TRAVEL IN THE DAYS OF YORE

An Interesting Review of the History of Transportation in Pennsylvania from the Enricest Times Down to the Present.

From the Philadelphia Times. The 13th of April, 1896, will see the fiftieth anniversary of the founding of the Pennsylvania railroad, that day being the day on which the act to in-corporate the company was passed. In these fifty years the growth of the rail-road has been one of the marvels of

the country. The history of transportation in Penn sylvania has yet to be written in an ex-tended form. If it were given its wides scope it could be expanded to almost any extent, for no state in the union has had more interesting beginnings has had a more difficult problem to solve, or undergo more trials in reaching

an ultimate and only solution. It was not until after the war of 1812 that the connections of Philadelphia with the interior and the West were taken up in carnest. The rivers and mountains that lay across the line of communication from East to West were not such formidable obstacles at first in the way of a thorough traffic, for they could both be crossed by roads, and the rivers could be linked together by a canal system. So soon as the rivers were improved natural navigation be-gan to open up the coal regions, and when the value of anthracite coal was discovered the canals sprang into being. The Schuylkill canal was chartered in 1815, and the Lehigh Coal and Naviga-1815, and the Lenign Coal and Naviga-tion company in 1822. The Union canal, connecting the Susquehanna with the Schuylkill, and the Chesapeake and Delaware followed, and the movement of trade East and West had begun.

In the ten years from 1820 to 1830 the affections of the people catered them-Stevens had proposed a railroad from John Thomson, one of the most energhiadelphia to Columbia, and had memoiralized the legislature, which by of the eighteenth continuous for the end the act of March 21, 1922. the act of March 31, 1823, granted his company incorporation, but the Penndisregarded the project and only debated a State system of canals pete with the Erie canal, in New York, finished in 1825, and at once per geived to threaten the commercial suwhich Philadelphia then still Public agitation led the legislature to action, and in 1826 the first step was taken in the system of public works, which afterwards proved such stumbling block when the time came o recognize the inevitable superiority of the Pennsylvania railroad. A Board of Canal Commissioners was appointed, and ground was broken for the "Pennsylvania canal" to be constructed at the expense of the state. The state system of canals was in affective operation by 1834 on the Susquehanna, and up the Juniata to the mountains, and west of them. Traffic, both passenger and freight, was lively, and the rates of freight were lower from Cincinnati to Philadelphia than from Cincinnati to

THE PACKET

But this result was only reached by employing the aid of the railroad. The project of the road between Columbia and Philadelphia was revived again in 1826, but all fell through as a private enterprise, and in 1828 the Canal commissioners were ordered by the legisla-ture to take it in hand. The same act what was afterward known as the Portage railroad, and which ran from Huntingdon to Johnstown over the Alleghenies. The Columbia railroad was finished with a double track and the Portage with a single track; and in 1834 communication to Pittsburg, was opened by this, now the shortest and easiest route.

What a journey it was! The passenger for Pittsburg left Broad and Vine atreets in the morning—was carried up Broad street by the inclined plane to the Columbia bridge, where the Penn-sylvania railroad was reached, the first part of the way being the part con-structed by the city. Thence he was rattled on to Columbia—later, Harrisrathed on to Columbia—later, Harrisburg—where he arrived during the afternoon, about 3 or 4 o'clock, and took the canalboat, the packet, as it was styled, advertised to be equal to any on the Eric canal. The packet Pittsburg, first run in 1836, was 72 feet long, 11 feet wide and 8 feet high. The interior was divided into three corporate. rior was divided into three compartments, the cook room, the ladies' cabin and the gentlemen's cabin. Swinging berths shut off by curtains were fastened along the sides. The crew consisted of nine men, with a driver and three nules and the could accompand three mules, and it could accommo-date 150 passengers. But this packet ran on the other side of the mountains, from Pittsburg to Johnstown, making the trip of 104 miles in 28 hours. The passenger who left Harrisburg on Monday evening reached the Portage on Wednesday morning and Pittsburg on Wednesday morning and Pittsburg on Thursday afternoon or evening. Charles Dickens' description of the trip is well remembered; he notes the abundant fare at the supper, the "tiers of hang-ing book-shelves" for bunks, the ladle for dipping washing water out of the canal and the jack towel!

It must be remembered that not at once was the passenger on the Columbia railroad drawn by locomotive power. In 1835 there were only three locomotives on the road. In 1837 forty were in use There were in the columbia railroad drawn by locomotive on the road. were in use. These forty all belonged to the state; the cars which they hauled belonged to private firms which undertook to run them for the benefit of the public over the public works. Until the locomotives were put on the cars were locomotives were put on the cars were run by horses provided by the proprietors of the lines. The toll charged by the state after the introduction of the locomotives was two cents a mile for each passenger, and \$4.92 a car, so that the individual car-owners cut things very close when they made their own charge three cents a mile for each passenger. During the regime of horse power the time from Philadelphia to Columbia was about nine hours, the horses being changed every twelve miles. The horse cars were something on the plan of the old stage coach, but larger.

