Butler Accommodation. 9:30 a m 3:40 p m
New Castle Accommodation. 2:20 p m 9:00 a m
Chicago Express (daily). 2:15 p m 11:35 a m
Zeilenonie and Foxburg. 4:25 p m 5:30 a m
Butler Accommodation. 5:45 p m 7:00 a m
First-class fare to Chicago, 310 30. Second class,
0 56, Pullman buffet sleeping cars to Chicago daily.

THIS IS THE LAST MONTH

The Last Opportunity Under the Five-Dol

Last Chance to Those Who Desire to Avail Themselves of the Five-Dollar Rate-There Will Be No Further Extension-Patent Medicines Will Not Cure Catarrh. One thing should be clearly and distinctly All trains are practically abandoned. The Great Northern passenger train, due last evening, is in the snow banks two miles from this city. The mercury is falling rap-

selves of it at once. There will be no further extension in time. Drs. Copeland, Hall and Reports from Aberdeen, S. D., say the worst wind and snow storm of the season has been prevailing for the last 24 hours. Byers have sought to give all an opportunity of availing themselves of this merely nom-All business is at a standstill. At Moor-head a blizzard is raging. Several persons are reported frozen to death at Perre, N. D. nal rate. They have extended the time three times, and this is the last period in which the offer holds good. All patients being under treatment, or placing themselves under treatment before January I, will be at the rate of \$5 a month until cured.

> stitutional Treatment Combined, Is To-Day a Perfectly Well Woman.

"I used to think when I read so much of Drs. Copeland and Hall that the reports of their cures must be exaggerated, but after my own experience I know that every word spoken for them was true, and I can say with others who have preceded me that they to without doubt the best specialists in the city." The speaker was Mrs. W. H. Black, wife of the well-known contractor, who resides at No. 1 Inwood avenue, East



Continuing, she said: "My catarrhal trouble began years ago, but never became

"Along with my other troubles I experienced a burning sensation in my stomach, and also a feeling of fullness and heaviness across it. My appetite was very poor, and what I ate did me but little good.
"I became discouraged. Life was a burden to me. I did not think I could live a great

THE OFFICES OF DRS. COPELAND AND HALL AND W. C. BYERS CONSOLIDATED.

A few days since occurred an event in our nedical circles of greater and more far-

A Plain Story.

Mr. S. Y. McFarland, Sewickley, Pa. "My trouble dates back about three years,"

Drs. Copeland, Hall and Byers treat suc-cessfully all curable cases at 66 Sixth ave-nue. Pittsburg, Pa. Office hours, 9 to 11 A. M., 2 to 5 P. M. and 7 to 9 P. M. Sundays 19 A. M. to 4 P. M. Specialties—Catarrh and all dis-eases of the eye, car, throat and lungs, dys-pepsia cured: nervous diseases cured; skin diseases cured.

RAILROADS PENNSYLVANIA RAILROAD.

HEDULE IN EFFECT NOVEMBER 15TH.
us will leave Union Station. Pittsburg.
lows (Eastern Standard Time): MAIN LINE EASTWARD. MAIN LINE EASTWARD.

Pennsylvania Limited of Puliman Vest'
daily at 7.15 a, m., arriving at Harrisb
p. m., Philadelphia 1.45 p. m., New V
m., Haltimore 4.46 p. m., Washington
Keystone Express daily at 1.20 x. m.,
Harrisburg 8.25 x. m., Philadelphia
New York 2.60 p. m.
Harrisburg 10.30 a. m., Philadelphia
New York 3.50 p. m., Baltimore 1.11
ington 2.20 p. m.
Harrisburg Accommodation daily e
5.25 a. m., arriving at Harrisburg ?
Day Express daily at 8.00 a. m., arri
burg 3.20 p. m., Philadelphia 6.
York 9.35 p. m., Baltimore 5.45 p
ton 8.15 p. m.

Our 3.29 p. m., Faintenpine 5.45 p. ton 8.15 p. m., Baltimore 5.45 p. ton 8.15 p. m. Mail Express daily at 1:00 p. m., ar burg 10.30 p. m., connecting at Philadelphia Express. A Philadelphia Express daily at 4.30 p. at Harrisburg 1.02 a. m. Philadelphia and New York 7:10 a.m., Eastern Express at 7.15 p. m. daily, arrivin, risburg 2.55 a. m., Baltimore 6.10 a. m., W. lington 7.30 a. m., Philadelphia 5.23 a. m. a. New York 8:100 a. m., Philadelphia 6:20 a. m., New York 9:30 a. m., Philadelphia 6:20 a. m., New York 9:30 a. m., Baltimore 6.20 a. m., Washington 7.30 a. m. Baltimore 6.20 a. m., Washington 7.30 a. m. Baltimore 6.20 a. m., Washington 7.30 a. m. All through trains connect at Jersey City with boats of "Brooklyn Annex" for Brooklyn N. Y., avoiding double ferriage and Journey through New York City.

avoiding double ferriage and Journey through New York City.

Oinstewn Accom., except Sunday, 2.49 p. m. Greensburg Accom., 11.39 p. m. week days, 10.3, p. m. Sundays. Greensburg Express, 5.15 p. m.-except Sunday. Derry Express, 11.00 a. m., expect Sunday. Wall Accom., 5.25, 6.00, 7.40, 8.35, 8.30, 9.40, 10.30, 5.16, 6.00, 6.45, 7.35, 9.00, 10.30, 11.30 p. m., 12.16, 5.16, 6.00, 6.45, 7.35, 7.00, 12.30, 11.30 p. m., 12.10, 11.30, 1.00, 1.20, 1.30, p. m., 12.10, 1.25, 1.00, 1.30, 1.30, 1.30, p. m., 12.35, 1.00, 1.30, 1.30, 1.00, 1.30, 1.10

For Uniontown 5.25 and 5.35 a. m., 1.40 and 4.25 p. MONONGAHELA DIVISION.

