

THE MANY SIGHTS OF GAY HAVANA

Center of the Most Stirring History of the Present Century.

IT IS A WELL FORTIFIED TOWN Also a Thoroughly Representative City of Cuba--Not American, Yet There is Nothing Like It in Europe. The Population is Mixed and the Standard of Morals Low--A Locality Full of Surprises.

Havana is a picturesque little city that has been the center, during this century, of some of the world's most stirring history. It is a well fortified town...

Havana is a city thoroughly representative of the island. It is Cuban, and nothing else. It has long been reckoned the eighth commercial city of the world...

The harbor of Havana compares favorably with the most famous in the world. Infinitely more picturesque than New York Bay, it is a magnificent maritime interest...

PLEASING OR IRRITATING. The city itself is pleasing or irritating to the newcomer according to the spirit that may possess him at the time of his arrival...

WELL SUPPLIED WITH PARKS. Havana is abundantly supplied with parks, squares and public places. The squares are ornamented with royal palms...

It is certainly not American, and yet there is nothing like it in Europe. It is, as has been said above, intensely Cuban, and a type of itself. In a general view it is a very beautiful city...

The city is divided into two parts, called the intramural, or old town, which lies between the bay and the site of the ancient walls which have fallen into decay...

The architecture of the dwelling-houses is heavy, and this gives them an appearance of old age which they really do not deserve. The material used in their building is the porous stone which abounds in the island...

There is no city in the world where noise--pure noise, made for its own sake and nothing else--reigns as supreme as in Havana. At daybreak all the bells in the city are rung furiously...

PARADISE FOR SMOKERS. Almost everybody in Havana smokes cigarettes. The best grades of cigarettes are of pure tobacco and excellent in flavor. Cigars that cost two for a quarter in the United States are bought in Havana for \$5.50 a hundred...

MORALS ARE LOW. The population of the town is mixed and the morals are very low. The ladies are closely kept and live in tropical idleness, the men are very dissipated...

of good social position and considerable wealth composed of persons that in the United States would be classed as quadroons. The class of Spaniards that have emigrated to Cuba was never of a high grade. Cervantes in his day described the people of the island in the following manner...

The population of Havana, at least in times of peace--and this accounts for its disquietude in times of war--is essentially gay. This accounts for the number and variety of the cafes, cabarets, eating and drinking places, boulingrifs and resorts of every color and complexion calculated to offer opportunity to idle and lazy men...

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With all his politeness and kindness, the Havana citizen looks on the American as legitimate prey. If you have the misfortune to be of that nationality your fate is sealed. You cannot hide your identity. You walk too fast and you are too straight. Even the very children on the street recognize you. The boatman charges you 50 cents, the ordinary porter price is only 20. Figures on fruit and all commodities rise alarmingly when the American approaches.

GIANTIC ENGINEERING FEAT. Holland to Reclaim 787 Square Miles of Land Under Zuyder Zee.

Holland has determined upon a gigantic engineering feat--the reclaiming of 787 square miles of land now lying under the Zuyder Zee. Eight hundred years ago all of Holland contained but 600 square miles of land, or less than one-third the area of the state of Delaware. Gradually, by means of great dykes, land has been reclaimed until the present area is nearly 13,000 square miles. This is more than twenty times the original area. The new work involves the construction of a dam twenty-seven miles in length. The line will run from a point near Heider, which is north of Amsterdam, to the island of Wieringen. Then from the east end of the island which is ten miles long, it will extend eastward to the mainland, connecting at a point just south of Workum. The dyke will measure 35 feet at the base, tapering to 8 at the top.

The first task is the driving of two rows of piles on either side of the proposed dyke, forming a passage fifty feet wide. Against these there will be piled bags of sand until two parallel embankments are raised above the sea level. The water will then be pumped out of this area and a dry canal formed from shore to shore. Here on the bed of the sea the dyke will be built of solid masonry. Behind the wall will be a bank of earth, bound with willow twigs in a series of basket-work. For the drainage of this great basin colossal windmills are to be constructed 200 feet in height, with arms 75 feet long. These will raise the water into the network of canals which will cover the reclaimed area. Nor is this the end of the task. The bottom of the sea is sand of little fertility. Top soil and fertilizers will be brought from every Dutch colony, and in two or three generations the depressions will be brought to the level of the canals. Where once the sea flowed unrestricted there will be green gardens and farms, dotted with cottages and towns, and covered with heavily-laden barges.