A WONDER OF OLDEN TIME. The Portage road was, so long as it was in use, one of the wonders of America. It was a remarkable feat of engineering, and the manner in which it surmounted the natural difficulties to be overcome elicited universal praise. "It consisted," says Sipes in his History of the Remarkagia railread "of eleven." of the Pennsylvania railroad, "of eleven levels of grade lines and ten inclined planes. The ascent from Johnstown to the summit was eleven hundred and seventy-one and a half feet in a disseventy-one and a half feet in a distance of twenty-six and a half miles, and the descent from the summit to Hollidaysburg was 1,399 feet in a distance of ten miles. The planes were numbered eastwardly. The cars were passed over these planes by means of wire ropes attached to the stationary engines, and it is a notable fact that during the twenty years the road was used no serious accident ever occurred upon it. Boats used on the canal for carrying through freight were built in carrying through freight were built in sections, which sections were placed on trucks and carried over the railroad."

This system, though undoubtedly beneficial to the district through which t passed, was never remunerative to he state. It had cost over \$140,000,000, it was very expensive to operate, and the practice of allowing private individ-uals to run cars while the state supplied the motive power became a source of irritation to the public. The compet-ing owners of cars quarrend among themselves, and accused each other of

polies. As early as 1837 the agitation began for a through line. In that year the Sunbury and Erie and the that year the Sunbury and Erie and the Pittsburg and Susquehanna railroads were chartered, but they lay languishing many years. But in 1833 a general convention to urge the construction of a continuous railroad met in Harrisburg on the 6th of March; and that was the beginning of the final absorption of the old line of public works by the Trunk Line that now reaches half way across the continent. The convention of 1838 memorialized the legislature and stirred up public opinion; and the next year the Canal Commissioners appointed Charles L. Schlatter to survey lines from Harrisburg to Pittsburg. He reported three routes, of which the third was that by the Juniata and the Conemaugh, and was incontestably the best; it was the route afterwards adopted, and the the route afterwards adopted, and the one over which the traveler to the West

speeds today.

There was, however, both opposition to and lack of interest in the new road.
The opposition came from the Southvestern end of the state, where the Baiand several years went by before any-thing was done. In 1845, however, a public meeting was held in Philadeiphia to urge the prosecution of the work, and in April of the following year the desired act to incorporate th nia railroad was at length passed. By this act the capital of the company was fixed at \$7,500,900, with the privilege of increasing the same to \$10,000,000; and the law granting the right of way to the Baltimore and Ohlo railroad from Cumberland, Md., to Pittsburg was abrogated in case the Pennsylvania railroad should have \$3,000,000 subscribed and \$1,000,000 paid in, and have 15 miles of its road under construction at each ter-minus before July 3, 1847. These conditions being complied with Governor Shunk issued a proclamation declaring the Baltimore and Ohio's privilege ab-rogated on August 2, 1847. He granted company its charter on February

THE ROAD'S ENGINEER.

From Georgia, where he had been managing the Georgia railroad, came to fill the important position of chief engineer of the new railroad a man whose influence was destined to be all powerful in developing not only the great trunk line but through it his native state. This was J. Edgar Thomson, born of the eighteenth century. To the strong will and great power of organization of the chief engineer as much as to any other cause was the success of the Penn-sylvania railroad due. On September 1, 1849, the first division

of the road, from Harrisburg to Lewis-town, was opened, and on December 10, 1852, cars were run through from Phila-delphia to Pittsburg, using the Portage inclined planes to connect the two divislons of the Pennsylvania. In February, 1854, trains were run for the first time without the use of the inclined planesand in the same month Mr. Thomson was elected president of the company. "The Pennsylvania Railroad." Sipes' History, " was constructed in a superior maner, and with the improvements since made is undoubtedly the most perfect road in America. Not-withstanding it had to overcome the great Allegheny mountains—a barrier which for a quarter of a century had been considered unsurmountable by a railroad without inclined planes—yet it was carried across by engineering skill with a faculty really astonishing. The burg, where it is 310 feet above c, and rises regularly. At Lewiston it is 488 feet above tide: at Huntingdon 610; at Tyrone 886, and at Altoona, where it

reaches the base of the mountain proper, it is at an elevation of 1,168 feet. Up to this point the heaviest gradient per mile has not exceeded 21 feet. From

