IME A-WAITING. storms ariso, en angry skies

ore late. you you wait puld be yours; that riserunny skies, glad surprise

900000000000

Mystory Yarn.

BOUT two years ago left the service. I was tired of it, and, as I wanted ne more exciting ployment, I sined a whaler. e were unluckynehow I bring luck anywhered we were nearly One bright after-

bells, I made up to the captain's the door, and as walked in. captain hadn't re he was sitting with his back to me, writemployed I told the log, laid it chind him, and, as o answer, I walked out. I was puzzled out how he had

up here?" I said. ng in your cabin. t been in my cabin for the captain anthe was chaffing, e writing at your mid: "if it wasn't o and see who it up. I have left

and with that I I had no idea the captain, to taken dislike. the captain, who you must have desk is locked. down and see

in into the cabin. table, the desk bin was empty. own," he said, have been miseked." "Someone may

I said. have closed it ggested; "but to en it and see if though there is pt a thief.

k, and thereit-was a sheet ords "Steer N. d, cramped hand. Brown; some-This is some

an determined to We had them was very cleard unsolved.

ng there.

r her course to ties.

of relief from a I was ashamed aure I felt, but I awering eagerly. ve the order?' but hurried on course of the ves-

ity night, and as ass before going I cannot say -I t a great weight y mind.

cabin, and found p and down the opped as I came aid, abruptly: n, Mr. Brown."

ntinues," I anold on for thirty m, I should think

a-washall find ice. How's

east." watch to keep restless to sleep deck the whole act did not satisfy nally running up y glass, but every appointed. The nquiet as myself. ted to happen, be we could form y; indeed, I often the state I was and nothing had

ad with the firs deck. It was things for themselves. was a mist low n; I waited im-It lifted soon,

it I could see the shimmer of ice. I sent down to tell the cantain, who

came on deck directly.
"It is no use, Mr. Brown," he 'you must put her about. Wait one moment, the mist is lifting more, it will be quite clear directly.

The mist was, indeed, lifting rapid Far to the north and west we could see the ice stretching away in one unbroken field. I was trying to see whether there appeared any break in the ice toward the west, when the captain, seizing my arm with one hand, and pointing straight ahead with the other, exclaimed:

"Good heavens! there is a ship there.'

The mist had risen like a curtain, and there, sure enough, about three miles ahead, was a ship seemingly firmly packed in the ice. We stood There was looking at it in silence. some meaning after all in that myste rious warning, was the first thought that suggested itself to me. "She's nipped bad, sir," said old

Shiel, who, with the rest of the crew was anxiously watching our new dis covery. I was trying to make her out with the glass, when the flash of a gun, quickly followed by the report, proved that she had seen us Up went the flag, union downward We needed no signal to know her dis-The captain ordered the sec ond officer off into the boat. 1 watched him as he made his way over the ice with a few of the men toward the ship. They soon returned with eight of the ship's crew. It was a dismal account they gave of their situation. They might have sawed their way out of the ice, but the ship was so injured that she could not have floated an hour. The largest of their boats had been stove in, the others were hardly seaworthy. They were, preparing, however, to take to them as a last resource when our wel come arrival put an end to their fears Another detachment was soon brought off, and the captain with the remainder of his crew was to follow immediately.

I went down to my cabin and tried to think over the singular fate which had made us the preservers of this ship's crew. I could not divest myself of the idea that some supernatural agency was connected with that paper in the desk, and I trembled at the thought of what might have been the consequence if we had neglected the warning. The boat coming alongside interrupted my reverie. In a few seconds I was on deck.

I found the captain talking to a fine. old, sailor-like looking man, whom he introduced to me as Captain Squires. Captain Squires shook hands with me, and we remained talking some time. I could not keep my eyes off his face: I had a conviction that I had seen him somewhere, where I could not tell. Every now and then I seemed to catch at some clue, which vanished as soon as touched. At last he turned round to speak to some of his men. I could not be mistaken-there was the long white hair, the brown cont. He was the man I had seen writing in the captain's cabin.