ON AND AFTER MAY 28, 1891.

For Monongahela City. West Brownsville and Uniontown 10, 49 a.m. For Monongahela City and West Brownsville 7, 25 and 10, 40 a.m., and 4, 50 p. m. On Sunday, 8, 55 a.m. and 4, 50 p. m. week days. Deavosourg Accom., 6, 60 a.m. and 2, 20 p. m. week days. West Elizabeth Accom., 8, 25 a.m., 4, 15, 6, 36 and 11, 35 p. m. Sunday, 9, 40 p. m. WEST PENNSYLVANIA DIVISION.

ON AND AFTER NOVEMBER 16, 1801.
Tom FEDERAL STREET STATION, Allegheny For Springdale, week days, 6.20, 8.25, 8.50, 10.40, 11.50 a, m., 2.25, 4.19, 5.00, 5.40, 6.10, 6.20, 8.19, 10.30, and 10.40 p, m. Sundays, 12.35 and 9.30 

From Pittsburgh Union Station. ennsylvania Lines. Trains Run by Central Time. Northwest System-Fort Wayne Route

DEPART for Chicago, points intermediate and beyond: \*L80 a.m., \*7.10 a.m., \*12.20 p.m., \*1.00 p.m., \*8.45 \*1.80 a.m., \*7.10 a.m., \*12.20 p.m., \*1.80 p.m., \*8.45 p. m., 111.30 p.m. Arrive from same points: \*12.05 a.m., \*11.50 p.m. Arrive from same points: \*12.05 a.m., \*1.15 a.m., \*6.00 a.m., \*6.35 a.m., \*6.00 p. m., \*6.50 p. m.

Depart for Toledo, points intermediate and beyond: \*7.10 a.m., \*12.20 p.m., \*1.00 p.m., 111.20 p.m. Arrive from same points: \$1.15 a.m., \*6.55 a.m., \*6.00 p.m., \*6.50 p.m., \*6.50 p.m., \*10.05 p.m., \*12.45 p.m., \*11.05 p.m. Arrive from same points: \*5.50 a.m., \*12.15 p.m., \*8.00 p.m., \*17.00 p.m.

Depart for New Castle, Erie, Youngstown, Ashtabula, points intermediate and beyond: \$1.20 p.m., \*12.20 p.m.

Diract for New Castle, Jamestown, Youngstown and Niles, †3.45 p.m. Arrive from same points; †9.10 a.m. Diract for Youngstown, \*12.30 p.m. Arrive from Youngstown \*6.50 p.m.

Southwest System-Pan Handle Route DEPART for Columbus, Cincinnati, Indianapolis, St. Louis, points intermediate and beyond: \*1.20 a.m., \*7.00 a.m., \*5.45 p.m., \*11.15 p.m. Arrive from me points: \*2.20 a.m., \*6.00 a.m., \*5.55 p.m.

DEPART for Columbus, Chicago, points intermediate and beyond: \*1.20 a.m., †12.05 p.m. Arrive from same points: \*2.20 a.m., †12.05 p.m.

same points: "2.20 a.m., †3.05 p.m.

Dupart for Washington, †6.15 p.m., †8.35 a.m., †1.55 p.m., †3.30 p.m., †4.45 p.m., †4.50 p.m., †4.87 p.m., †4.50 p.m., †4.50 p.m., †4.50 a.m., †10.25 a.m., †2.55 p.m., †6.25 p.m., †6.50 a.m., †12.05 n.m., †2.45 p.m., †6.26 p.m., †2.45 p.m., †6.10 p.m., Arrive from Wheeling, †2.20 a.m., †8.45 a.m., †8.45 p.m., †5.55 p.m., PULLMAN SIREPING CARS AND PULLMAN DINING CARS FUR THOUGH, East and West, on principal trains of both Systems. Time Tables of Through and Local Accommoda-

tion Trains of either system, not mentioned above, can be obtained at 110 Fifth Avenue and Union Station, Pittsburgh, and at principal ticket offices of the Pena-sylvania Lines West of Pittsburgh.

\*Daily. †Ex. Sanday, IEx. Saturday. TEx. Monday. JOSEPH WOOD, E. A. FORD, Georal Ranger.

General Manager. BALTIMORE & OHIO RAILROAD.

For Washington, D. C.,
Baitimore, Philadelphia and
New York, "8:00 a m and
"9:30 p m.
For Cumberland, "8:50,
"8:00 a m, 41:10, "9:20 p m.
For Commelsville, "8:50,
"8:00 a m, 11:10, 34:15, 35:00
and "9:20 p m.
For Unioniown, 8:50, "8:00
a m, 11:10, 14:15 and 15:00
p m.

a m, 11:10, 34:10 and 35:00 pm.

For Mt. Pleasant, 25:00 and 45:00 a m, 41:10, 44:15 and 55:00 pm.

For Washington, Pa., 7:30 and 59:30 a m, 4:00, 44:45, 7:35 and 11:15 p m.

For Wheeling, 77:20, 19:30 a m, 4:00, 7:45 and 11:15 pm.

For Cincinnati and St. Louis, 7:20 a m, 17:45 pm.

For Cincinnati and St. Louis, 7:20 a m, 7:45 pm.
For Cincinnati, 11:35 p m, (Saturday only).
For Columbus, 7:20 a m, 7:45 and 11:35 p m.
For Newark, 7:20 a m, 7:45 and 11:35 p m.
For Chicago, 7:20 a m and 7:35 p m.
For Chicago, 7:20 a m and 7:35 p m.
Trains arrive from New York, Philadelphia, Baltimore and Washington, 6:20 a m, 3:20 p m. From Columbus, Cincinnati and Chicago, 3:25 a m, 3:30 p m.
Parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago.
Dally, 2Dally, except Sanday, (Sunday only, 18aturday only, 19ally, except Sanday, Sunday only, 18aturday only, 19ally, except Sanday, 19alle eali for and check haggage from hotels and residences upon orders left at B, 40, 0 tacket office, corner Fifth avenue and Wood street, or 401 and 639 Smithfield street,
J. T. ODELL, CHAS, O. SCULL,
General Manager.

