Ten Heats Required to Decide the Two Harness Races-The 2.18 Event Was Captured by Tinker, Owned by R. G. Norton, of This City and the Second Race Went to Dan M., Owned by Frank Mulderig, of Black Haven, Pa.-The Summaries-Other Fair Notes.

special to the Scranton Tribune.

Dallas, Pa., Oct. 4 .- An attendance of nearly 7,000 persons broke all previous records at the fair grounds here today. The day was raw and cold and red noses and blue lips were the rule among the spectators.

It required ten heats to decide the two harness events. The first race, the 2.18 event, was captured after five heats by Tinker, owned by R. G. Norton of Scranton, and second money was secured by May Tosky, owned by A. J. Schnell of Scranton.

The second race, for road horses owned in Luzerne county, was won by Dan M., an ungainly looking but fast gelding owned by Frank Mulderig of Black Haven, Pa. This race also took five heats to decide, the first three going to three different animals.

The sport was marred to a great extent by long delays at the post, each heat being scored for a number of times. The starting, also, was poor, there being but one really good sendoff during the afternoon.

It was after sundown when the races were over. There were unreasonable delays which should be done away with if the management expects to attract crowds to their meetings

The fair will be continued tomorrow. There will be a parade of all the live stock at 11 o'clock a, m. In the after-noon two races will be decided. The first is for the 2.45 class, for a purse of \$150 and the other a free for all with a purse of \$200.

Many Vehicles.

Every foot of hitching room was takon up around the fences and rails around the course. The crowds all had a touch of the holiday spirit about them and many lunching parties were scattered around in the dry and sunny spots. Everyone sought the sun, for it was chilling in the least bit of shadow.

Although the grounds were in much better shape than on Thursday as far as mud was concerned, yet walking was decidedly bad, and the sticky conditions had given way in most spots to a slippery and slimy substance. A number of falls occurred on the pianks that had been laid in the most boggy places, for the boards were coated with an oozy, dripping dampness that was about as safe to step on

Merrill's concert band of Plymouth discoursed nopular melodies on a platform opposite the grand stand both before and during the heats. This organization helped to relieve the tedium of waiting to a great extent.

ing, made things decidedly uncomfort- 1.16. able for all who were without overcoats or wraps. The large audiences lay due to the field not being properly sun disappeared behind a cloud, which event happened too often. The sky was piled full and banked high with fleecy, cumulous clouds and they were constantly veiling the kindly glances of old Sol, who, when he got a chance, made things pleasant and smiled benignantly upon the multitudes. The chilling breeze blew down the stretch into the nostrils of the horses as they came toward the fin-

Track Was Fine.

The track was in prime condition and the spectators indulged hopes that there would be some fast time stepped

The fakirs who have been on the grounds for the past three days had a number of additions to their ranks today and the many fair-goers seemed well supplied with change and disposed to part with it freely. Every square rod of space back of the grand stand had its particular attraction and were surrounded all through the day with curious gazers.

During the progress of the races the major part of the spectators viewed them from the lawn inside the track, This spot was preferable to the shaded stands for comfort's sake, In the judges' stand William Moore

as judges were S. R. Catlin and Theodore Henshaw, and as timers J. H. field got away. The start was the best Snyder and P. N. Shaw. Harry Anderson of Dallas was clerk of the go under the wire he had passed all the

Heyer, owned by James Cool, of front of Irving, with Jim a poor third. Wilkes-Barre, appeared to be the fav- Time, 1.16%.

A number of Scranton horsemen were visible about the grounds and in Considerable complaint was made by the spectators because the races were so late in getting start-Most of those in attendance had many miles to drive after the day's sport was over and if the races had been started an hour earlier it would ban M., cr. g., William Mulderig. have given much satisfaction. The results of the races were:

First Race-2.18 Class.