That evening the captain and I told the story of the paper to Captain Squires, who gravely and in silence listened to our conjectures. He was too thankful for his escape out of such imminent peril to question the means by which it had been brought about. At the captain's request he wrote "Steer N. W." We compared it with the original writing. There could be no doubt of it. It was the same old cramped hand.

Can anyone solve the mystery?

Power in Our Powder.

"Velocity and pressure," explained examined them | the powder mill superintendent, "are who could write the two main requisites in proving but we gained powder. The Government specific in its contracts. It demands a old Shiel, who that when fired under service condibeen forward at tions in the gun for which it is incaptain's cabin, tended powder must give to the projectile a muzzle velocity of at least a with the captain certain number of feet per second ere neither of us without producing a pressure of more ative. I tried to than a certain number of tons to the pleasure it the square inch. For modern guns old folks again, the velocity required varies from 2000 always wandered to 2800 feet per second, and the pressious writing. I ure is not allowed to exceed fifteen aught myself fur-desk, expecting our gans of the present day the amount of energy stored up in the t spoken for some | powder charge is so tremendous as to with his face be almost incredible. The limit of At last he sud- energy upon the projectile cannot be estimated, so vast are the possibili-

"For example, I may cite the Oreit was: I cannot gon's 13-inch rifles. Five hundred aderstand the feel-at followed those guns impart to an 100-pound shot a velocity of 2100 feet per second, and the energy of the projectile is nearly 34,000 foot tons. This power is sufficient to lift such a vessel as the Ore-

gon eight feet out of the water. These screens between the cannon and the breastworks are electric chronographs 100 feet apart from each other and the cannon, and they register the time of the projectile's flight with

ely pleased, and absolute accuracy."
Ing and rubbing "And absolute accuracy is—what?" "The millionth part of a second."-San Francisco Call.

Generally speaking, noses may be divided into five classes—the Roman or aggressive, the acquisitive nose, the aquiline, the turned up and the

Owners of Roman noses have obstinate, aggressive natures and most always want their own way in everything they undertake. Irritability, warmth of affection and fondness for society may also be characteristic of the owner of a Roman nose.

Men successful in the financial world have the acquisitive nose which is curved. It indicates a cautious and keen disposition with defensive powers toward any personal possessions.

The aquiline or Greek nose is the most beautiful of all. It denotes a nature full of refinement and shows that the owner is a lover of the fine officer, I believe, arts, has an active disposition toward things in sympathy with his own ideas and is of a conragious spirit.

The turned up nose is seen every-Its owners nak questions in a childish way instead of finding out

The flat nose is usually the herald of a good natured person apt to be rather vain and shallow, but with innistaken—beyond | tuitive faculties —(lbicago Nava

WHY YOUNG MEN FAIL

ONE MAIN CAUSE GIVEN BY SUCCESS FUL NEW YORKERS.

Demand For Youths Who Display a Cortain Characteristic-Difficulty of Finding the Right Sort to Fill Places. An Experience in Journalism.



HY is it that so many young men have difficulty in getting along these days?" is a question which has recently been put to a number professional paper, were so lazy that they would and business men by a New York Evening Post reporter. For the most part, the Dersons talked

with (men of position in professions and business) had little hesitation in They answered in a way answering. hardly complimentary to the young men concerned. One after another of them accounted for the majority of present failures by a single wordaziness. Though the importance of intelligence and education as essential factors in a successful career was not overlooked, the general opinion appeared to be that the one indispensable quality was industry, willingness and ability to work. And this, according to the statement of several of the leading business men of New York, is the quality that is most lacking in young men to-day.

The first person interviewed was a successful lawyer in large practice. 'Young men complain that there isn't any chance to get ahead in law nowadays," suggested the reporter, and the reply came quickly:

"That all depends upon the young men. I used to be a young man myself, and I have been watching young men ever since that time. I have made up my mind to one thing; that is, that the chief trouble with a great many young men is that they are afraid of work. This is true of every occupation, and I have seen illustrations of it many times in my own pro-Here is a case in point: You noticed that I was interrupted just now by a young man, who came in and asked me a question, and you perhaps observed that I said 'No' rather impatiently. The reason was that the question was too silly for any man to ask who had ever got a place in a law office. In point of fact, that young man has had the best advan-He went for three or four tages. years to one of the finest fitting schools in the country, then he had four years in one of the largest colleges, and afterwards three years in what I consider the best law school. Yet I sometimes think that he does not know any more law now, after he has been some time in this office, than he did when he left home for the preparatory school.