DITTSBURG AND LAKE BRIE RAILROAD ITTSHURG AND LARK SHIE RAILBOAD Company; schedule in effect November 15, 1, Central time. P. & L. E. R. R. — Departre Cleveland, '2:00 a. m., '1:50, '4:29, '9:45 p. m. of Credinant, Chicago and St. Louis, '1:50, '9:45 p. m. of Credinant, Chicago and St. Louis, '1:50, '9:45 p. m. of Shamanca, '8:500 a. m., '1:50, '9:45 p. m. of Shamanca, '8:500 a. m., '1:50, '9:45 p. m. of Shamanca, '8:500 a. m., '1:50, '9:45 p. m. For Beaver Falls, 6:00, '8:500, \$555 a. m., '1:50, 3:50, 8:50, 5:55, 5:70, 5:50, 5:55, 5:70, '7:50, 4:55, 9:10, 5:50, 5:11, 6:50, 5:50 155. 3:30, 3:45. 44:20. 4:25, 5:10, 5:20, 5:20, 5:20, 5:20, 10:20 p.m.

ARRIVE—From Cleveland. 5:20 a. m., 12:20, 5:15, 7:30 p.m. From Cinctansti, Chicago & St. Louis, 5:20 a. m., 12:20, 7:20 p.m. From Buffalo, 5:20 a. m., 12:20, 5:20 p.m. From Buffalo, 5:20 a. m., 12:20, 5:30 p.m. From Salaminea, 7:20, 10:00 a. m., 7:30 p.m. From Youngstown and New Castle, 5:20, 7:20, 5:16, 7:20, 9:20 p.m. From Beaver Falls, 5:20, 5:15, 7:20, 9:20 p.m. From Beaver Falls, 5:20, 5:15, 7:20, 9:20 p.m. From Beaver Falls, 7:20, 3:20 p.m.

P. C. & Y. trains for Mansfield, 7:25 a. m., 7:210, 3:45 p.m. For Esplea and Beechmont, 7:25 a. m., 3:45 p.m.

P. C. & Y. trains from Mansfield, 7:25, 11:59 a. m., 3:35 p.m. From Beechmort, 7:25, 11:59 a. m., P. McK. & Y. R. R. - DEPART — For New Haven, 5:20, 5:25 p. m.

Arrive—From New Haven, 5:20 a. m., 4:25 p. m.

For McKresport, Elizabeth, Monongalicia City m. From West Newton, 5:15, 7:00
p. m.
For McKeesport, Elizabeth, Monongaheis City
and Beile Vernon, "5:45, 11 65 a.m., "4:60 p. m.
From Beile Vernon, Monongaheia City, Elizabeth and McKeesport, "7:60 a.m., 1:20, "5:55 p. m.
'Daliv. 'Sundays only.
City ticket office, go Smithfield st.

A LLEGHENY VALLEY RAILROAD ON A and after Sunday, June 28, 1891, trains will leave and arrives at Union station, Pittsburg, eastern standard time: Buffalo express leaves at 5:29 c. m., 6:49 p. m. (arriving at Buffalo at 5:45 p. m. and 7:20 a. m., 5:45 p. m. (arriving at Buffalo at 5:45 p. m. and 7:20 a. m., 10:20 p. m.; arrives at 7:10 a. m., 6:25 p. m. Oil City and DuBois express—Leaves 3:20 a. m., 10:00 p. m.; arrives 1:00, 6:25, 10:00 p. m. East Brady-Leaves at 6:55 a. m., Rittanning—Leaves 9:05 a. m., 7:40 p. m., arrives 8:05, 6:16 p. m.; arrives 8:08 a. m., 7:40 p. m.; arrives 6:09 a. m., 12:05, 7:25, 11:20 p. m.; arrives 6:09 a. m., 12:05, 7:25, 11:20 p. m. Porty-third street—Arrives 1:23, 8:20 p. m. S:45 p. m.; arrives 7:00 p. m.; arrives 9:05 a. m.; arrives 9:05 a. m.; arrives 9:05 a. m.; arrives 9:05 p. m.; arrives 9:05 p. m.; Emienton—Leaves 9:05 a. m.; arrives 9:15 p. m., Emienton—Leaves 9:05 a. m.; arrives 9:15 p. m., Rittanning—Leaves 10:00 p. m.; arrives 10:15 p. m. Brachure—Leaves 9:05 p. m.; arrives 10:15 p. m. Brachure—Leaves 10:00 p. m

Why France Is Seeking to Commit Other Powers Against China.

SHE IS MEETING ONLY REBUFFS.

Clancarty to Favor. BRITISH BARMAIDS BADLY TREATED

POOPYRIGHT, 1801, BY THE NEW YORK ASSOCIATED

PRESS. a mayal demonstration at the treaty ports, have met with a distinct rebuff from the English and German Governments. Semiofficial Paris telegrams assert that Foreign Minister Ribot made no definite proposals, but merely deigned to ascertain the views

of the different powers. munications have been received at the Tein. Foreign Office through the French Embassy, giving French consular reports on the state of affairs in China, and urging that England and France unite to exert pressure at communications with the governments at Berlin, Rome and Vienna, and he has prescated the position of the Chinese Govern-

ment in the worst possible light.

A Deep Scheme in Russia's Favor. It needed no special diplomatic sagacity to perceive the French Government's game, Eussia has declared her intention to hold aloof from any interference, but her Euroroom ally, acting for her, aims to involve Rugland in hostile treatment of the Chinese Government, with which, ere long, England may find it advisable to unite in common

action against a common enemy. The overtures of France were intimated to the Chinese Embassy and were also wired to Sir John Walsham, the British Minister to China, whose cabled reply enabled Lord Salisbury to tell M. Ribot that there was no in China. Sir John Walsham advises independent English action, if any be required, under an understanding with the Pekin

A committee of the Cabinet, consisting Mr. Balfour, Lord Ashbourne, Mr. schen and Mr. Jackson, is shaping the irish local government bill. Another committee, including Mr. Goschen, Mr. Chap-lin, Mr. Balfour and Mr. Ritchie, presided over by Lord Salisbury, is considering the proposed English land bill. This system of Cabinet committees is superseding the formal Cabinet councils.

