The Somerset Herald.

ESTABLISHED 1827.

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The Somerset Herald
ESTABLISHED IN 1827.

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JONAS MAURER, Executor.

Sep24.

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Which we have Just Received for the
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Every Pair are Warranted to Give
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He and I.

He was the first always; fortune
Shone bright in his face.
I fought for years; with no effort
He conquered the place;
We ran; my feet were all bleeding,
But he won the race.

My home was still in the shadow,
His lay in the sun;
I longed in vain; what he asked for
It straightway was done—
Once I staked all my heart's treasures;
We played—and he won.

Yes; and just now I have seen him,
Cold, smiling and blest,
Laid in his coffin. God help me!
While he is at rest—
I am cursed still to live; even
Death loved him the best.

—*Adelaide Proctor.*

An Editorial Jaunt Over the Line of the South Pennsylvania Railroad.

From the Engineering News and American Contract Journal.

Fifty years ago, a drive of two hundred miles, or more, from the Cumberland Valley to Pittsburgh, would hardly have been considered as worthy of mention; in fact, it was too much of an every day occurrence. But in this day of steam, in the hurry and dash of our present mode of life, such a trip is an enjoyable novelty, and forcibly recalls the leisurely methods of past generations, before railroads were, and the telegraph and other electric wonders more than the dreams of a few wise men. We have made this journey as our fathers made it, and propose to tell what we saw.

The southern tier of Pennsylvania counties covers a region famed for its beauty of scenery, and filled with the traditions of colonial days; stories of Indian raids and massacres, of the exploits of the sturdy frontiersman, of the French and Indian wars of the middle of the last century, of Washington, Braddock, Forbes and Bouquet. But of all this only memory remains, and the suggestive local names of villages and streams and mountain tops. To the unthinking stranger Forts Littleton, Loudon, Ligonier, Cumberland and Bedford mean nothing but empty names of modern towns. But they cover the sites of actual fortresses, christened in honor of old-world heroes, and forming links in a chain of similar works extending from Fort Lowther, in Carlisle, in fact, from Easton on the Delaware, to Fort Pitt on the then remote Ohio. They were barriers against Indian raids, and in part against French aggression, and served as rallying points for settlers harrassed by a savage foe now long driven from this region. Burnt Cabins, Standing Stone and Bloody Run have each their story to tell, and Braddock's Road is still a traveled highway.

But through this land of story and directly along the path we followed, another army is making its way, greater in numbers than Braddock's and better generaled; yet like the forces of that unfortunate commander, this modern host is also cutting a road to the site of Fort Pitt. But the new highway is on a grander scale; it pierces the very bowels of the mountains and leaps the deep gorges in a manner typical of the advance of humanity in the years that have intervened.

It is through this country that the South Pennsylvania Railroad is being built, and a general tour of inspection over its line was really the purpose of our yisit and forms the text proper of our remarks.

The new railroad commences in Harrisburg, and crosses the Susquehanna river on the very ferry site established by John Harris in 1705. The piers of the bridge, substantial and handsome in appearance, are just being completed, and from the southern end of this structure the line follows down the Cumberland Valley to a point below Carlisle, and gradually climbing the eastern slope of the Blue Mt., pierces this mountain and the Kittatinny by a pair of tunnels so close together as to be called the "Twins." From this point westward to Pittsburgh the road pursues its way through mountain ranges and along mountain crest.

As a prospective route for a great railroad to the West the line now being built is no new thing save in the very important feature of actual construction. As long ago as 1837 Hother Hage made a survey for a railroad from Chambersburg to Pittsburgh, by order of the Legislature of Pennsylvania. His location in part occupied the ground being built upon to-day, but in his effort to serve too many masters and meet widely scattered local demands, his route was too crooked to suit even the men who in preference selected the present devious line of the Pennsylvania Railroad through the mountains.