Holland will have spent \$50,000,000 in completing this enterprise, but she will have added 800,000,000 to her national wealth, and will have demonstrated afresh the moral greatness of a people who, in the face of such tremendous natural disadvantages, have the patience to compel earth to yield her treasures.

At the hotels, as at many private houses, two meals a day are served--breakfast in the late morning, and dinner in the evening. Coffee can be had shortly after rising. Wine is freely drunk. Candles serve as illumination when you retire, and cockroaches and insects peculiar to the bed are violently familiar companions.

PARADISE FOR SMOKERS. Almost everybody in Havana smokes cigarettes. The best grades of cigarettes are of pure tobacco and excellent in flavor. Cigars that cost two for a quarter in the United States are bought in Havana for \$5.50 a hundred. Other tobacco is equally cheap, and so men, boys and women smoke.

Even in times of peace civilians are scarce in Havana. Soldiers stand at every corner--they are the police. The uniform is the same blue as the marine's, but the blouse, trousers and blue cap are trimmed with crimson. A sword and heavy revolver, and sometimes a rifle, complete the equipment. The Spanish government officials around the docks are dressed in cut-



ONE MORE PROOF. Copyright, 1895, by Mitchell & Miller.

He: What Will the World Say at Our Divorce? The Millionaire Spouse: That a Fool and His Money Are Soon Parted.--Life.

Pennsylvania in the U. S. Senate

From the Philadelphia Inquirer. Since the adoption of the constitution there have been thirty-four United States senators elected from this state, including Senator Penrose. Of these one, Albert Gallatin, was unelected--James Rossan was elected. If there be an election, he is always clean, and his shoes are blacked. The men are not as well set up as the Americans. In fact, the men are not as robust as our countrymen. They are sallow and thin. It may be the climate, and it may be the excessive smoking.

With all his politeness and kindness, the Havana citizen looks on the American as legitimate prey. If you have the misfortune to be of that nationality your fate is sealed. You cannot hide your identity. You walk too fast and you are too straight. Even the very children on the street recognize you. The boatman charges you 50 cents, the ordinary porter price is only 20. Figures on fruit and all commodities rise alarmingly when the American approaches.

Table listing names of Pennsylvania senators, their ages, and terms of service.

Maclay is known as the American Therapist, due to his sarcastic comments on men and events. Morris was born in England, was treasurer of the Confederation and a leading merchant. (Unfortunately speculations brought him to the debtors' prison and he died unrewarded by the nation he had served so well. Gallatin was a Swiss of good birth and education, who left home at an early age, wandered all over America and finally settled in Western Pennsylvania where he was prominent during the whiskey rebellion, not, as it now appears, as a law breaker, as was charged at the time, but as a restraining influence upon the rebellious assemblage. He was elected senator at 32 years of age, but he was seated on the ground that he had not the required constitutional length of citizenship. He was immediately elected to the house, where his abilities had more scope and he became an uncompromising anti-federalist. His latter services as secretary of the treasury, commissioner at Ghent and foreign minister are among the most distinguished in our annals.

James Ross, who succeeded him, was also but 32. He had been prominent in the movement against the whiskey rebellion, was a bitter opponent of Gallatin and the close friend of Washington. He afterwards became governor. William Bingham was at one time president pro tempore of the senate and owned two million acres of land in what is now the state of Maine.

John P. G. Muhlenberg was the famous preacher-colonel of the revolution. He declined his seat in the senate to become collector of internal revenue for this district under Jefferson. He was afterwards elected to the post. Dr. George Logan was one of the most distinguished of American citizens. He attempted, while in France in 1798, to bring about a reconciliation on his own account. His well-meant and unselfish services were not appreciated and congress passed a law to prevent a recurrence of such an attempt.

Samuel Maclay was a brother of William and was chosen while president of the state senate. He was the oldest man ever chosen senator from the state. Andrew Gregg was a member of the revolution, was long a member of the lower house of congress and was for a time president pro tem. of the senate.