All Not Harmony in the Cabinet,

Mr. Goschen and Mr. Chaplin take different views in regard to the scope of the land bill, and it is improbable that the measure will be so expedited as to be ready for pre-As soon as the House of Commons opens the opposition will demand information as to whether the Government will adhere to the practice established for a century of dissolving Parliament at the end of the ession, or whether it will insist upon takog full advantage of the septennial act. If the ministers refuse to state their intention, the Liberals, under the assent of the leaders,

nest possible extent. Mr. Goschen will not promote the bill iving effect to the gold reserve scheme uness assured that it will pass without much opposition, and the plan will be dropped unless it meets with general and ready ac

ill carry on obstructive tactics to the fur-

It is announced that the Countess of Clanenrity, formerly Belle Bilton, is expecting an heir. Friends of the Countess say that if a son it will lead to a reunion of the family and social recognition of the

English Barmaids Badly Treated. Revelations made before the Labor Com-

a arent parmaids' hours of work and the terms on which they are employed, have obliged the commission to appoint two women sub-commissioners to take lence privately. Witnesses deposed that many employers made it a condition of the employment of barmaids that they should encourage improper advances. In a host of instances the working hours amounted to aver 100 weekly. The whole tendency of evidence is against the employing of barmaids, except under strict legislative

Browningites are excited over a discussion as to whether or not Browning was a Christian, Robert Buchanan, commenting rtion made in Mrs. Orr's recent ricle, that Browning corfessed belief in heistimity, states that the poet, in speakag to him once on the death of a friend, utselled in personal immortality; that Browning doubted all creeds, believed vaguely in a personal God and had a deep yearning

ward a divine ideal. A Few Personal Notes

As soon as Prince George, of Wales, is able to travel he will go on a cruise to the Mediterranean. The yacht Aline is being inted up for his use. have been received concern-

ing Rev. Mr. Spurgeon. His doctors have warned him not to expect a complete recovery, as his disease is running its course, hope that the fatal termination ill be long retarded. Mr. McCormick, the Chicago Fair Comin Institute is arranging to take 1,500

The begre Prince Theodore, son of the lair King John, of Abyssinia, who was brought to England to be educated, has got a week's imprisonment in Brussels for beare concerned in a street row

Hate the Very Name of Prussian. PARIS, Dec. 4. - An illustration was given to-day of the hatred in which a certain class of Frenchmen hold everything Prussian,

at excepting even the name. Two brothers samed Rissman became involved in a quar-rel with a neighbor named Trobilet, and ally one of the brothers called Trobilet a The latter was angry before, but effine him a Prussian threw him into a may, and the result was a terrible row, et's wife and children rushed to his Knives were drawn on both sides, and when the gensdarme stopped the fight it was found that all the participants were

Hombs for an Unpopular Foreman.

Pants, Dec. 4.—The mining town of Lievin, in the Department of Pas de Calais, has been the scene of a shocking occurrence. resulting from the bad feeling engendered the recent miners' strike. The becase of a mine foreman was nearly debroved by a dynamite explosion at night. The foreman became exceedingly unpopular during the recent strike. The inmates the house narrowly escaped death,

A Daroness and Her Maid Murdered. Pages, Dec. 4.-The mother of Baron Dellard, a high official in the Ministry of War, and her maid were found in a room at their home to-day with their throats ent The old lady, who was 70 years of age, was lend. The maid was still alive, but in a the victims of a plot.

The Duke of Devoushire BL LONDON, Dec. 4 .- The Duke of Devonaltire is ill, and his son and beir, the Marquis of Hartington, has been summoned

ACTING FOR RUSSIA. curred November 23 on the Kosloff, Postoff, Orel and Grissi Railway, is now known to be 31. ROAD CONSTRUCTION. pressions with the small broken stone in order to keep the level and to favor the regular use of the road. When the road is worn

BITTER CHINESE ENMITY. THE POPULACE OF PEKIN TURNING AGAINST EUROPEANS.

White Barbarians, So-Called, Stoned in the Streets-The Celestial Government Ex-A Coming Event That May Restore Countess presses Confidence in Its Ability to Crush the Rebellion—Southern Troubles. Paris, Dec. 4.-The Chinese Minister to France to-day informed M. Ribot, Minister of Foreign Affairs, that the Government of China was confident that it would be able to suppress the present rebellion. The French Government has taken measures to protect LONDON, Dec. 4.-The French Govern- its interests and citizens in China, and the ment's overtures to the powers for joint | Minister of Marine, Vice Admiral Barbey, disclomatic action at Pekin, recompanied by has ordered that a gunbost be despatched.

A dispatch from Singapore, one of the Straits settlements south of the Malay peninsula, states that the foreign consuls stationed at Tein, in the Province of Pe-Chec-Jee, a city seven miles from Pekin, of which city it is the port, have become so alarmed at the threatening aspect of affairs, of the different powers.

His view differs from the view which the English Foreign Office takes. Several communications have been received at the Tein. The Firebrand, however, is but a small vessel of 455 tons and carries only four guns. She is commanded by Lieutenant

Dennison.