First heat-Although there were thirteen entries for this race, there were but five starters. May Tosky, owned by A. J. Schnell, of Scranton, got the pole, Tony Wilkes was second, Lucy Heyer third; Tinker, owned by R. G. Norton, of Scranton, fourth, and Mar-ion Wilkes trailing. After scoring five times the word was given to a very Condemned Men in Auburn Against poor start, Marion Wilkes being way sehind and off her feet. At the quarer May Tosky was a length in front of Lucy Heyer, with Tinker third three lengths back. At the half, May held Lucy for second place. At six furlings May and Lucy and Tinker were making the turn for home it was an inspiriting ront of Lucy Heyer. Time of heat,

and Tinker off his feet. At the quarter goes past to death. May Tosky was first a neck in front of Lucy Heyer, and Marion Wilkes third. the gatekeepr not to allow any person three lengths away. At the half May to enter the prison unless properly Posky was in front by a length, Lucy vouched for or Heyer second the same distance from dentials.

Marion. At six furlongs May had six lengths to spare over Lucy, who was but a neck ahead of Marion Wilkes. At the mile May Tosky came home a winner on a jog, three lengths in front of Lucy Heyer, who was at least that much to the good of Marion Wilkes,

Third heat—After a little preliminary scoring the word was given. May Tos-ky got a bad send-off, being third in line. At the quarter Tinker was a length ahead of Lucy Heyer, with May Tosky third. At the half Tinker was the same distance in front of Lucy, with May Tosky unchanged. At six furlongs Tinker was first, with May Tosky second, and Lucy third, all strung out. The finish was a good one, Tinker, under the whip, beating May losky three lengths for the heat, with Lucy Heyer a length behind the roan mare from Scranton. Time, 2.24.

Fourth heat-There was but one score that proved futile. The second time the field came down the word was given. It was the worst of the numerous poor starts of the afternoon. Marion Wilkes was off her feet and half a dozen lengths behind the field, while the others were not in line by any means. At the quarter Tinker was first, May Tosky second and Lucy Heyer third, all strung out in single file. At the half there was no change in positions or in the distances. At six furlongs Tinker was first by three lengths, while May Tosky led Lucy by The finish was again a spirited one, all three leaders coming home under punishment. Tinker won the heat, a length ahead of Lucy Heyer, who led the Scranton mare by only a

wire. Time of heat, 2.25. Fifth heat-After three trials they vere sent off to the best start of the afternoon. At the first quarter Tinker was three lengths ahead of Lucy Heyer, who was then a neck in front of May Tosky for second place. Lucy broke right there and May captured second place. At the half Tinker was three lengths in front of May and Lucy was third, on a break again. At the six-furlong mark Tinker was going easy and led by a good margin over Tosky, with Lucy a poor third, and the remainder of the journey was finished in this wise. Time of heat, 2.2612.

neck, getting the place ten feet from

2.18 class, trot and pace; purse, \$200; inker, b. g., R. G. Norton, Scran-

May Tosky, r. m., A. J. Schnell, Lucy Heyer, b. m., James Cool, Wilkes-Barre Marion Wilkes, s. g., W. J. Heyer, Wilkes-Barre ony Wilkes, blk. g., Mr. Reighard,

Time-2.2214, 2.25, 2.24, 2.25, 2.2614. Second Race-Road Race.

First heat-Four horses owned in azerne county started in this race. Irving B. had the pole, Frank Coley was second. Big Jim third and Dan M. fourth. This horse was of a dirty white color and had a sprawling stride that gave him a clumsy appearance. The heats were only half mile ones, best three in five. After scoring six times the word was given to a good start. The big buckskin horse started right in from the jump to win the heat and was five lengths in the lead before the first furlong pole was reached. The other three were strung out at wide intervals. At the quarter Dan M. was away ahead. Big Jim being the closest to him. The cream colored horse won the half-mile heat in hollow fashion, Big Jim second, Irving B. third and A northwest wind, keen and search- Frank Cooley fourth. Time of heat,