"And the chief reason is because he never was willing to work hard, and there is not the slightest reason to suppose he will begin at this late day Of course, there are other reasons why young men do not succeed as lawyers than laziness. For example, I know of a man whose legal learning is extraordinary, and who obtained a good place in a leading law firm, but after he had been there a dozen years has possessions on all five continents, his employers said that he was not and that a quarter of the population worth \$2500 a year. The trouble in of the entire earth is subject to her this case was because he could not utilize his great learning, and he could never get on with clients. But, after making due allowance for all ex- mense tract is a population of 420,ceptional cases, I am convinced that 000,000. During the last twentyaziness is the chief obstacle to success in the legal profession, as in every

other walk of life.

"What do I think is the reason why young men don't get ahead faster in the railroad business?" It is the President of an important railroad, which has its offices in this city, who speaks now. "My opinion is that the great trouble with most of these young fellows is that they are not willing to work as hard as they must if they are ever going to amount to anything. Let me tell you my own experience and observations. It is, let me see, fifteen years since I left college, and decided to go into railroading. The first chance I got was a job at \$40 a month in the office of a railroad out in the Rocky Mountain region. There were a number of other young men in the office. I soon observed that the rest of them seemed to be chiefly inferested in seeing how little work they could do in return for their pay, and how early they could get away from the office, in order to have more ber. time for cards, billiards, the theatre and other amusements. I was interested in my work, and after I had done my day's duty in the office I would go to my room and devote the of her husband, and when she does evening to reading railroad publications and studying all the books bearing on railroads that I could find. Of course, my superiors soon noticed the difference between me and the rest of the fellows. It was not long before a hard job of work was to be done, not at all in my regular line. I was given a chance to try my hand, and I did the work so well that I was soon promoted. It was not long after that when I found a better chance in another railroad office, and each change I made afterwards was in advance, until I was offered my present position. All this time I have been workhard as I could, and it is being as cause I have worked hard that I have got on. The lazy fellows whom I first struck in that office out West have either gone to the dogs, or are pegging along with no better pay now than they used to get fifteen years ago.'

A newspaper man, who has had thirty years of experience, and who for a long time was managing editor of an important newspaper, was asked for his views. "I attribute my own success," he said, "chiefly to the fact "I attribute my own that I have always worked as hard as I could without running the risk of injuring my health-and that exception has not always held. On the show to the mother. For some reason other hand, I can recall a great many she rather omitted to lav as much cases of men who have never got stress upon the father. Finally one ahead for no other reason than be- of the little girls remarked that she cause they were lazy. It would aca great many young fellows show.

"Why do you think that?" asked the When I was managing editor, I discovered that the city reporters on the newspapers did not take the trouble to read all of the local matter which it contained every day, and many of Philadelphia Record. contained every day, and many of Philadelphia Record.

them were often ignorant of the edi-SECURE AND A SECURE AND A SECUR torial attitude of the paper regarding GOOD ROADS NOTES. local matters. The consequence was MENCHALA PROPERTY OF THE PROPE that, when a man was given an assign-

Road Mending.

ment, it might turn out that he knew

the paper about this subject was,

to get to the office promptly.

to inconvenience by being late.

do any work.

not succeed better.

pally because of indolence.

long run, proves successful,

wasn't it?-has defined genius as the

infinite capacity for taking pains; and

it is this infinite capacity that, in the

"It is true that there are some cor-

porations that are guilty of nepotism

and favoritism; that promote rather

the sons and the nephews and the

consing than the men who have dem-

onstrated their fitness for advance-

ment, but these corporations always

have to pay dearly for it. I think

that all business men now recognize

the principle that the most expensive

habit they can acquire is to disregard

A bank president who, in his earlier

years, was a newspaper reporter, talked in a similar strain. The great mis-

is in keeping too close watch on the

time of day. They begin to put on

their overcoats ten or fifteen minutes

before the pointer reaches the hour

when they are free to leave the office.