The dispatch adds that the feeling of aniand France unite to exert pressure at Pokin. Minister Ribot has had similar to the capital, and the natives do not hesitate to show their detestation for the "barbarians," as they term all white people. Every day they are becoming more hostile, and it is a common practice for them to

stone Europeans as they pass along beneath the city walls. A dispatch from Brussels says: An in-terview was held to-day with Dr. Van Aerisehlaer, rector of the Belgian missions n North China, who is at present in this city. He stated that the Mongolian prince, who is reported to have been killed by the rebels, was converted to Christianity by the Belgian missionaries. He had just rejoined the station when the insurrection broke

Dr. Van Aertschlaer further stated that he did not believe the members of the Temperance League were guilty of committing the outrages which have been laid to them. The league, he said, was composed of devout men, who were very friendly to the missionaries. It was far more probable that the massacre had been committed by the Water Lily Society, a eret organization which the Government is making every effort to suppress. Many members of this society had professed Chris-

tianity for political reasons FRENCH CATHOLIC BISHOPS.

The Growth of the Movement Against the

Papal Concordat. Paris, Dec. 4.-In an interview to-day, M. Hubbard, the member of the Chamber of Deputies who on Wednesday last gave notice in the Chamber that he intended to question the Government in regard to the attitude of the Catholic Bishops, and to demand that the Government notify the Vatican of the termination of the concordat at the end of the year, said he did not expect the success of his interpellation. He declared, how-ever, that he counted upon gaining 60 seats at the next election, and with these votes be expected to have his views adopted by

Replying as to the International Peace Congress recently held in Rome, M. Hub-bard, who attended the sessions, said he had found a better feeling toward France spreading in Italy. The Vatican, he despreading in Italy. The Vatican, he de-clared, is the greatest menace to European peace, in that it will provoke an interna-tional conflict in the hope of regaining the temporal power of the Pope. M. Hubbard closed the interview by saying: "We de-sire a complete reconciliation between France and Italy on the basis of equality

Standard Bank suspended last last night. Its capital was \$5,000,000. A better feeling prevails to-day, and it is believed the crisis has passed. "BEYOND THE CITY," a new serial by

A Financial Crisis at Melbourne.

PATCH. Don't miss the opening chapters, A CHASE OF TEN THOUSAND MILES. The Record Made by a Car Tracer for the

New York Central Railroad.

. Conan Doyle begins in to-morrow's DIS-

St. Louis Globe-Democrat, 1 One of the best jobs in car tracing that was ever done in this country was completed about three weeks ago by a car tracer of the New York Central. That road had lost a car, and sent out the tracer to look it up. He followed it west to Pittsburg, then to Cincinnati, then to Chicago and from there to St. Louis. Here he lost track of it, but after some search found it had been in an accident and had been repainted. By some oversight the number had been changed, but taking the new number, he chased the car to Kansas City, where he tound it had been loaded and sent on to Galveston. To Galveston he went, and there found that after taking a fresh load the car had gone to San Francisco. He went after it, but on reaching San Francisco tound the car had gone back to Galveston. By this time his blood was up and he made up his mind to find that car if it took the balance of his natural life. So he went back to Galveston, and, to make a long story short, followed that car to New Orleans, to Mobile, to Atlanta, to half a dozen places in Florida, then back to New Orleans, to Galveston again, and thence to Kansas City, and from there to Chicago. He had now been on the hunt for over three months, but had got so close to the runaway that just as he came into Chicago by one road the car left it over another on its way to Buffalo. Its load was consigned to that point, and when he ascertained the fact he telegraphed on to have the car held, and took the next train for the East. At Buffalo be came up with the car and caught his first sight of it. He had traveled al-

most constantly for over 13 weeks, traversing a distance of 10,000 or 12,000 miles. SPIRITUALISTS now talk of eighteen heavens, according to Bessie Bramble's re view of their doctrines in THE DISPATCH

Speed of Ocean Steamers. During the Atlantic racing season, which has just been closed, no new vessel has been

put on the run which has eclipsed former records, and the racing has been between the former cracks. The Teutonic holds the record for both ways, viz., 5 days, 16 hours and 31 minutes from Queenstown to New York, and 5 days, 21 hours and 25 minutes from New York to Queenstown. Her great-est average speed is 20,35 knots per hour, which is equivalent to 23.43 statute miles per hour. It is not probable that there will be any appreciable advance on this speed till the senson of 1893, when it is expected that several new flyers will be put on the Atlantic for the passenger traffic to the World's Fair.

A New Seamless Boat.

There is a growing demand for the seamless boat. This boat is pressed out of an ingot of steel and shaped by hydraulic power, and it fulfils all the requirements of an ordinary boat in a remarkably ingenious an ordinary boat in a remarkably ingenious manner. It is claimed for these boats that they will last twice as long as wooden ones, that there is less danger of their capsizing, and that they are less liable to be affected by changes of climate. The method by which the seamless boat is constructed is larger application of the method which has long been used in this country for manu-The Result of a Railroad Disaster.

St. Petershund, Dec. 4.—The number of persons killed in the accident which oc-

Where the Best Examples for Durability Are to Be Found.

MODERN AND ANCIENT HIGHWAYS.

Thoroughfares That Have Stood Ages of Wear and Weather.

SOLID FOUNDATIONS USED EVERY WHERE The question as to how to make the best roads is one that is becoming important in various communities, whose inhabitants have awakened to the necessity for improved thoroughfares. It is one of those questions which can only be answered by those who have had practical experience and whose works have successfully stood the test of years. If only that kind of road which has been proven to last the longest is to be taken as an example, then there are no examples in the United States. The searcher after information upon this subject

must perforce go abroad, for it is there that the best roads are to be found. Practically there are no roads in South America worth considering. With the exception of the highways built by the Incas 2,000 years ago, there is no recorded effort on the part of any government to improve transportation and lessen its cost. In Brazil there are no country roads, and but very little can be said of the city streets. Communication between towns where there are no railways is by water or by bridle paths on donkeys, mules, or horseback. To go in a carriage of any description any number of miles into the interior is a thing unheard of and unknown, for two very good reasons. First, there are no roads for a carriage, and in the second place, there are no carriages. Some idea of the difficulties and vexations

a Keep or a specime

Modern Swiss Road, (a) Gravel. (b) Broken stone. (c) Binding material. (d) Rounded stone. (e) Compact masonry.

delays in traveling in this country may be obtained when it is known that to cover a distance some 200 miles less than from New York to Chicago, it takes 30 days—days of discomfort not only in the actual traveling, but also in eating, drinking and sleeping.