The old Hage report to the Legislature still exists and from it we find that he made the distance from Chambersburg to Pittsburgh 240 miles. That the maximum gradient was 60 ft. per mile and only half of the line exceeded 40 ft. per mile. He estimated for three tunnels, and the total cost was to be $11,305,789.89. His prices were low enough; he figured excavation at 11 to 12½ cts. per. cu. yd., embankment, 10 to 14 cts., loose rock, 45 to 50 cts., solid rock 55 to 80 cts., and culvert masonry $1.50 to $3.00. His superstructure was to be an "H" rail 45 lbs. per yd., laid on 3x9 in. locust longitudinal sills, with 6x6 in. locust cross-ties spaced 20 in. between centers, with 4 in. of broken stone ballast beneath. This track was to cost $9,755.55 per mile.

Subsequently, about the year 1844, the State employed J. L. Schlatter to make surveys for a railroad from Harrisburg to Pittsburgh. Extensive operations were conducted in the field by him and his assistants over the then called "Southern Route" from Chambersburg across Cowan's Gap into the waters of the Little Aughwick Creek, thence along Aughwick Creek and Sideling Hill Creek passing by Wishart's Gap into Sherman's Valley, the waters of which flow into the Raystown Branch of the Juniata near Piper's Run, and thence the line, following the Raystown Branch, reached the base of the Alleghenies and ascended their eastern slope to the summit of Will's creek; thence following the Casselman river and the Youghiogheny and Monongahela rivers to the Pittsburgh and Connellsville Railroad. Nothing further was done until the organization of the Pennsylvania Railroad Company in 1846. In the following year this company made an examination of the different routes from Harrisburg indicated by all the former surveys and cause to the conclusion to reject the Southern route, and adopted the route by the valley of the Juniata as presenting greater facilities and less distance than any other, and commenced construction.

The southern route lay dormant until the year 1854 when the Duncannon, Landisburg and Broad Top Railroad Company was organized and chartered and became the actual parent of the present company. In 1855 the name was changed to that of the Sherman's Valley and Broad Top Railroad Company and in 1857 the Legislature authorized this company to extend its line by the most practicable route and connect it with the Pittsburg and Connellsville railroad, and also with the Allegheny Portage Railroad and to construct lateral roads. In 1859 the title was again changed to the Pennsylvania Pacific Railway Company. This company retained all the rights and privileges previously granted, and was authorized to extend its line westward to the State Line of Maryland and of Virginia. In 1863 the name was finally changed to that of the "South Pennsylvania Railroad Company" and during the last session of the Legislature, general laws were passed under which the powers of the company were greatly extended and authority was obtained which enabled it to adopt the shortest possible line between Harrisburg and the State Line of Virginia and Pittsburgh. The various extensions and renewals granted to the company seem to have been greatly due to the personal efforts and watchful interest of Col. James Worrell, a veteran civil engineer, now a resident of Harrisburg. He had assisted Hage in his original surveys in 1837 and 1838, and always maintained the most lively interest in the Southern route. He became President of the South Pennsylvania Railroad Company about the year 1860, and made some reconnoissances and surveys of his own between Chambersburg and Pittsburgh, and advanced some bold theories for the engineering of the route.

During the period between 1860 and 1880, the controlling stockholders of the organization were the McCalmont Brothers, of London, who had subscribed for the majority of the stock and paid in, in cash, the first instalment thereon. Practically, this gave the control to the officers of the Philadelphia and Reading Railroad Company, and so matters remained until some time in 1881, when the subscription book was opened and large additional subscriptions were made by parties representing capitalists in the State of New York. Surveys were commenced under the supervision of Oliver W. Barnes, of New York, Civil Engineer, with a large force, and sufficient data was obtained to enable him to report that a new and better line had been discovered than any that had been heretofore known, and upon this report being placed before capitalists, subscriptions to an amount sufficient to construct the road were obtained and the company was reorganized with abundant capital.