Second heat-There was a tedious dein the grand stand shivered and grew placed while scoring. At last the starter got tired and gave the word. Dan M., the pole horse, was a length behind and was cut off at the time causing him to break badly. At the quarter Frank Cooley was in the lead, hree lengths ahead of Irving B., with Dan M. third. At the fifth furlong the cream horse began to make up the lost ground and caught and passed Irving B. a hundred feet from the wire. The journey was too short, however,

and Frank Cooley won the heat by neck from Dan. Time of heat, 1.1516. Third heat-The start was a poor one, Frank Cooley being behind the turn Frank broke and Dan M. and Irving B. went ahead. Dan led only little way, and at the quarter Irving B. was in front, with Frank Cooley second and Dan third, ten lengths back. Coming into the stretch cream horse came like a whirlwind. but was pocketed half way up and could not get by the first two. Irving B. won this heat by a neck. Frank Cooley was second half a length to the good of Dan M. Each of the three heats had been taken by a different horse at this stage. Bets were freely

made that Dan would win the race

Time for this heat, 1.164.

Fourth heat-After two scores there was a long delay experienced by the of Wilkes-Barre was the presiding being taken to the stable to have some shivering crowd, due to Frank Cooley repairs made to his gearing. Then rest before the quarter was reached The first race of the afternoon was and led Irving B. by half a length. Big called at 2 o'clock. It was for trot- Jim was third, half a score of lengths ters and pacers of the 2.18 class. In back. The half was finished on a jog the few bets that were made Lucy by the cream horse, three lengths in

> Fifth heat-Again a poor start. The big cream horse set out the pace at once and was never headed, finishing the heat as he pleased. It was after sunset when this heat was finished, Summaries:

Road race, half-mile heats, best three in five

tank Cooley, blk. g., G. J. Llewellyn, Wilkes Page Big Jim, b. g., Felix S. Levy,
Wilkes-Barre Time 1.16, 1.151₂, 1.161₄, 1.163₄, 1.15

MURDERERS DESPISE CZOLGOSZ.

-E. L. Hatfield.

President's Assassin.

By Exclusive Wire from The Associated Press. Auburn, Oct. 4.-Czolgosz has begun to read and obtains books from the her lead, but Tinker was close up to prison library. The assassin is despised by the other occupants of the condemned cells, who consider thempretty race of it, and coming around selves in a higher class. Egnor, who the turn for home it was an inspiriting struggle. May Tosky won the heat by a length, with Tinker second a neck in framed and draped in mourning. His cell is between Czolgosz's and the death chamber. He has planned to Second heat-After three trials the hang the picture facing outward at bunch was sent away to another poor the grating of the cell door and to start. Tony Wilkes being away behind dare the assassin to look at it as he

Warden Mead has given orders to having undoubted

ADMIRAL SAMPSON WILL BE A WITNESS

[Concluded from Page 1.]

showed that on May 28 the Brooklyn's supply of coal was 932 tons; the Iowa's, 784 tons; the Texas, 408 tons, and the Marblehead, 122 tons. Texas, 408 tons, and the Marbiehead, 122 tons. The lieutenant said that on May 24 the Brooklyn had coal enough aboard to have remained ou blockade duty off Santiago for twenty-five days, and then to have returned to Key West; the Massachusetts enough to remain seventeen day, and then go to Key West; the Iowa enough for eleven days; the Texas, seven days, and the Marblehead, one day. That was, assuming that they would have gone to the Yucatan Channel. they would have gone to the Yucatan Channel. He also gave an estimate of the length of time they could have remained and gone to Gonaives Channel, Cape Cruz, Mole St. Nicholas, Kingston, Port Antonio, Jamaica, Guantanamo Bay, the time of remaining on blockade being increased the distance to the various point diminished.

The Coal Supply.