Following close on the completion of the through line came the agitation for the sale of the old public works. It is unnecessary to enter at large now into the history of the somewhat protracted contention which ended in the purchase of the main line by the Pennsylvania railroad, which it in the end acquired free to the tonnage tax to the state. By this purchase and by the lease of the Harrisburg and Lancaster railroad the Pennsylvania railroad became owners of the entire through line between Philadelphia and Pittsburg. The subsequent history of the road is

the history of its gradual extention both East and West as a trunk line and its constant advance in improving and bettering its road bed and rolling stockAs for its growth some dates may be of service. The Pittsburgh, Fort Wayne and Chicago railroad was open-ed for business in 1858, and was leased to the Pennsylvania in 1869. The Phil-adelphia and Erie railroad had been leased in 1862; the Pittsburg and Steubenville, or Pan Handle, was bought in 1867; control of the Pittsburg, Cincinnati and St. Louis was next obtained, and the Columbus, Chicago and Indiana Central was leased by the Pittsburg, Cincinnati and St. Louis in 1869. The Cincinnati and Muskingum Valley was bought in 1869, and a joint control over the St. Louis, Vandalia and Terre Haute and Indianapolis railroad, was secured by the Pittsburg, Cincinnati and St. Louis. Both these roads, however, are now controlled by the Pennsylvania

Subsequent leases and purchases in 1871 gave the Pennsylvania control of bridge over the Ohio at Cincinnati. and in the same year the United rall-roads of New Jersey were leased and in that year was incorporated the Penn-sylvania company, which now operates all the interests of the Pennsylvania railroad west of Pittsburg, with one ex-

STATISTICS THAT TALK.

Other lines west of Pittsburg are the Other lines west of Pittsburg are the Pittsburg, Youngstown and Ashtabula the Toledo. Walhonding Valley and Ohlo, which has only recently been built; the Little Miami, and the Ceveland and Pittsburgh. Michigan is tapped by the Grand Rapids and Indiana railroad and two smaller lines and diana railroad and two smaller lines and through Illinois runs the Toledo, Peorla and Western to the Mississippi.

and Western to the Mississippi.

Striking out toward the South the Pennsylvania railroad first acquired a route to Baltimore by the Northern Central and Baltimore and Potomae railroads, and later by the purchase of a controlling interest in the Philadelphia, Wilmington and Baltimore railroad. About 1873 was completed the great tunnel through Baltimore.

Today the connections of the Pennsylvania take the traveler without change to Atlanta, along the northern end of the cotton-growing states, and to the very end of Florida, along the coast. The mere list of railroads owned, leased or perated by the Pennsylvania is striking, elthough it be but a list; a still better idea, however, can be gained of the accretions in fifty years' time from the comparison of figures. In the nine years from 1846 to December 31, 1853, the Pennsylvania had constructed 248 miles of road—the old Pennsylvania Central. In 1857 by purchasing the old public works it acquired 118 miles more of railway and 233 miles Pennsylvania Central. In 1857 by purchasing the old public works it acquired 118 miles more of railway and 283 miles of canals. On December 31, 1895, the total mileage on January 1, 1896, by states, was as follows: New York, 106.11; New Jersey, 746.83; Pennsylvania, 3,253.68; Delaware, 238.28; Maryland, 394.96; District of Columbia, 8.15; Virginia, 44.50; West Virginia, 77.06; Ohio, 1,483.38; Indiana, 1,409.60; Illinois, 645.84; Michigan, 471.11; Kentucky, 2.91, the total being as given above. All of which is a sufficient testimony to the organisation of the railroad under its three presidents, J. Edgar Thomson, Thomas A. Scott and George B. Roberts

When next you pass through Harris-

burg on one of the Pennsylvania's ex-press trains, take a brief retrospect over

or fifteen, going single file, each horse carrying about two hundred weight;

one man proceeded and one brought up

the rear of the file. Later on the car-riers in their bitter indignation, were supplanted by the Conestoga wagons, with their proud six horse teams, with huge beiled collars, the wagon stored

auge bened conars, the wagon stored with groceries, linens, calico, rum, molasses, and hams, four or five tons of load; by law none of these wagons had less than four-inch tires on their wheels. "In those early days," says Dr. Egle, in his History of Dauphin county, "turnnikes were not be miscrable and."

"turnpikes were not he miserable and

ogies for which grand jury after grand jury report as nuisances, and all in vain, but there were well graded.

vain, but there were well graded, rounded from the centre to gutters on each side, with all the necessary cros-

sings for water, and most thoroughly macadamized. All along the great

macadamized. All along the great highways at distances of ten and twelve

miles from public houses—large two-story frame buildings— and here the teamsters would stop to feed and water

their horses. They carried a long feed box with them. This was placed length-

box with them. This was placed length-wise of the tongue, and the horses placed on either side. Later still came the Pennsylvania canal; and in 1836 the Harrisburg and Lancaster railroad was completed as far as Middletown. A small open four-wheeled car was built and in September of that year a locomo-

through the canal to Middletown, and through the canal to Middletown, and thereafter the good folk of Harrisburg went on excursions every Sunday in that one small open car drawn by the

small black English locomotive, called the John Bull, though not the original John Bull locomotive which went into use in New Jersey in 1831 and was ex-hibited in Chicago in 1893. The trip to

etown occupied about two

Nowadays the shortest schedule time is 16 minutes; the longest about 23."