Mr. Barnes was selected as the Chief Engineer of the Company and was authorized to survey and locate the line upon the route he had recommended, but in order to make assurance doubly sure, the most thorough exploration was made of every practicable route and side line which presented itself, or which was advocated by intelligent persons along the line, before finally adopting the location now under construction. A belt several miles in width was covered by these surveys, and its rugged topography carefully mapped and lines were estimated upon and compared in the most careful manner.

One of the striking features which is presented to the mind of the engineer in considering the adopted location is that it is a "summit line" for a large portion of the way and instead of following the devious windings of the mountain streams as does its older brother, the Pennsylvania Railroad, it cuts through the mountain ranges which cross it at right angles and seeks the crests of the water sheds. This is so much the case that through the region between the Tuscarora Mt., and Sideling Hill, and again between the Allegheny Mountain and the Chestnut Ridge over a wide stretch of country we failed to discover a single water-way passing under the road bed for which a 12 ft. opening was not more than ample. There is not an iron bridge on these crest lines for more than 40 miles. This simple fact speaks for itself as a measure of economy and locating skill.

This location is the more remarkable when we consider that the main direction of the railroad strikes the ridge almost at right-angles to their axes, and speaks volumes for the patience, perseverance and professional skill of the engineers in charge. They seem to have considered all the parts of the difficulties to be surmounted in their relation to one another and settled upon a conclusion derived from the entire truth. No line seems to have been adopted until all the logical relations and dependencies were completely understood. The great advantage of this line is in the fact that it is not confined to the narrow limits of the valley but is a direct "across country line" on ground rejected by all previous surveyors, scarcely a mile of it having ever been occupied by their locations. Some of them thought they had satisfactory lines because they were cheap, but so extended was their length and so steep their ruling grades that had they been able to raise the money to build on them they would not only have been financial failures, but they would have left the best ground unoccupied to be taken advantage of by more skillful and enterprising engineers.

The final reports having been submitted by the chief engineer during the summer of 1883, a contract for the construction of the whole line was made with the American Construction Company, an organization perfected under the laws of the State of New Jersey, and the work has since been prosecuted under that contract by sub contracts with practical and experienced contractors, distributed at various points along the line.

We regret that we cannot enter more fully into the detail of the organization and practice followed in the construction of the road, for we could detect on all sides, even in our hasty trip over the line, earmarks of the most careful and thorough supervision, such as might be expected from the unusually strong combination of professional talent having its works in charge. But both data and time were wanting for our task, and as yet we could only review uncompleted structures.

There are seven long tunnels contemplated and two shorter ones. This, of course, is the most important feature of the line as to time of completion of the road, and in them we observed that the work was being pushed to its utmost. With the exception of the Negro Mountain and Quemahoning Tunnels, the two short ones, all the headings and tunnel enlargements were well under way, as will be seen by the accompanying table:

Tunnel.	Finished Length.	Progress both ends Sept. 6th.	Contractor.
Blue Mt.....	2240 feet	350 feet	Mason, & Co.
Kittatinny.....	2620 "	830 "	Evans & Co.
Tuscarora.....	5225 "	710 "	Mason H & Co
Sideling Hill...	6962 "	460 "	O'B & Rogers.
Ray's Hill.....	5534 "	570 "	M M S & Green
Allegheny.....	5000 "	1069 "	G. McFadden.
Laurel Hill...	5400 "	700 "	Patterson & K.
Negro Mt.....	1100 "	0 "	J. McGovern.
Quemahoning	800 "	0 "	P. & T. Collins.