Mr. Rayner brought out the information con cerning the time the coal on each of the vessels would have lasted on forced draught in chasing the enemy's vessels, taking the amount of coat on each on May 26, and leaving sufficient coal to return to Key West. Mr. Rayner read the information from Mr. Dyson's table showing that the lowa would have consumed 246 tons of coal a day, the Texas 160 tons a day and the Marblehead seventy-seven tons. That estimate would, he said, give the Brooklyn 2.3 day's chase, re-turning by way of the Yucatan Channel, and 2.35 days' chase returning by the Windward Passage; the Iowa a chase of 1.2 days. The Texas would have a chase of three-fourths of a day, and, returning by way of the Windward Passage, nine-tenths of a day. The Marblehead would have a chase of two-tenths of a day by the Yucatan, and four-tenths of a day by the Windward Pas-

The table showed that the Massachusetts could not have steamed more than fifteen knots an hour and that in doing so she would have consumer 180 tons per day. At this rate the could have chased the enemy for 1.8 days, returning via Yucatan Channel, or for two days returning by

the Windward Passage. The witness said, in reply to questions, that his statement contemplated average conditions of weather and of the vessels.

"You have taken as a base for coaling a num ber of ports," said Mr. Rayner. "You took Gonaives, the Mole and Kingston. Those are ports that have just been given you from which "These ports were just mentioned to me here

to coal in those ports?"

Commander Rodgers' Testimony. Lieutenant Dyson was followed on the stand by Commander Raymond P. Rodgers, who was execu

tive officer of the battleship lowa during the summer of 1898. The commander testified that the lows left Key West on May 20 for Cienfuegos join the Flying Squadron. Before leaving the commander, as a representative of Captain Evans, had a conference with Commander-in-Chief Sampson, at which Captains Taylor and Chadwick were present. At that time he was told by Admiral Sampson that he had received in-formation from the department at Washington that the Spanish fleet, under Cervera, was prob-ably in the harbor in Santiago. Commander Rogers, however, had not been informed of any secret code for communication with the Cuban insurgents near Cienfuegos. He had taken dispatches for Commodore Sebley. He was not certain whether there was more than one packige, but believed there was. One of the dispatches, the witness thought, was that signed by Secretary Long, dated Washington, 12:30 'clock, May 20, beginning:

"The report of the Spanish fleet being at San-lago de Cuba might very well be correct, so the department strongly advises that you send word immediately by the lowa to Schley to proceed off Santiago with his whole command, leav ng one small vessel off Ciefuegos." Captain Rogers was examined at length cor erning the coaling of the Flying Squadron.

"Could you have coaled the lowa on the after oon of May 26?" Mr. Hanna asked, "In the late afternoon, the time I speak of, the weather being fine and smooth, I think there would have been no trouble at all." replied the

"With a ship like the lowa, with

pattleship on either side?" would be very great danger to a colier in coaling battleships with a battleship on

which the ships of the Flying Sanadron were cleared for action on signal from the flagship Brooklyn before May 31, when vessels were dis cerned in the distance. In each case the vessels proved to be American ships. Each time the signal was to clear for action and make speed of twelve knots an hour. He also told of the ardment or reconnoisance of the Cristobol Colon on May 31, in which the lows participated. He said the vessels were all in formation and folwing the flagship, which in that instance wa the Massachuetts. The range was at first give 7,000 yards for this engagement, but the shots fell so far short that the range was increased to 11,000 yards. These latter shots fell into the channel in which the Colon lay. Some of them just have fallen within 500 yards of the Spanis

The Blockade.

Describing Commodore Schley's blockade one harbor at Santiago, Captain Rogers said that the fleet maintained a position of seven or eigh niles out, with the Marblehead and Vixer was on the inside from the fact that some of the vessels in the squadron had fired at her. He could say say whether the fleet was further on in the day than at night, or vice versa. He thought the Vixen and the Marblehead could have been seen by moonlight, but not after the Captain Rodgers had concluded his testimony

n chief when the court adjourned for tuncheon At the opening of the afternoon session Captain Rodgers was recalled to the stand. He said, it reply to questions, that he was the senior member of the naval board of survey appointed by Admiral Sampson to examine the wrecked Spanish

The purpose of that line of examination was to bring out the witness' knowledge concerning the effect of the Brooklyn's gunnery in the battle off Santiago, July 3. Captain Rodgers said that the Brooklyn was the only vessel that fired five such sheels, and Mr. Rayner said that a careful computation based on the report of the board of survey showed that twelve five inch shells had een found on the four Spanish vessels.