The first stage in the Alleghenies dat-ed from 1808. The stage "Experiment" began running to Alexandria that year.

the route being afterward extended to Pittsburg, and connecting at Harris-burg with the stage from Philadelphia.

The fare was six cents a mile, and passengers were allowed fourteen pe of baggage: the mails were carried three times a week. In 1832 the stages were running faster than the railroads

and canals did later on, for the mall reached Pittsburg on the evening of the third day from Philadelphia.

ANOTHER RETROSPECT.

The traveler may well look back, too,

to the record of travel on the Susque-hanna, beginning with the primitive dugouts of colonial days, and ascend-ing through the flatboats to the keel-boats, which ran down the river to

Middletown carrying produce, and were laboriously poled up the stream again at the rate of a mile or two an hour,

lightly laden with groceries. A sup

whose poles were put in motion by horse-power, but these were aband-

oned after being given a trial.

Very unfortunate was the history of

the steamboat traffic on the Susquehan

na., however. Three steamboats had been built in 1825. The Codorous, the first

to navigate the river, was laid aside on the report of her commander that navi-gation of the Susquehanna by steam

was impracticable; the second, the Susquehanna, burst her boiler in 1828, killing and wounding several persons, and the "Ploneer," the third boat, was also

abandoned after an adverse report from her officers. Another "Susquehanna" was abandoned in 1825, after breaking

her shaft, the "Wyoming" in 1851 and

the "Enterprise" in the same year. In this connection may be noted the at-

tempt to establish a shipyard at Wilkes-Barre, which ended in disaster with the wrecking of the "Luzerne" on

early canals along the Susquehanna: there were laying of corner stones,

plows, beer and cider drinking and fisti-

When the canal system was complete

trade sprung up at once and the wagon-

May the devil catch the fellow who first invented the plan
To make a railroad or canal.
For they ruin our plantation wherever they do cross,
And they spoil our markets that we can't sell a hoss.

Chorus—Can't sell a hoss.

Where now were their majestic wagons, with the red wheels and the blue bodies, and the horses with chim-

ing bells? The march of time was hur-rying on and the hand of fate was upon

MY COMFORTER.

The world had all gone wrong that day, And thred in despair, Discouraged with the ways of life, I sank into my chair.

I had a friend, what cared I now For fifty worlds! I knew One heart was anxious when I grieved— My dog's heart, loyal, true.

"God bless him." breathed I soft and low, And hugged him close and tight. One lingering lick upon my ear And we were happy—quite. —Life,

them. But they live in memory.

A soft caress fell on my cheek, My bands were thrust apart. And two big sympathizing eyes Gazed down into my heart.

were the rejoicings over the

her way to tide-water in 1812.

Great

the past one hundred years. At the beginning of the century the ferry was crowded by carriers with their pack horses, going westward laden with salt, iron and merchandise. These pack horses traveled in divisions of twelve Short Sketch of the Career of Robert Emory Pattison.

IS THE YOUNGEST CANDIDATE

thing of the Fatalist About This One-time Favorite of Destiny Leads Many Democrats to Think His Boom Promising.

Philadelphia Letter, New York Herald.

Probably the youngest man whose name will be presented to the Demo-cratic National convention as a candi-date for the presidential nomination is



EX-GOVERNOR PATTISON.

fealty to the people as against any individual or the joint scheme of public plunder that came to his notice that it became a certainty that he would be re-tained in the office if he would accept another term. This he did. The position was that of City comptroller, and he might easily have enriched himself If he had permitted rogues to do the

GOVERNOR AT THIRTY-ONE.

During his second term as city comptroller, though only thirty-one years of age, he was chosen governor over Gen-eral James A. Beaver. He gave the state a clean administration. Though the legislature was controlled by his political opponents he sets his face against extravagant appropriations and held the great corporations to a strict obedience to the laws. In Pennsylvania the governor is not permitted to im-mediately succed himself, but four years after his retirement he was, in 1890, again chosen Chief Executive of the Keystone state on the platform of a re-form by a majority of 16,554, although the Republican candidates for Lieutenane Governor and Secretary of Internal affairs were elected by majorities of

upward of 20,000. After his first term as Governor Mr. Pattison resumed the practice of law in Philadelphia. Three months later he was elected president of the Chestnut Stret National Bank. Previously he had declined the auditorship of the Treasury tendered him by President Cleveland. but afterward accepted an appointment history of the land aided roads. That sterling old Democrat, ex-Chief Justice Jeremiah S. Black, once said of Pattison:-"That young man is dreaming of the presidency, and he is taking good care never to do anything that will be quoted against him in federal politics." When Pattison retired from the highest office in the state the leading Republi-can organ of this city took occasion to say:—"The people admire a man of brains and they are quick to recognize an honest official. Governor Pattison fills the measure of these qualifications. He will be heard from in the future." The publications may soon be verified.