Primitive Highways in Venezuela. With one exception there are no roads in Venezuela. This exception is a mere dirt road kept up in a primitive way, and runs over the mountains from La Guayra to Caracas. The old Spanish road between the two cities, now long abandoned, is a curious and interesting relic of the old colonial times, and suggests the idea that perhaps the aborigines of this country had in the Spaniards quite as severe task makers as those that weighed the straw and taled the those that weighed the straw and taled the brick for the oppressed Hebrew. All of this wide highway was well paved with stones set on edge and much of it is still in a good state. The scenery along the line of this old way is exceptionally fine, and the Spanish cavalier upon arriving at the top of the mountain (9,000 feet) and viewing the beautiful valley and city of Careers at beautiful valley and city of Caracas at his feet, mast have felt quite as contented as the famous Hebrew who gazed westward across the Jordan upon the country re-served for his people. In the British West Indies macadamized

oads are found. Thus, in Antigua there are 140 miles of well constructed roads The stones used are mainly hard crystalline limestone, flint and obsidian, to which may be added trap rock. The stone for the roadbed is broken up very fine and mixed up with grit. In constructing these roads all the surface mold is torn off, no matter how deep it may go. Then the bed is made of the broken stone, care being taken to see that there are no pieces larger than two inches in diameter. After this is com-pleted the road is "metaled" to a uniform depth of six inches, and this final stratum MELBOURNE, AUSTRALIA, Dec. 4.-As a result of the financial disturbance in this of stone is covered with grit, sand and gravel as a binder. Once the roadway is finally completed its endurance is very It is solid and firm, never dusty in dry weather or muddy in wet. As an instance showing the saving in cost through good roads the simple fact that whereas before the roads here were made, sugar was worth \$45 a hogshead, it is now sold at \$40,

Women Employed in Making Roads. In Jamaica the macadam system of road building is used altogether, and the stage routes throughout the island, though used by the peasantry to an unusual degree, are in many places quite equal to many of the trotting tracks in the United States. All the stone used, which is broken to about the standard size of "small stove" coal in the United States, is so reduced by women who break it piece by piece with a steel hammer, sitting with a pile of bowlders in front of them, and often working for hours without moving from one spot. This material is then taken, usually in trays carried on the heads of women and girls, to the road and placed wherever the overseer directs Some of these women become so expert that they can be left for several days to go on with the work undirected. In this way the Jamaicans have built over 500 miles of

road, circumscribing and intersecting the island and affording an ease of travel equal to that in Pullman cars in the United If examples are to be taken from the roads of the present century, then the best are to be found in Europe, where many years ago it was demonstrated that economy was as necessary through good highways to the markets as it was in the improved methods of farming. In France, for in-stance, when the people turned to agricul-tural pursuits in carnest, they built roads which are to-day competitors of the rail-ways, owing to their availability in any and all kinds of weather. In that country, when the outline of the road is fixed upon the profile of the length is exactly marked so as to evaluate the earthworks and the works of art. The transverse profile of a road generally affects the following form:



(a) Sidewalk. (b) Roadway. (c) Embank-ment. (d) Ditch.

How French Roads Are Made. The greater part of roads in France are macadamized; it is only in town that paving stones are used. The layer of broken stones composing the road is from 12 to 18 inches thick. This layer is placed directly on ground that has been well beaten. In expensional cases a layer of send intervent eptional cases a layer of sand intervenes or ven stones of a certain magnitude in order to facilitate the drainage. The materials destined for the making of the roads are brought from the nearest quarries. In order that the full amount contracted for may be delivered, the stone must be heaped in delivered, the stone must be heaped in angular piles of prismatic shape and fixed dimensions. These heaps, placed at a given distance from one another, are afterward inspected by an official inspector and must in all cases fit exactly beneath a skeleton frame carried by him. The stone is usually marble, flint stone or gravel. It must be of the best quality and cleaneed from ali foreign substances. It must be broken so that each piece may pass through a ring 2½ inches in diameter. It is then spread evenly over the road, the interstices being carefully filled in with smaller pieces and particles so that the whole is smooth and particles, so that the whole is smooth and free from abrupt eminences or depressions. A steam roller then crushes and further evens the whole, after which a superfidown quite thin an entirely new bed of stone is spread over it and pressed down and worked in by means of heavy rollers. Peculiarities of Bavarian Highways.

Peculiarities of Bavarian Highways.

In Bavaria the highways generally average 23 feet in width, and have upon either side footways varying from 3 to 5 feet. The foundation of these roads consists of hard stones, which are never affected by the weather. They are separately set one by one, points upward, and are of a length of eight inches. Upon these is placed a layer of small pieces of basult or Jura limestone of a thickness of about six inches. Small piles of these stones for rensiring purposes are constantly stones for repairing purposes are constantly kept upon the sides of the highways. The work is done in the spring or antumn, when the ground is soft and moist. The roadway is constantly dressed until it becomes per-fectly smooth. It is bordered on eitner side by what are called "frame stones."
They are very hard and are not influenced by the atmosphere. Together with the footways the profile of the road is about as follows: 612

(a) Roadway. (b) Frame stone. (c) Footwalk. (d) Ditch.