Mr. Rayner presented a statement showing the number of shells found on the vessels of the Spanish fleet. The witness was asked to give the percentage of five-inch shells, assuming the statement to be correct. Captain Rodgers to plied that the total number of hits was thirty constituted 34 per cent, of all the hits. Mr Rayner said that the statement had been prepared by Admiral Schley.

The witness also said, he knew that the Brook-

lyn had eight-inch guns, but Mr. Rayner said the admiral's computation was not intended to cover that feature. His only purpose was to make the showing for five-inch guns, these being unmistaliably the Brooklyn's. Cross-examined on the dispatches carried by the lowa, Captain Rodgers was asked if the

"Dear Schley" letter, dated at Key West, Ma 20, 1808, written by Admiral Sampson, in which the statement was made that "I am of opinion that our best chance of success in capturing the enemy's ships will be to hold Cienfueges and Havana." was included in these dispatches. The witness replied that he had no knowledge wha the envelope contained.

Rayner Reads Letter. While the examination on this point was

rogress Mr. Rayner read the letter, including the wing extract: "If later it should develop that those vessel-

are at Santiago, we could then assemble off that port the ships best suited for the purpose and completely blockade it. Until we, then, receive more positive information we shall continue to hold Havana and Santiago." Mr. Rayner remarked that he supposed it would be conceded that the word "Santiago" as given above was a mistake, and that it should be

be supplied tomorrow.

"Cienfuegos." Captain Lemly replied that he would make no such concession and a tilt foi lowed between counsel concerning the accuracy of government publications. It closed with an understanding that the original document aboutd

Captain Rodgers replied:
"I do not recollect the events of the night of
May 24th. My recollection is that on the morning and throughout the day of the 25th the wind
was fresh from a direction generally ahead. Our course was generally southeastward. The sea de-pends entirely upon the size of the ship. It was what I should call a moderate sea. I recollect the wind continued fresh that evening. Next morning we must have got around the Cape headed castward. The weather had moderated considerably and on the later afternoon the weather was, I should say, fine, with a smooth

"How were the sea and weather for small ships like the Vixen and Eagle!" "I should say on Thursday the weather for small ships would have been considered fresh and certainly my recollection of seeing the Eagle on that day was that she was making what you might call 'heavy weather.' I should say on that occasion the sea was what one finds in that neighborhood when there is a fresh wind."

The court asked a number of questions of Captain Rodgers, among others being one as to whether the Brooklyn and Texas had been in danger of a collision on July 3. The witness re plied that if there had been any such danger b had not seen the two ships at the time. He had Later he was called below, and if there had been such danger it was at that time.

Hodgson on the Stand.

At this point Captain Rodgers was excused and Judge Advocate Lemly, after stating that Licu-tenant Commander Albon C. Hedgson would be the next witness, pending his appearance, again brought up the question as to whether the word "Santiago" had been substituted by mistake for the word "Cienfuegos" in the letter written by Admiral Sampson to Commodore Schley on May 20th, beginning "Dear Schley." Captain Lemly

"The word was originally 'Santiago' as it is printed in the senate document. The difference oppears to be a matter of punctuation, and in he letter, as it appears copied in Admiral Sampon's copy book, it reads, 'Until we, then, receive more positive information we shall continue to hold Havana and Santiago,' whereas printed as an appendix to Rear Admiral Schley's letter to the senate, it is, Until we, then, receive more positive information we shall continue to hold Havana and Santiago,' And 'then,' in the letter Santiage, and the punctuation would appear o give it the meaning of therefore—'until we herefore, receive,' which is not intended, but i means really 'until we then,' after the arrival of 'ervera at Santingo, 'receive further information, te. The original, however, will still be forth

The question as to whether the word in the "Dear Schley" letter should be Santiago or Cientuegos again came up on a statement by Judge Advocate Lemly, who said be would continue to hold to the Santiago version. Mr. Rayner ther said if this was the case he would be compelled e summon Admiral Sampson, the author of the lispatch as a witness.