All of the tunnels are being worked by compressed air drills, or preparations are nearly completed for their introduction. In the Sideling Hill and Allegheny mountain Tunnels the electric light is used, the first time we ever saw it adopted on work of this nature. It is employed mainly in lighting up the finished tunnel, the deep shadows resulting from it making oil lamps still preferable at the working face. The old-fashioned top-heading is the rule among the contractors, the bottom-heading and side enlargement adopted with such remarkable success in the piercing of the Arlberg tunnel not yet having found favor with American contractors. Very considerable timbering has been so far required, and the nature of this timber work is such as at once to attract the attention of the engineer. It is permanent, to the extent of about 7 years, and is located entirely outside of the proposed masonry, permitting this last to be put in place when suitable material can be transported over the finished road. Brick-yards, however, are being started near several of the tunnels, and the product will be largely used on the line of the railroad, good stone being exceedingly scarce over many sections. The timbering in place near the portals of the tunnels presents an exceedingly neat appearance, and takes but a minimum of space outside the masonry. The sets are placed about 30 inches between centres usually, and they are tied together longitudinally by 5x6 in. ties, which are jogged down 3 in. over the arch timbers. The timber, however, varies in design with the character of the ground to be held; when very bad, the usual caps, posts and rakers are employed.

The arched masonry upon the line of the road, some of which is started, attracts attention from the peculiar form of the opening, which is ovoid instead of full center or segmental. This design has been adopted after careful study by the Associate Engineer, Mr. Wm. F. Shunk, as being not only more economical of material than the usual form, but as being really stronger than with the ordinary dimensions; the arch is struck from three centers and is so designed that the line of pressure falls within the middle third of the arch. This is another evidence of the care and attention to detail and proper economy in construction characteristic of the present engineering management. Another new departure was noticed in the "box-drain" plans; as mentioned, stone of suitable character is very scarce, and covering stone proper for use in these drains so difficult to get that their cost is prohibitory. But here again Mr. Shunk has brought into play his strong common sense and has utilized a tough but thin laminated stone found in the neighborhood; he has substituted arches and walls of this stone laid in full cement for the usual covering stone and heavy side walls, reasoning that as the Romans used thin tile and good cement for some of their most lasting work this same construction would do good service here. It is a hint worth remembering.

In summing up the results of our trip over the South Pennsylvania Railroad, we give some general data picked up by the way. The distance from Harrisburg to Pittsburgh will be 213 miles. The highest elevation attained is at the Laurel Hill Tunnel, 2,444 feet above tide. The maximum gradient is 52.8 ft. going west from Harrisburg until the foot of the Allegheny range is reached at New Baltimore where the ascent is made at the rate of 96 ft. per mile on a plane 10 miles in length. The Allegheny Summit having been reached, a maximum of 26 4-10 ft. per mile is used over the undulating ground along the divide between the Allegheny mountains and Laurel Hill. The descent of the western slope of the Laurel Hill required the use of 105 ft. per mile for a distance of 6 miles; this puts the line fairly on the crest of the connecting ridge between the Laurel Hill and the Chestnut ridge; then to descend from the Chestnut Ridge into the water shed of the Sewickly, 105 ft. per mile is again resorted to for a distance of 6 miles; the foot of this grade lands the line down into the Youghiogheny Valley, thence 52 8-10 is used with all undulations to the point of connection with the Pittsburgh, McKeesport & Youghiogheny Railroad at Port Perry, on the Monongahela river, 11 miles south from Pittsburg, and 203 miles west of Harrisburg; the grades from Port Perry to Pittsburgh being only 16 ft. per mile. The maximum curvature is six degrees. All grading and tunnels are for double track. The labor is abundant (6,000 men are said to be employed) and is made up mainly of Italians, Hungarians and negroes. The old time Irish railroader is conspicuous by his absence, seemingly very few of them being at work, though the gang bosses, foremen and superintendents are generally of the old-fashioned class.

The Velocity of the Moon.

We can faintly picture, perhaps, how it would seem, from a station near the lunar orbit, to see the moon—a moving world—rush by with a velocity greater than that of the cannon-ball in its swiftest flight; but with equal speed its shadow actually travels along the earth; and now, if we return from our imaginary station to a real one here below, we are better prepared to see why this flying shadow is such an unique spectacle; for, small as it may be when seen in relation to the whole globe, it is immense to the observer whose entire horizon is filled with it and who sees the actual velocity of one of the heavenly bodies, as it were, brought down to him.