Michael Leib was promoted from the house of representatives and afterwards became postmaster at Philadelphia. Jonathan Roberts was one of the War Hawk leaders in 1812 and was a close friend of Madison. He was a bitter opponent of Jackson, became a Whig and in the Harrisburg conven-

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tion of 1840 was so moved at the tears shed by Tyler over the defeat of Clay for the nomination that he nominated Tyler for vice-president and he was selected by the convention. He was originally a Friend, but was disowned for his action during the war of 1812. He died at the age of 82. William Lowrie was a Scotchman, who was secretary of the senate for twelve years after his term expired. He founded the congressional prayer meeting and temperance society and was prominent in Presbyterian mission work to his death, at the age of 84. William Findlay is best known as the governor of the state. During his gubernatorial term he laid the cornerstone of the capitol at Harrisburg and was afterwards treasurer of the mint. William Marks came from Chester county and had long served in the legislature. Isaac D. Barnhart served in the war of 1812 and resigned his seat in the senate in 1821. George M. Dallas, the second Philadelphia senator, came of distinguished ancestry, was a prominent lawyer and a close friend of Jackson. He was mayor of this city in 1829 and afterwards United States district attorney. As vice-president he gave the casting vote in the senate for the Walker tariff bill, notwithstanding that he was elected under the cry of "Polk, Dallas and the Tariff of 1844."

Without that campaign promise he could not have been elected. Pennsylvania was enraged at his apostasy. He was minister to England when the civil war broke out.

William Wilkins had a remarkable career. He was at one time a United States district judge, got Pennsylvania's electoral vote for vice president in 1853, served in the house of representatives and was Tyler's secretary of war; was later a state senator and a major general of the home guard in the civil war. He died at the age of 86. He was a brother-in-law of Dallas. Samuel McKean also served in the house of representatives. Buchanan's career as senator, minister and president is well known. Dr. Sturgeon was long a senator, but never made but one remark in the senate, which was during a debate on the compromise of 1850. He said that any man who talked disunion was a black-hearted villain, which was more to the point than many speeches of a day's duration. He was afterwards state treasurer and treasurer of the mint. He died at the age of 89. Simon Cameron's career is too well known to need comment here. He sat in the senate at three different times. James Cooper was one of the younger senators, but a man of ability and uncompromising Union principles. He served long in the legislature and the house of representatives and was one of the first brigadier generals of volunteers commissioned at the outbreak of the war. Richard Broadhead, of Easton, also served in the senate. William Bigger was also governor of the state and favored the Crittenden compromises during the winter of 1850-51. David Wilmut succeeded Cameron when the latter became secretary of war under Lincoln. He had a long career in congress and was famous as the author of the proviso bearing his name which prohibited slavery in all territory acquired by the Mexican war. This proviso was never enacted, but it formed the issue in national politics which split the Democratic party and was the real basis of the founding of the Republican party. Wilmut ran for governor, but was defeated. Edgar Cowan was chosen by a coalition known as the People's party. He was nominated as minister to Austria, but was not confirmed, a rare instance for one who had been in the senate. He was the tallest man in the senate, being six feet four inches high. Charles R. Buckalew was elected by one majority, was afterwards state senator and congressman and was defeated for re-election to the house in 1894. John Scott, who died a few weeks ago, was long general counsel of the Pennsylvania Railroad company. William A. Wallace died last year. J. Donald Cameron succeeded his father in the senate and is just closing his twenty-third year of service. John I. Mitchell was selected during the celebrated deadlock, when the independents refused to vote for Oliver. Senator Quay's term has not yet expired, and when Penrose takes his seat he will be the third Philadelphia who ever sat in that body.

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Cottolene The best for shortening and frying. Clean and healthful. No swine fat in it. Genuine Cottolene is sold everywhere with trade marks--"Cottolene" and after a head in cotton-plant growth--on every tin. A handsome illustrated kitchen calendar of unique design, for 1897, containing Three Hundred and sixty-five selected Recipes by the best known teachers and writers on cookery. Will be sent on receipt of this advertisement and six cents in stamps. THE N. K. FAIRBANK COMPANY, CHICAGO, ILL.

UP TO DATE. Established 1866. Over 26,000 in Use. THE GENUINE Mathushek PIANOS. At a time when many manufacturers and dealers are making the most astounding statements regarding the merits and durability of inferior Pianos, intending purchasers should not fail to make critical examination of the above instruments. E. C. RICKER General Dealer in Northeastern Pennsylvania. New Telephone Exchange Building, 115 Adams Ave., Scranton, Pa.