Will Summon Sampson.

Judge Advocate-I told you once before you can Mr. Rayner-Well, then, summon Admira

Lieutenant Commander Albon C. Hodgson then took the stand. He said that he had been navigator of the Brooklyn during the Spanish war and was on the bridge on the day of the battle of July 3. He detailed the particulars of that engagement, telling how the Spaniards came out and were attacked by the American ships. He said that when Commodore Schley was told they were "coming for us," he replied, "then go from that time when straight in toward the enemy. He next heard the commodore say "Look out, Cook, they are going to ram you." The captain replied he would look out for that, aport," and Captain Cook replied that the helm was aport. The witness said if the ship went to starboard she would ram the Texas. The com-modore the witness said, replied: "Damn the Texas; let her take care of herself." The comnodore remarked that he did not mean to ge blown up by a torpedo hoat. The turn was made be said, in accordance with the commander's or ders, and the Brooklyn swung "well clear of the

Captain Hodgson said that he estimated the distance of the Brooklyn from the Texas to be 250 or 300 yards. He said he had formerly placed the distance at 75 or 100 yards, but that he had

Commander Hodeson said at the time of his ness) had also expressed fear that the Brooklyn might be struck with one of the Oregon's big guns. His fear had been especially of a collision and this, he thought had only been averted by

the swiftness of the Brooklyn. Commander Hodgson also told of the interlinea tion of the Brooklyn's log when the word "port was substituted for "starboard" in describing the burn of that vessel. He said it was not correct to say that the belin was put to port in order to bring the starboard battery to bear, the real eason for it being to bring the vessel are quickly as possible to head off the Spanish ships, Still be thought she had made the longest turn With Commander Hodgson still on the stand th ourt adjourned until tomorrow. It is understood that Commander Hodeson will

SAW HER CHILD ELOPE.

Frantic Mother Gave Chase, but Was Powerless. By Exclusive Wire from The Associated Press.

which have passed between himself and Admiral

Vineland, N. J., Oct. 4.-With her asonished mother screaming in protest. 17-year-old Ethel Polhamus, one of the prettiest school girls in the town, sprang into a carriage and eloped with Richard Leeds last night. The couple were actively pursued by men on bicycles, but managed to get away. Today the girl's father, Captain B. T. Polhamus, swore out a warrant for the arrest of Leeds on a charge of abduction, and he declares that he will spend every dollar he possesses to bring the young man to punishment. Leeds is a young married man, with

one child, and is very well known. Mrs. Polhamus says she has good reason to believe from the peculiar actions of her daughter that Leeds, who is said to be an amateur mesmerist, exercised some sort of hypnotic power over the girl. When Mrs. Polhamus became aware of the attachment between her daughter and Leeds, she kept a close watch on the girl, but the latter cluded her and met the man clandestinely. Then the parents locked their daughter in a room, but the girl escaped by a second-story window at night and met the man. Last night Ethel dressed in her best and stole from the house, but the watchful mother followed her about the streets, and at length approached

streets. "Mamma," said Ethel, "can you run as fast as a horse?" "Why, what do you mean, child?" exclaimed the surprised mother, but, hardly had she spoken, when a team of horses attached to a buggy, in which two men were sitting, dashed by,

her on the corner of Third and Wood

Here I am; come to me!" At the sound of his voice Ethel, said her mother today, trembled, and then ran in pursuit of the carriage. The mother was dumbfounded, but recovering her presence of mind, ran as fast as she could after her daughter "She is my daughter," cried Mrs. Polhamus, frantically, and I command