"The reader who has ever ascended to the Superga, at Turin will recall the magnificent view and be able to understand the good fortune of an observer (Forbes) who once had the opportunity to witness thence this phenomenon, and under a nearly cloudless sky. 'I perceived,' he says 'in the Southwest a black shadow like that of a storm about to break, which obscured the Alps. It was the lunar shadow coming toward us.' An he speaks of the 'stupefaction'—it is his word—caused by the spectacle. 'I confess,' he continues, 'it was the most terrifying sight I ever saw. As always happens in the case of sudden, silent, unexpected movements, the spectator confounds real and relative motion. I felt almost giddy for a moment as though the massive building under me bowed on the side of the coming eclipse.' Another witness, who had been looking at some bright clouds just before, says; 'The bright cloud I saw distinctly put out like a candle. The rapidity of the shadow, and the intensity, produced a feeling that something material was sweeping over the earth at a speed perfectly frightful. I involuntarily listened for the rushing noise of a mighty wind."

Only Four Hours in Bed.

One of the most peculiar characters in Connecticut is John Maher, of Spring street, Ansonia, better known there as John Who-Never-Sleeps. John is an Irishman who is making for himself a little fortune at $1 50 per day by working thirteen hours in the factory. Thither he goes every day, rain or shine, and he is never ill. Of the remaining eleven hours he devotes seven to labor and four to sleep.

This perpetual living without sleep causes a great deal of annoyance to his neighbors and to everybody within a mile of him who wishes to sleep when he is at work. He now owns three double houses and two fine building lots. For years he has been clearing the lots of stone, working wholly by night. He has done his blasting with giant powder by torchlight, and, at all hours except midnight, can be heard the sound of his hammer and drill. He does not put fire to his fuse before 4 o'clock A. M., when off go three or four tremendous blasts, the shock of which sends half the fathers and mothers of Ansonia out of bed upon the floor like the recent slaughter of fish by the bursting of a torpedo at at Beauford Point.

Mr. Maher is thin, nervous, and as supple as a Rocky Mountain goat. He is only 40 but looks aged because of his devotion to money getting. Be has never made but one losing speculation. A few years ago he sank a well in the rear of one of his houses through seventeen feet of solid rock without help, and carried the stone up on his back, most of the work being done with the aid of a lantern. A week after it had been finished it was hopelessly ruined. so that he had to fill it up. He had, with the aid of his wife, started a small grocery store. A barrel of kerosene oil which was left outside and some yards distant from the well leaked, and its contents finally worked through the ledge into the water.

A Church Built With One Tree.

A redwood tree cut in this county furnished all the timber for the Baptist Church in Santa Rosa, one of the largest church edifices in the county. The interior of the building is finished in wood, there being no plastered walls. Sixty thousand shingles were made from the tree after enough was taken for the church. Another Redwood tree, cut near Murphy's hill, in this county, about 10 years ago, furnished shingles that required the constant labor of two industrious men for two years before the tree was used up.—*Santa Rosa Republican.*

Some Foolish People.

Allow a cough to run until it gets beyond the reach of medicine. They often say, Oh it will wear away, but in most cases it wears them away. Cou'd they be induced to try the successful medicine called Kemp's Balsam, which we sell on a positive guarantee to cure, they would immediately see the excellent effect after taking the first dose. Price 50cts. and $1.00.

Trial size free at C. N. Boyd's Drug Store.

Little or no jewelry is worn by ultra fashionable ladies.

Increased Duration of Life.