THE MANTLE OF RANDALL. Robert E. Pattison succeeded the la-mented Samuel J. Randall as the idol of the Pennsylvania Democracy. The cago Convention in 1832. The New York State convention which will be held in delegates there expressed a willingness Allentown, April 29, is likely to unan-imously declare Mr. Pattison Pennsyl-vania's choice for the presidential nomination. The Pattison beem is in very controlled the delegation, would not liscapable hands. William F. Harrity, ten to the overtures. Governor Pattichairman of the Democratic National son would not have accepted the nomincommittee, is in close communication attoa at that time. He had met Grover with the respective leaders, and is kept Cleveland at the funeral of Representawell advised as to the situation in each tive William L. Scott, in Eric a few county. That Governor Pattison is months before, told him the best interpopular throughout the state, and that ests of the country demanded the rethe organization in his behalf is successful in its efforts is evidenced by the

strong at home, Mr. Pattison is said to have assurances of support from New Jersey, especially from the lower por-tion of that state, and from Delaware and Maryland, in the latter of which states he was born. Besides, there are many indications that delegates from some of the Western states, notably California, will support his candidacy. It is understood, too, that some of the h-

fluential Democrats of North Carolina are kindly disposed toward him. But what is more to the point, the suggestion has been made in influential quarters connected with the Democratic national administration that Governor Pattison, after all, may prove to be the strongest Democrat to nominate, in that he would be likely to have less pronounced antagonism than any other the leading candidates mentioned. is fully conceded that the fact that he lives in a strong Republican state ought not and will not count against him in a year like this. State lines have been Robert Emery Pattison, twice elected obliterated, and there can be no particu-governor of a great state, whose Re- lar claim in favor of a selection of a publican majorities in the last twenty-five years have ranged from 40,000 to six times that figure. candidates were taken from what semblances in the career of Pattison to that of Grover Cleveland. Called from the practice of law at the threshold of his professional career to an investor of the prover to be suppressed in the professional career to an investor of the proverties of the provertie

be effective in its support of former Gov-ernor Pattison, but it is believed that after the Democratic State convention cession of Russian women, all about

HIS DAILY LIFE.

domestic. He occupies a comfortable, if in a celestial dream; and old moujiks unpretentious stone residence in the suburb of Overbrook, on the main line of the Pomnsylvania raliroad, within a stone's throw of the Montgomery county line. Each morning of the week he leaves his home at half past eight o'clock, and by nine, is seated at his desk in the office of the banking and insurance commany of which he is president. surance company of which he is president. When he has finished his day's labors here late in the afternoon he walks up Chestnut street to his law office meets his partner and attends to such matters in his profession as require his personal attention. At five o'clock he takes a train at the Broad street station for Overbrook, and twenty minutes later, if the weather is favorable, enjoy's an hour's horseback ride through the surrounding country. Then he dines and almost invariably spends the evening at home with his family. And

an interesting group it forms. Married in the year of his admission to the bar to Miss Anna B. Smith, daughter of a highly esteemed Philadelphian, he secured a devoted wife and an accomplished companion. Their child-ren are Laviniz Russell Pattison a tall, handsome, dark complexioned young woman, who favors her distinguished father in some respects, and Robert Emory Pattison jr., a bright lad of eight, who ist he prideo f the house-hold. When little Robert has retired for the night the Governor seeks an easy chair in his well equipped library and passes an hour or more among his books. Historical tomes and velumes of political biography are among his fa-

In religion Mr. Pattison is a devoted dherent of the faith of his father, the late Rev. Robert Henry Pattison, one of the most widely known ministers of the Methodist Episcopal church. While as Pacific Railroad commissioner. His report on the relations of that corporation to the government is one of the Robert was born. The Rev. Mr. Pattigor was pastor of the congregation of the congregation whose stones of a reddish brown form which now worships in the church of the Covenant, Eighteenth street, below Spruce, (when he died, in 1875, and his son has since been a member and regular attendant at this church. A feature of the Sunday school is the Bible Union, in which the former Governor teaches every Sunday afternoon the interna-tional leson to nearly four hundred men and women. He was a lay delegate to the General conference of the Methodist Episcepal church, South, and in 1891 a delegate to the Ecumenical Council, held in Washington, D. C Dickinson College, his father's alma mater, in 1884 conferred on him the degre of Doctor of

Many of his admirers were disappointed that the Pennsylvania delega-tion did not present his name to the Chito support him or any other available man to defeat Cleveland. Other states offered their aid, but Mr. Harrity, who election of the former president, and without any solleitation promized to fact that county after county is adopt-ing resolutions indorsing him for the presidency. use his influence with the Pennsylvania delegation to secure the nomination for his friend. And Pattison kept his word. In addition to being popular and Cleveland was nominated and elected.