"Ethel!" cried Leeds, as he passed,

you not to take her away!" The team, however, only slackned speed enough to allow the girl to catch up to it, and then, without stopping, one of the men, supported by the other, leaned far out over the wheels and drew the girl into the vehicle upon his lap. Then the men whipped up

their horses and sped away, William James, a son-in-law of Mrs. Polhamus, who, upon his return home had been told of the departure of Ethel had been scurrying about on his biThe Spirit of the "PROGRESS"

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rode up to the heart-broken mother a few moments later, and when told of the daring elopment started swiftly with his companion in pursuit of the team. They gained gradually, but finally last the trail. Then they hurried to the New field railroad station, a few miles north of Vineland, and arrived just as the northbound 10.20 train vas leaving. The cloping pair had reached the station in the neck of time to board the train for Philadelphia.

JENNY LIND'S YOUTH.

The Cwedish Nightingale's Struggle from Obscurity to Fame.

orrespondent of the Chicago Record-Herald. Jenny Lind was baptized as Johanna Lindborg. The nickname by which she became famous was given her in her childhood. Her mother lived in two different tenements in Stockholm, 43 Jakobsberrgsgatan and 22 Mastersamuelsgatan, while she was an infant, and it is not definitely known in which she was born. Both claim the honor, but the weight of evidence seems to be in favor of the former, which is on short street in the manufacturing section of the city and mostly occupied by artisans of various sorts. The other place is on a better street near

the center of the business section. A Mr. Lindhal, who holds a position n the Royal library here, has an interesting collection of letters and documents relating to the early life of Jenny Lind. He has certified copies of the record of her birth and christening and the proceedings of the court, which, when she was 14 years of age, decided that her parents were unfit persons to have charge of her, and appointed the director of the opera house as her guardian. He also has a number of autograph letters written when she was a child and afterward when she was a young woman in Paris

studying with Mme. Garcia. One of them, written at the age of 1, is extremely interesting, for it reyeals the poverty of her family and her thoughtfulness in saving expenses for her mother. She says that she must have a new pair of shoes, for the shoemaker has refused to repair her old ones any longer and tells her mother that she can buy a pair at Drottningholm, where she is stopping -a little village that surorunds the king's palace-a little cheaper than she can get them at Stockholm. The letters from Paris, full of ardor and enthusiasm, tell of her experience there. the compliments that have been paid her, the encouragement she has recived, and her confidence of success. There are people still iving in Stockthough the greater part of her life was spent in London. Among others is

Professor Gunter, a former instructor in the Royal Conservatory of Music. who retired on a pension a few years ago, to whom she was at one time engaged to be married. She jilted him to marry Otto Goldsmith, her accompanist upon her American tour under the management of P. T. Barnum. Mr Goldsmith is still living in London army and their daughter is married to prominent business man in London When she was ten years old sh

was apprenticed to the singing master of the Royal Opera in Stockholm, with a number of other girls of her age who had fine voices, and at the age of 1 made her debut in the opera "Agatha" in the Royal opera house, which was torn down to make room for the new one that stands opposite the palace today. It is an institution of which the people of Stockholm are very proud.

Keeping on the Safe Side.

Cooking Lessons Miss Emily M. Colling

We cordially invite all ladies interested in the subject of cooking to be present at these lectures. The course is from Oct. 14 to 26, and a programme giving outline of the subjects is now ready. If not convenient to call at the store one will be mailed upon mail or telephone request. The lectures are free. To those who heard Miss Colling last spring we would say that these lectures will treat of entirely different subjects. Daily announcement will be made of the same later. Remember all are welcome to attend the lectures, which will be given at our store, afternoons at three o'clock.

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with Queen Victoria at Oshorne, her majorry replied: "Well, madam, if I disagree with my saked if it was true that he had so large a number of helpers. On being assured it was so, sit asked whether it would not be wise to disagree with my wife, it might end in my having to saked whether it would not be wise to disagree my parish."—Argonaut. asked if it was true that he had so large a num-ber of belpers. On being assured it was so, el-asked whether it would not be wise to di-