RAILROAD TIME-TABLES. Del., Lack. and Western. Effect Monday, October 15, 1896. Trains leave Scranton, October 15, 1896. Express for New York and all points East. 7:40 a. m., 5:15, 8:00 and 9:55 a. m.; 1:10 and 3:25 p. m. Express for Easton, Trenton, Philadelphia and the South. 8:15, 8:00 and 9:55 a. m.; 1:10 and 3:25 p. m. Washington and way stations, 3:45 p. m. Toboggan accommodation, 5:10 p. m. Express for Binghamton, Oswego, Elmira, Canastota, Bath, Danville, Mount Morris and Buffalo, 12:30, 2:35 a. m., and 1:50 p. m., making close connections at Buffalo to all points in the West, Northwest and Southwest. Bath accommodation, 9:15 a. m. Binghamton and way stations, 1:05 p. m. Nicholson accommodation, 5:15 p. m. Binghamton and Elmira express, 5:55 p. m. Express for Utica and Richfield Springs, 2:30 a. m., and 1:55 p. m. Utica, 1:00, 3:15 and Bath 9:15 a. m. and 1:55 p. m. For Northumberland, Pittston, Wilkes-Barre, Plymouth, Bloomsburg and Danville, making close connections at Northumberland, Williamsport, Harrisburg, Chambersburg, Altoona, Pottsville, Baltimore, Washington and the South. Northumberland and intermediate stations, 8:00 a. m., 1:00 p. m., Plymouth and intermediate stations, 3:40 and 8:40 p. m. Pullman parlor and sleeping coaches on all express trains.

LEHIGH VALLEY RAILROAD SYSTEM. Anthracite coal used exclusively, insuring cleanliness and comfort. IN EFFECT NOV. 15, 1896. TRAINS LEAVE SCRANTON. For Philadelphia and New York via D. & H. R. R. at 9:45, 7:15 a. m., 12:05, 1:20, 3:33 (Black Diamond Express) and 11:30 p. m. For Pittston and Wilkes-Barre via D. L. & W. R. R. at 8:00, 8:00, 11:20 a. m., 1:55, 3:40, 6:00 and 8:45 p. m. For White Haven, Hazleton, Pottsville and principal points in the coal regions via D. L. & W. R. R. at 6:45 a. m., 12:05 and 4:41 p. m. For Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations via D. L. & W. R. R. at 6:45, 7:45 a. m., and 1:50, 3:40, 6:00, 8:00, 11:20 a. m., and 1:50, 3:40, 6:00, 8:00, 11:20 p. m. For Tunkhannock, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations via D. L. & W. R. R. at 6:00, 8:05, 8:55, 9:45 a. m., 12:20 and 3:40 p. m. For Gettysburg, Hagerstown, Buffalo, Niagara Falls, Chicago and all points west via D. L. & W. R. R. at 6:00, 8:05, 8:55 (Black Diamond Express), 9:50 and 11:30 p. m. Pullman parlor and sleeping of Lehigh Valley chair cars on all trains between Wilkes-Barre and New York, Philadelphia, Harrisburg, Easton, Reading, Pottsville, ROLLIN H. WILBUR, Gen. Supt. CHAS. S. LEE, Gen. Pass. Agt., Phila., Pa. W. J. KONGEN, Chief Clerk, And. Gen. Pass. Agt., South Bethlehem, Pa. Gen. Office, 209 Lackawanna Avenue.

Central Railroad of New Jersey. (Lehigh and Susquehanna Division). Anthracite coal used exclusively, insuring cleanliness and comfort. TIME TABLE IN EFFECT NOV. 15, 1896. Trains leave Scranton for Easton, Wilkes-Barre, etc., at 8:20, 9:10, 11:20 a. m., 12:45, 2:00, 3:05, 5:00, 7:10 p. m. Sundays 9:00, 11:00, 11:30 p. m. For Atlantic City, 8:20 a. m. For New York, Newark area with Buffet parlor car, 3:05 (express) p. m. Sunday 8:20, 9:10, 11:20 a. m., 11:30 p. m. Arrives at Philadelphia, Reading Terminal, 8:20 p. m. and New York 6:00 p. m. For Lehigh Valley, 8:20 a. m. For Harrisburg, 8:20 a. m. For Pottsville, 8:20 a. m. For York, 8:20 a. m. For Lancaster, 8:20 a. m. For Philadelphia, 8:20 a. m. For New York, 8:20 a. m. For Washington, 8:20 a. m. For Baltimore, 8:20 a. m. For New York, 8:20 a. m. For Philadelphia, 8:20 a. m. For Harrisburg, 8:20 a. m. For Pottsville, 8:20 a. m. For York, 8:20 a. m. For Lancaster, 8:20 a. m. For Philadelphia, 8:20 a. m. For New York, 8:20 a. m. 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