The stage to which we have at present attained may be stated thus: Compared with the period of 1838-1855 (the earliest for which there are trustworthy records) the average of a man's life is now 41.9 years instead of 39.9 and of a woman's 45.3 instead of 41.9 years, an addition of eight per cent to the female life and five per cent to the male. Of each thousand males born at the present day, forty-four more will attain the age of thirty-five than used to be the case previous to 1871. For the whole of life the estimate is that of one thousand persons (one-half males and one-half females) 35 survive at the age of forty-five, 26 at fifty-five, 9 at sixty-five, 3 at seventy-five, and 1 at eighty-five. To put the case another way, every thousand persons born since 1870 will live about 2,700 years longer than before. In other words, the life of a thousand persons is equal to that of 1,070 persons previously; and 1000 births will keep up the growth of our population as well as 1,070 used to do. This is equivalent in result to an increase of population, and in the best form, viz, not by more births but by fewer deaths, which means fewer maladies and better health. What is more, nearly 70 per cent of this increase of life takes place (or is lived) in the "useful period"—namely, between the ages of twenty and sixty, thus of the 27,000 additional years lived by each thousand of our population 70 per cent, or 1,890 years, will be a direct addition to the working power of the people.

It is to be remembered that there might be a great addition to the births in a country with little addition to the national working power—nay, with an actual reduction of the national wealth and prosperity—seeing that, regarded as "economic agents," children are a source of expense, and so also are the majority of the elderly who have passed the age of three-score. On the other hand, as already said, only one-quarter of the longer or additonal life enjoyed by our people is passed in the useless period of childhood and old age, and more than one-third of it is lived at ages when life is in its highest vigor, and most productive of wealth and enjoyment.—*Cornhill Magazine.*

Caring for the Poor in Norway.

If Norway is learning from America there are some points on which America can learn from Norway. The treatment of the poor is one. There are almost no beggars at all in the kingdom, and the self respect of the poor is so cherished that they would scarcely go as readily into mendicancy as in countries where they are scorned or abused. The "steamkitchen" of Christiana is one of the practical ways of helping poverty. It is owned by a stock company, the members of which only desire to receive a moderate interest upon their capital.

The circular states that the object of the society is "to enable the less opulent classes" (mark the thoughtful wording) "to procure good and healthy food at the lowest prices." It is done by cooking enormous quantities, and hundreds and even thousands are fed by this co-operative system. A good, clean, well-served dinner can be obtained here from 6 to 8 cents, and never by any chance are the poor patrons treated less respectfully than a "more opulent" one would be at a more expensive eating house. Yet the enterprise "pays" pecuniarily as well as morally.—*New York Tribune.*

The first Saw Mills.

The old practice of making boards was to split up the logs with wedges, and, inconvenient as the practice was, it was no easy matter to persuade the world that the thing could be done in a better way. Saw mills were first used in Europe in the fifteenth century, but so late as 1665, an English embassador, having seen a saw-mill in France thought it a novelty which deserved particular description. It is amusing to note how the notion of labor-saving machines has always agitated England. The first saw-mill was established by a Dutchman, in 1663; but the public outcry against the new fangled machine was so great that the proprietor was forced to decamp with more expedition than ever did Dutchman before. The evil was thus kept out of England for several years, or rather generations, but in 1768 an unlucky timber merchant, hoping that after so long a time the public would be less watchful for its interests, made a rash attempt to construct another mill. The guardians of the public welfare, however, were on the alert and a conscientious mob at once collected and pulled the mill to pieces.

The Altoona *Tribune*, in speaking of the renomination of Gen. J. M. Campbell says: Of the candidate it is not neccesasry to speak at length. He is pretty well known throughout the district. He is our present representative in the national congress and has represented us before. He has made a faithful member, having been always attentive to his duties and watchful of the interests of his constituents. He has never been given to the practice of filling the pages of the *Congressional Record* with buncombe speeches, but he possesses excellent business qualifications and has been one of the most useful men in congress, useful not only to his immediate constituents but also to the country at large.