JERUSALEM AS IT NOW

Interesting Description of the Holy City by Pierre Loti.

THE CITY IS STILL SARACEN

But the Air Is Filled Nevertheless with a Sentiment of Religious Reverence Which Effects Unbollevers as Well as Bellevers.

On foot, and accompanied by an Arab for my guide, I left my hotel to go at last to the Holy Sepulchre. It is almost in the heart of Jerusalem. I passed through little, narrow, and tor-tuous streets, between walls of house old as the Crusaders, without windows old as the Crusaders, without windows and without roofs. On the damp pavements and under a sky still obscure appeared the costumes of the East, worn by Turks, Bedouins, and Jews. The women looked like phantoms with their long veils.

The town still remains Saracen. On the way I noticed that was reserved.

public office in this city, Pattison gave such positive, practical and ofttimes stratling evidences of unswerving stratling evidences of unswerving be selected. Mr. Pattison's friends are certainly very hopeful of his nomination at Chicago.

Mr. Harrity himself is at present confining his efforts to the selection of a delegation from Pennsylvania that will be effective in its support of former Geyhas been held in Pennsylvania the national chairman will use his influence
to further strengthen Mr. Pattison's
candidacy.

HIS DAILY LIFE.

60 years old at least. They walked
rapidly, leaning upon sticks or umbrellas, and wearing faded dresses and
fur cloaks. Their faces, with an expression of fatigue and suffering, were HIS DAILY LIFE.

Mr. Pattison is a strikingly handsome man. He is 6 feet 2½ inches in height, straight as an arrow, and weighs 200 pounds. His features are regular and his bright, expressive eyes light up his intellectual face as he recognies and salutes a friend. In his habits he is very domestic. He occupies a comfortable, unpretentious stone residence in the supilgrims! they come here by thousands traveling on foot, sleeping out doors under the rain or snow, suffering from hunger, and leaving many of their dead upon the roads.

THE BASILICA.

As they approach, the Eastern objects upon the stand disappear to give place to objects of obscure Christian plety-beads by the thousand, crosses, religlous lamps, images, and leons. And here the crowd becomes greater. The pigrims step to purchase the little beads made of wood, and little two-cent crucifixes, which they carry away as relics to be held sacred forever.

At last, in an old wall, rough as a cock, there appears a shapeless opening, narrow and low, and by a series of descending steps we come out upon a place overhung by high, sombre walls in front of the Basilica of the Holy Se pulchre. Here it is customary to un-cover, as soon as the Holy Sepulchre comes into view. People pass there bareheaded, even when simply crossing it to continue the route through Jerusalem. It is crowded with poor men and women, praying pilgrims, and venders of crosses and chaplets who spread out their wares upon the venerable and worn flags. Among the pavements and among the steps appear here and there the socies, still embedded, of columns which formerly supported basilicas that were razed long ago at peri-ods hard, if not impossible to fix. All is a heap of ruins in this city which has the sides of the place, are convents chapels. One might fancy that they were fortresses. In the background, higher and more sombre than all, stands the broken and worn mass which forms the facade of the Holy Sepulchre, has all the appearances of irregularities of a great rock. It has two enormous or a great rock. It has two enormous portices of the twelfth century, bordered by ornaments strange and archaic. One is walled up, and the other, wide open, leaves in view in the obscurity of the interior thousands of little flames. Chants, cries, and dis-cordant lamentations, lugubrious to the ear, escape from this opening, mingled with the odor of incense

On entering we find ourselves in a sort of vestibule, revealing the magnificent depths where innumerable lamps are burning. Turkish guards armed as if for massacre, occupy the entrance. Seated like sovereigns on a large divan, they look with scorn upon the passing adorers of this place, which, from their point of view, is the disgrace of Mohammedan Jerusalem, and which the ferecious among them never hesitate to call el Komamah (filth).

IN A LABYRINTH.