The majority, therefore, never worry

about anything except the particular

men just ahead of them, and make no

attempt to familiarize themselves with

their work. The result is that when

a vacancy occurs I have no one in my

office who can fill it. There are many

opportunities for promising young

men during the year, but I usually

have to go outside to get the proper

persons for them. It is not because

he average clerk is not capable. It

is because he is lazy. He is fearful

of giving more time to his employer

than the regulations require. Legally

this custom may be all right; but it is

the most fatal error the young mo-

Increase of Population.

to the increase of population have just

been compiled by Sir Robert Giffon.

a distinguished English expert on this

subject. He shows that England now

auzerainty. The extent of territory

owned by England amounts to 13,

900,000 square miles, and on this im-

seven years the English realm has in-

creased 2,854,000 square miles, and

have been added to the population.

within the same period 125,000,000

Since 1871 the population of the

United Kingdom-England, Scotland

and Ireland-has increased from 32,-

000,000 to 40,000,000. At the begin-

ning of this century England, Scot-

land and Ireland had a population of

11,000,000, and France of 26,000,000,

yet to-day the proportion of popula-

tion in both countries is almost alike.

Russia has increased her population

by 60,000,000 since 1870, the result

being that she has now a total popula-

tion of 130,000,000. Germany had a

population of 20,000,000 at the be-

ginning of this century; now she has

between 50,000,000 and 60,000,000, of

whom almost a quarter is the result

of the increase of births over deaths.

Germany, too, is making vast strides

as a colonial power, and her popula-

tion in those distant possessions al

ready amounts to a considerable num-

The Doctor's Wife.

The doctor's wife has, indeed, muc.

need of patience. She sees but little

see him, late at night, early in the

morning, or when they are driving to-

gether to a dinner party, their chances

of sustained conversation are but few.

This is why the consultant's wife rare-

ly or never employs her own husband

as a family doctor, but intrusts the

care of the family's health to a gen-

eral practitioner. It might be weeks

before the great man could find time

to examine Fieddy's eyes or see

whether baby was suffering merely

from teething, rash or from measles.

It is told of a celebrated physician,

not long dead, that having one day

met in Harley street, not far from his

own door, a nurse sud two children,

with whose charming appearance he

was much struck, he stopped and chatted with them. "May I ask whose

children those are?" he said to the

nurse on parting. "Your own, sir,"

Parental Relations.

Germantown, was ende voring to in-

class recently a due apprecation of

parental affection. She spoye of the

mother's love for her children and of

the respect which the childran should

thought children should love their

mother much more than their fathers.

One of the teachers in the Sunday-

the nurse replied .-- Temple Bar.

still into the little girls of

Some interesting statistics in regard

cau fall into.'

"They pay little attention to the

ork they are required to do.

take that young mon make," he said,

merit.

nothing about what the paper had ITH the opening of the printed regarding the matter beforeriding and driving season, hand, or what the editorial policy of and especially with the reappearance of bicycles. is very hard work to induce reporters we shall hear much of good roads. It wished that in this country we they are hauled up sharply every litmight see as much as we hear of them. tle while, many of them put the paper Where the highways are improved they are valued, and people who use have actually known of cases where them are never again willing to go young men in vigorous healt's, who back to the kind of trough of sand were anxious to secure regular posiand mud that passes for a turnpike in tions on the city staff of an evening many parts of this country. good roads movement has not ceased not get around until nearly noon to from moving, and cheering news see if there was a chance for them to comes, every now and again, of the My opinion is that laying of asphalt in cities and of macmost folks are lazy, and I certainly adam in the country, yet so little is know that laziness is the only reason done in proportion to what ought to why many young men in the newspabe done, and must be done, that one per business whom I have known did loses heart, now and again, and fears that for the next century this country One of the leading life insurance is doomed to travel over almost the company Presidents, whose opinion was requested, held the view that: worst roads in all the world. A traveler who has just reached the East While there are pathetic exceptions, on his return from a wheeling tour of I think it can be regarded as a rule nearly three years around the world, that men who fail in life fail princireports that he found the roads in Illinois worse than those in China, without industry, I find, accomplishes which were heretofore supposed to be very little in this world; while inthe meanest that could be found in dustry without genius accomplishes a any land that had roads at all. great deal. Some man-Emerson,