Thoroughly loyal to the fundamental principles of the republican party he has nevertheless always exercised the right of forming his own conclusions on public questions and by more than one his votes show that he has the courage of his convictions. On the question of protection to American industry he is unmistakably right, and as this is a district vitally interested in the preservation of the tariff, there ought to be no question of his triumphant election. Blair county will do her whole duty toward contributing to this desirable result.

The Pangs of Starvation.

"When I look back to my own brief experience and weary months they suffered in the Arctic regions, I think the mantle of charity and forgetfulness should be thrown over their action," said George W. Brower an ex-coxswain of the Navy, who had been attached to the ill-fated steamer Tallapoosa. Continuing, he said: "I was coxswain of one of the boats of the Tallapoosa, when she was attached to the Gulf Squadron. "One evening when returning from a boat expedition we were caught in a terrific squall and our boat was capsized near a small island. My crew managed to reach the shore, but our boat drifted away in the darkness. We lay down in the bushes and slept that night, and when morning broke we realized that we were on a desolate island. We explored the island and found on it only underbrush and trees, nothing in the shape of food or water. We had only to hope that we would soon be rescued. The gale continued with violence, and we spent another night in our bed of bushes.

"On the following morning we began to feel the pangs of hunger and thirst, and finding an old barrel on the beach we broke the staves to dig for water, which we found so brackish that we could not drink it. Then we set up a pole on a cliff, with a shirt of one of the men fastened on it as a signal of distress. Our sufferings from thirst were indiscribable. We passed the third night and day on the island without any change, excepting in one incident. With a companion I started on a tour around the island, it being our practice to take turns to search for a passing vessel that we might signal, and going through a clump of woods saw a cormorant, a bird of carrion considered unfit to eat. I killed it with a club and we ravenously tore it in pieces and sucked its blood, which in our condition, we found refreshing. But we did not mention the fact to our comrades upon our return to camp. The morning of the fourth day broke with excessive heat, and one of our party was so delirious that it required two of us to subdue him. Our tongues had so swollen that we could scarcely speak above a whisper. Our lips were also cracked and split with the intense heat.

"In the afternoon one of the men who had been on his tour was observed running toward the camp, and we could just distinguish as he came nearer that he was crying 'a boat, a boat.' Those who were able started towards the end of the island where our distress signal was flying and we distinguished a boat approaching us from the distance. As it approached the shore we recognized the launch of the Tallapoosa. As the officer came on shore we begged him to give us water. He gave us a couple swallows each, which made us crave for more, but it was denied to us. Then a fire was made on the beach, and in a few moments a pot of hot coffee was ready. Of this we received only a few swallows each, and then we were given a few pieces of pilot-bread soaked in coffee. Then we were assisted into the boat, and taken to the ship, which we reached late at night. A few days of careful feeding and tender nursing restored us to our former strength. I have often thought how thankful I was to God for that rescue. Persons who have never had like experience can form no idea of the terrible sufferings of men in that condition; and those persons who so harshly criticise the survivors of the Greely Expedition if placed amid similar surroundings would no doubt adopt the same course."

Mr Downing's Twin.

"I want you to hurry down to my house on Pine-st., and arrest my husband," said Julia Downing as she rushed into police headquarters yesterday afternoon. Detective Rogers was the only man on guard at the City Hall and did not feel inclined to leave his post, but as the police had been looking for Downing for sometime he determined to go. When he got to the house he found a man taking his ease and collared him. On the way to head quarters the prisoner said: "Look here you have made a mistake. I'm not the man you want."

"We will see about that," said Rogers. When the City Hall was reached Rogers placed his man before Mrs. Downing and asked: "Is this the man?"

Mrs. Downing gazed at the prisoner several minutes and then replied, "I'm blessed if I know."

"What" roared the officer, who was mad anyhow for having the job to do, "don't you know your own husband, woman?"

"Well," said Mrs. Dowing he has a twin brother and I can hardly tell them apart. I'm not sure whether that's Mike or