The Best Examples of Thoroughfares. In no country in the world are the roads built with more care and scientific skill than in Switzerland. They originated with the Roman engineers in the last century before Christ. Constructed in the first in-stance for the march of armies and the postal service of the empire, they were promptly occupied by the commerce of the country. It is true that in the breaking up of the empire, they fell out of repair and finally into ruin, but when the modern communities of Europe were definitely constituted they were restored. The characteristic and essential features of these highways is the substructure of stone. It was never omit-ted either in the ancient or the modern roads, except where the natural foundation was of solid rock. "Without an adequate foundation there is no durable road" was a principle which received universal recognition. No matter with what care and expense the surface is treated, the result will be swift ruin unless the super-structure is properly supported from beneath. On the other hand, given the foundation, the surface may be treated effectively almost anywhere and

The worst surface with a good foundation affords a better road than the costliest sur-

adopted to any use. It may be formed of common soil if nothing better is available.

Ground Plan of Roman Road

face without a foundation. This is probably the most important lesson to be obtained from European experience in road making.

Probably the best examples are the roads of the Romans. As is well known, no greater builders of roads have left their mark upon the annals of time, none have left more toroible examples of road con-

struction meant for durability. FAIRIES exploited in a pretty story by Mrs. Frances Hodgson Burnett in THE DIS-PATCH to-morrow.

A LECTURE ON TEA.

Sir Andrew Clark Tells London Hospital Students How to Make It Pall Mall Budget. ] Here is an extract from an interesting lecture delivered by Sir Andrew Clark the other day to the students of London Hospital: "Tea is a blessed beverage. I do not know what I should do without it. But there is tea and tea; and one of the teas which I have in my mind is the representation of all that is physiologically wicked. I go about town a good deal holding consultations here and there, and about 5 o'clock when I get into a place the lady of the house will say to me, 'Sir Andrew, you look so tired, do let me give you a cup of tea.' I say, 'Thank you very much.' But the tea has stood for half an hour; and she remarks, 'I know you do not like it strong, Sir Andrew,' and then she puts about a tablespoonful of tea into the cup and fills it to writh water. Now I call it negitive. up with water. Now, I call it positive cruelty to give tea like that to anybody, and

I hope you gentlemen will always set your face against such a beverage.

Tea to be useful should be, first of all, black China tea-the Indian tea whi being cultivated has become so powerful in its effects upon the nervous system that a cts upon the nervous system that a cup of it taken early in the morning, as many people do, so disorders the nervous system that those who take it actually get into a state of tea intoxication, and it produces a form of nerve disturbance which produces a form of nerve disturbance which is most painful to witness. If you want to have, either for yourselves or for your patients, tea which will not injure and which will refresh, get black China tea, putting in the right measure—the old-fashioned teaspoonful for each person, and one for the blessed pot. Then pour on briskly boiling water, and within five minutes you must pour it off again, or it will become must pour it off again, or it will become wicked instead of good. Let this patient, therefore, have half a pint of milk and and water or coccatina, or half a pint of

tea, a la Clark, if you please." MASSAGE by machinery described by Shirley Dare in THE DISPATCH to-mor-

HOW MANATEES ARE CAUGHT. Its Meat Is in High Favor and Resembles Veal in Taste.

Washington Star. 1

Manatees are commonly caught with nets. which are stretched across rivers near their mouths, where the beasts are expected to pass. The latter get entangled in the meshes and, being unable to rise to the surface for breath, are partly suffocated. To the nets floats are attached and the fishermen follow the floats, gathering in the prey in due time. Thus caught the animals are placed in "crawls" and fed until it is time o kill them. Their carcasses afford a profitable booty, a single skeleton properly cleaned being worth \$100. The skin, if taken off whole, can be sold for a like amount. A demand for both exists all over the world on the part of scientific museums.

South American Indians spear the man

south American Indians spear the man-ntee with weapons shod with three-cornered files, when they can be obtained for the purpose. It is commonly believed to this day that certain bones in the head of the animal called "ear stones" are a sovereign remedy, when powdered, for stone in the bladder. The meat of the manatee is very palatable, resembling veal in flavor. In bladder. The meat of the manatee is very palatable, resembling veal in flavor. In fact, to the South American Indian the beast is a mine of wealth. The native subsists upon its flesh, annoints himself with its oil, makes shields and ropes from its skin and finds medicine in its bones. Roman Catholics in South America consider the manatee as a fish for eating on Friday or other fast days, although its meat is in truth as much flesh as that of a cow can

## known until to-morrow.

NEW YORK, Dec. 4 .- [Special.]-A fierce wind and rain storm raged here shortly be fore 5 o'clock this afternoon, and the tele graph, telephone and electric light companies are out \$100,000 in consequence of the damage wrought. All the poles on First avenue, from Twenty-sixth street to Thirty-ninth street went over with a crash, catching, as in a net, every vehicle that was on the street, There were two poles to a block, and they fell directly across the street. Four or five horse cars were caught under the debris, but only one was damaged. It had 30 persons in it, and had got to Thirtieth street when the crash came. The rear hood was crushed down, the dash bent, and Conductor Charles Smith was slightly injured. Between Thirty-fifth and Thirty-sixth

streets two lads were driving a single horse to a top wagon. The wires fell all around and above them, crushing in the top of the wagon. It took the neighbors half an hour to get the boys and horse out.
At Thirty-first street four persons had a narrow escape. They were on a truck. Thomas Richardson, standing on the corner, called to them to jump, just in time for them to escape a pole that crushed down the truck. Fortunately the hour was not one when many persons or trains had business in that neighborhood.

An Old-Time Mountain Storm UMONTOWN, Dec. 4 .- [Special. ]-An oldtime mountain storm visited Uniontown last night. For three or four hours the

This Period Furnishes Positively the storm is still raging. Mercury is about zero. The air is filled with snow. Railroad men report the first snow blockade in two years.

stated at this time. This is positively and unequivocally the last opportunity under \$5 treatment. Patients who desire to take treatment under this offer must avail them-

MUSKEGON, MICH., Dec. 4 .- A tornado The cure of catarrh requires (First.) A patient who has the judgment, common struck Muskegon Heights about 2 o'clock this morning and wrecked Kelly Brothers sense and patience to place himself under a factory, the Heights Hotel and some other buildings. The loss to Kelly Brothers alone will exceed \$5,000. Nobody was in-jured. A heavy gale has been blowing all regular, systematic and scientific course of treatment. (Second.) A physician who understands the treatment of the disease, has special skill, special experience, special apparatus, special remedies and gives special care and attention to this disease, who is in fact a genuine specialist. The popular impression that catarrh is incurable comes from the fact that it has only been within account that the second of the second Andrew Lang Once Received More Than He within recent years that skillful physicians gave their whole time and attention to this disease. Catarrh is both a local and consti-What is the precise value in pounds stertutional disease, requires both local treat-ment and constitutional remedies. Patent ling of a poem by Mr. Andrew Lang? The query is suggested by an article on "Poetry nedicines never did and never will cure it and Money," in the current number of the

WITHOUT DOUBT.