Oh, that unexpected and never-to-beforgotten impression, which one re-ceives on entering there for the first time! Here is a labyrinth of dark senctuaries of all periods and of all as-pects, communicating by bays and por-ticos, superb colonnades, little doors, and openings like the entrances to cayerns. Some are elevated like high tribunes, where we notice in obscure cor-ners groups of women wearing long vells; others, underground, where we brush against spectres along the sides of the black and damp rocks; and all this in a sort of half night, except here and there great rays of light, which intensify the neighboring obscurity, the whole infinitely starred by the little flames of golden and silver lamps which descend in thousands from the vault. And everywhere we find crowds mov-ing along, or standing grouped according to their nationalities around the tabernacles,
Psalmedies, lamentations, and joyous

chants fill the high vaults and vibrate in the sepulchral sonorities below—the nasal melopaeia of the Greek, broken by the shouts of the Kopts—and in all these voices there is an intermingling of grief and prayers, blending the dis-

of grief and prayers, blending the discords in a manner indescribably strange and sounding like the great wall of humanity, the last cry of its distress in the presence of death.

The rotunda with a high cupola, into which we first enter and from which we can imagine the obscure chaos of the other sanctuaries, is occupied in the centre by a grand klosk of marble of semi-barbarous beauty and loaded with silver lamps. It encloses the stone of the sepulchre. All around this holy the sepulchre. All around this holy klosk the crowd gathers or remains stationary. On one side there are hundreds of mouliks and matouchkas kneeling upon the flags. On the other are the women of Jerusalem standing upright and wearing long veils. One would take them to be antique virgins in this dreamy penumbra. Further on we find Abysinians and Arabs pros-trated, with their foreheads on the flags; Turks with drawn sabres, and people of all communions and of all languages.

MEETING OF ALL FAITHS.

One does not remain long in this almost suffocating portion of the Holy Sepulchre, which is the very heart of this mass of basilicas and chapels. Processions pass on in single file, each individual bowing his head. The en-trance is through a little marble door conved and organizated. The secondcarved and ornamented. The sepul-chre is within, encased in marble, upon which there are innumerable icons and lamps of gold. At the same time with me there passed a Russian soldier and a poor old woman in rags and an Oriental woman dressed in garments of brocade. All kissed the covering of the tomb and wept. Others followed them; indeed, there is an eternal procession

of pligrims, touching and moistening of pilgrims, touching and moistening with their tears those very same stones. There is no fixed plan in this cluster of churches and chapels around the holy klock. Some are large and marveilously sumptueus; others little, humble, and primitive, crumbling with old age, in obscure corners cut into the rock. And here and there the rock of Calvary appears in the midst of rich and archaic ornaments. The contrast is strange between so many heaped-up treasures—icons of gold, crosses of gold, and lamps of gold—and the rags of the pilgrims, the dilapidation of the walls and pillars, worn, deformed, and greasy

and pillars, worn, deformed, and greasy

from the constant contact with so much human flesh. The altars of all the different faiths The altars of all the different faiths are so thoroughly mixed here that priests and processions go astray. They force their way through the crowd, carrying censers, and preceded by soldiers in arms, who strike the senerous flags with the ends of their halbreds. "Room there!" Here come the Latins, that pass like a golden chasuble. "One side!" Leading his flock, here comes the Bishop of the Syrians with a long white beard. Then come the Greeks, still wearing Byzantine ornaments, or Abyssinians with their dark faces. They march on in their sumptuous vestments, preceded by children carrying ments, preceded by children carrying censers, and the crowd makes way for them. Accompanying this human tide there is a kind of continuous rumbling, the incessant sound of psalmodies and little bells. Almost everywhere it is so dark that, in order to get along, it is necessary to carry a little candle; and under the high columns and in the dark galleries a thousand little flames move. galleries a thousand little flames move in streams and eddles, constantly go-ing and coming. Men pray aloud and sob, passing from one chapel to another, here to kiss the rock where the cross was planted, there to kneel down where Saints Mary and Magdalen wept. Priests call you by signs, and lead you through little doors. Old women with wild eyes and cheeks wet with tears come up from the darkness, where they had kissed the stone of the sepulchre,

CHAPEL OF ST. HELENA.

In profound obscurity we go down to the chapel of Saint Helena through a In profound obscurity we go down to the chapel of Saint Helena through a wide staircase of about thirty steps, worn, broken, and dangerous, looking like a tumble-down ruin, and lined with crouching spectres. Our candles, as we go by, light up those vague creatures, immovable and of the color of the side of the rock. They are maimed beggars, demented creatures, devoured with ulcers, all sinister looking, with their hands under their chins, and their long hair failling down about their faces. Among these frightened objects is a blind young man enveloped in his magnificent blond curls which cover him like a cloak. He is marvellously handsome, and might pose for Christ.