Mrs. W. H. Black Under Local and Cop-

He knew nothing whatever, says Mr. Thompson, who tells the tale, about "the equilibrium between money and manuscripts," and in support of this statement he prints the following note from Mr. Lang: Gentlemen, I have received your cheque for £13, which I venture to think too large; and I will, therefore, send you another piece of verse (when I write a piece), or of prose, for which I will ask you to be kind enough to send no payment.

"Mr. Lang was as good as his word," proceeds Mr. Thompson. "He will pardon the use of his note here as illustrative of the only case on record where Mr. Taylor's generosity was not taken advantage of by writers to whom he applied for special contributions." Among the pames of writers Mr. Thompson asks whether £13 is too much money for a poem by Mr. Andrew Lang, or "for that matter, by any poet of world-wide reputation?" A hard question. truly. "Were he a lawyer as well up in the Temple of Justice, as he is a literary man distinguished in journalism and bookwriting," adds the writer, "the time of his that it takes to write a poem would, if required by a client, be worth probably 10 times £13. Why should a publisher think this smaller sum so enormous when de-Mrs. W. H. Black, Inwood avenue, East End.

trouble began years ago, but never became very serious until within the last year. Ever since my trouble began I have been annoyed with headaches, stopped up nostrils, ringing in ears, bad taste in mouth, dark spots dancing before my eyes and dropping of mucus into my throat.

"Last winter, like many others, I had a bad spell of La Grippe, and since that time my case took a more aggravated form. My throat was sore and swollen so much so that I could seldom speak above a whisper. Then there was a dry and tickling sensation in my throat which caused me to cough a great or four ordinary stanzas would, Mr. Thompson thinks, be at least two weeks. But say half that period, and 52 poems a year would bring Mr. Andrew Lang the miserable annual salary, for a poet, of £676. "Our poets doubtless might turn a penny by digging post holes while the poems are being generated in their imaginations. If there is a poet in the world, however, who ought in poetic instics to be forced to dig nost

there was a dry and tickling sensation in my throat which caused me to cough a great deal, especially at night. I had pains all through my cheet, but more severe in the region of my heart and under my shoulder blades. I had shortness of breath and pal-pitation of the heart. I was convinced that my lungs were affected and I feared con-sumption.

while in this condition.

"I had read of the cures performed by Drs. Copeland and Hall, and, knowing that they had an extensive practice and believing their methods of treatment to be the best, I concluded to try them. I am glad that I so decided, for under their treatment all symptoms have disappeared, and to-day I feel perfectly well. I know that I am cured."

and it wasn't more than 15 years ago, either.

I seen a fellow have a tussle with a maneater right down off Barnegat, and the man lost a hand and a chunk of his side. This man what said sharks wouldn't bite men claimed to have jumped into a school of 'em, but I guess he dreamed that.

"A shark is cowardly, of course, when he's aloue, but if there's two or three of 'em about you take my advice and don't go fooling with 'em. They'd fight a gunboat if they was riled, and I once see five of as big sharks as you ever heard of jump right up out of the water at a five-ton smack. They bites in Southern waters more than they do up here, maybe, but they bites up here just the same, and if that man what claims to to know so much will take the advice of a to know so much will take the advice of a

## It has no Equal.

seaman of more than 50 year, as has seen

over 20 fellows eat up or mangled by sharks, he won't jump inter a school of 'em any more, 'less they're stuffed.''

F quick leavening agents Royal Bak-J ing Powder exceeds all others in strength, purity and wholesomeness, because of its specially refined, chemically pure ingredients.

Morr: "The Royal is undoubtedly the purest and most reliable baking powder offered to the public."

RAILROADS. PITTSBURG AND WESTERN BAILWAY-Trains (Ct'1 Stand'd time). Leave. | Arrive.

"My trouble dates back about three years," says Mr. McFarland, "but got much worse after an attack of the grip last spring, and I have been a sufferer ever since, until finally 1 became considerably alarmed about my condition, so rapidly did I decline in flesh and strength, and I gladly yielded to the advice of my friend, Mr. W. H. Schlumpf, to consult a specialist in throat and lung troubles. He recommended Dr. Byers very highly, as he and several members of his family had received successful treatment from this physician. highly, as he and several members of his family had received successful treatment from this physician.

"I was extremely sensitive to colds in all seasons of the year, keeping my head stopped up and my nostrils filled with the catarrhal accumulations so that I was forced to breathe through my mouth. There was a constant dropping into my throat, and every morning it would take an hour's hawking and spitting to get my throat cleared. After a time my eyes and ears became affected. My eyesight became weak and blurred and I had a constant roaring in my ears. I would get spells of shortness of breath and a full, heavy feeling in my stomach. I lost flesh rapidly; had a miserable, weak, uncomfortable, nervous feeling, and my health was completely broken down.

"You ask for the results of Dr. Byers' treatment; well, they have been greater than I ever hoped for. At the end of the second month I had gained ten pounds in weight, and to-day, after four months' treatment, can say that I consider myself a thoroughly cured man, and as well as I ever was in my life. What more could anyone want than that:"

Many cases treated successfully by mail, send 2 cent stamp for question blank, Address all mail to DRS, COPELAND & HALL,