In the background the chapel of St. Helena appears in the pure rays of the day, which come in pale bluigh tints through the openings of the vault. It is certainly one of the strangest pieces of this will be place which is called the Hely Seculober.

of this whole place which is called the Holy Sepulchre. Here we experience in the most striking fashion the senti-ment of the terribic past. It was silent when I came there and it was empty under the gaze of the phantoms that occupied the staircase of the entrance. There was an indistinct sound from the There was an indistinct sound from the bells and the chants above. Behind the altar another staircase, occupied by the same kind of personages with long hair, reaches further down into the darkness. Four pillars, short and strong, of a primitive Byzantine style, heavy and powerful, sustain the cupola, from which hang ostrichs' eggs and a thousand pendants. Fragments of paint-ings on the walls still indicate saints with golden nimbus, and in attitudes stiff and naive, the defacing caused by humidity and dust. Everything here is in a state of dilapidation. From the depths below there comes a procession of Abyssinian priests, looking like ancient Magi coming from the bowels of the earth. In the distance, near the klosk of the Sepulchre, the rock of Cal-vary appears. It supports two chapels, into which one enters by about twenty stone steps, which for the crowd form the chief places for prostration and

From the peristyle of these chapels, as from an elevated balcony, the view commands a confused mass of tabernacles, a laybrinth of churches. The most splendid of all is that of the Greeks. Upon a nimbus of silver, which shines out in the background like a rainbow, there appear in life size the pale images of the three crucified ones—Christ and the two thieves. The walls disappear under the icons of silver, gold, and precious stones. The altar is erected at the precise place where the cross was planted, and it is the altar rail a trelliage of silver leaves in view in the dark rocks the hole where thee ross was planted, and it is there that the pligrims crawl on their knees, moistening those sombre stones with their tears and their kisses, while a soothing sound of chants and prayers incessantly comes from the churches

below.
And here for now nearly 2,000 years the same scenes have been enacted in this place, although under different forms and in different basilies, with interruptions of sleges, battles, and mas-sacres, only to be reproduced again more passionately than ever. Here is the same concert of prayer, the same ensemble of supplications and of triumphant acts of grace.

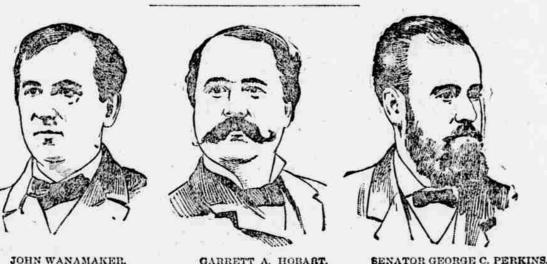
THE CRY OF UNBELIEF.

Certainly those adorations seem idolatrous for him who said, "God is spirit, and those who adore Him must adore Him in spirit and in truth." But they are human! How well they respond to our instincts and to our misery! Surely the first Christians, in the purely spiritual spring of their faith, when the teaching of the Master was still fresh in their souls, did not en-cumber themselves with the magnifi-cences of symbols and images. Cercences of symbols and images. Certainly it was not earthly recollections—the place of a martyrdom or an empty sepulchre—that preoccupied them. They did not seek their Redeemer there, because they saw Him forever freed from transitory things and standing above in serene light. But we, the people of the West and of the North, have escaped more recently from palve harscaped more recently from naive barbarities than the antique societies from which the first Christian sprung. In the middle ages, when the faith pene-trated our forests, it was obscured by a thousand primitive religions; and it is the smallest number among us that have been sufficiently enfranchised from accumulated traditions to be able to embrace the evangelical worship in spirit and in truth. And, moreover, when faith is extinguished in our modern souls it is still toward this veneration of sacred spots and cherished recollections that unbellevers like me

are brought by the sad regret of the lost Saviour.
Oh, that Christ, for whom all these crowds have come and for whom they weep; that Christ for whom the poor old woman near me kneels down, kisses the pavement, and throws upon the flags her broken heart, while shedding tears of delicious hope; that Christ who holds me here also in the same place, just as He holds her, in a vague meditation still most sweet—oh, if He were only one of our brothers in suffering, vanished forever now in death! Let His memory be adored all the same, for His sublime teachings of brotherly love, of hope, and of eternity! And let this there also be blessed this relies. this place also be blessed, this unique and strange place which is called the Holy Sepulchre-even contestable or fictitious, if you will-but where for now nearly fifteen centuries there have come countless grief-stricken multi-tudes, where hard hearts have melted like the snow, and where now my, eyes are becoming dim in one last outburst of prayer—Hogical, perhaps, but ineffable and infinite!

Cumse-I wonder how the "money to burn" phrase originated. Cawher-it is a rede of the days when tobacco was the circulating medium of the American colonies, don't you think?—

Half Dozen Vice Presidential Possibilities.



JOHN WANAMAKER,

WILLIAM R. MOORE,

GARRETT A. HOBART, of New Jersey.

GEORGE LLOYD LOWNDES, of Maryland.



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GEORGE BRADLEY,