One of the chief causes of the slowness with which reform progresses will probably be found in the fact that in our country districts the farmers discover that good roads do not stay They appear to think good forever. that their whole duty is done when a proper foundation is laid and it is smoothed by a roller. They do not think in this wise of their houses or their churches or their farms, know that buildings need repair; they know that trees need trimming; they know that fields need plowing, and they gather the stones and stumps out of them every now and then; yet the road that passes their doors and is used by hundreds of thousands of persons, is buried in snow in winter, s scored by rain and pierced by front, receives no attention from them what-They do these things better ever. abroad. They first make a road with a clean, broad, properly graded surface, then they appoint men whose daily business it is to go over it and

Queeus County has spent millions

of dollars for macadam, and it has secured the best roads in the State of New York. If they are allowed to go to rain the work will all have to be done over again at a tremendous expense. A road mender can keep at east a couple of miles repaired; and his pay will not be more than a couple of dollars a day, unless he is in polities. It is wiser to pay this sum than to have a bill of thousands of dollars to meet at the end of some years. In Europe the menders watch the highways just as track walkers watch the railroads. Whenever a heavy rain has started a little channel in the pavement it will widen aud deepen with every succeeding rainfall until that part of the pavement is torn beyond repair. A little tamping with gravel. a stone put in the channel, a shovelful of earth here and there, a cart rut obliterated, a loose stone thrown aside now and then will keep the road in serviceable condition for a life time. The way not to do it as finely illustrated in Prospect Park, where a couple of men of intelligence and a little more diligence than we see in public service would make farther repairs needless; but absolute neglect follows the surfacing of every path and drive. The stitch in time that saves nine is never applied. It is not sufficient to make good roads. It is just as important to keep them good.

-New York Mail and Express. The Economic Phase.

Speaking of good roads as an economic proposition, there is no doubt that if the common highways of the United States were placed in anything like proper condition they would save millions of dollars annually. A Government expert estimates it at half a billion dollars, or one-half the appropriations of the famous "Billion Dollar Congress."

There was a national good reads movement on a different principle early in the century. It included the building of a national turnpike from Washington to St. Louis. The advent of railroads nipped the movement in the bud, and all that remains of it today is the Cumberland turnpike. But highways were needed and the necessity was recognized. The iron rails have been made the leading highways

during the past half century. A railroad is a highway of commercial in the same sense as a public road, and so are rivers, harbors and canals, They are the arteries of trade. country has spent billions of dollars for railroad building, hundreds of millions for canals and still more for rivers and harbors.

Yet not one ounce of any commodity, of any kind, that is hauled over railroads, canals, rivers and harbors. but is first hauled over country roads or city streets.

The Way to Got Good Roads.

One hears a good deal from time to time of the good roads movement. Is public sentiment behind it? Do the farmers of New York really want firstclass highways, or are they content with those they now drive on? The treatment which the bill pending at Albany appropriating \$1,000,000 for good roads gets will throw light on these questions. It is provided in this measure that the appropriation shall be spent in accordance with the provisions of the law of 1898, by which the State pays fifty per sent, of the cost of road improvement, the county school of the First M. E. Church, of thirty-five per cent, and the town or abutting properly owners immediately interested the remaining finen per

cent. This certainly is a fair division, or, at all events, it is a division which enables those who desire good roads to secure them without placing too heavy a burden upon their shoulders, The bill is one of the results of the good roads convention lately held in Albany. If the farmers as a whole desire its passage and bestir themselves to that end they can have their way. they remain passive the Legislature will be justified in concluding that the time is not ripe for making so large an appropriation. - New York Mail

A FORGOTTEN HERC.

Major George Creghan and His Defense

It is noteworthy that the reputation of our great soldiers was in every case built up of long as well as brilliant In no case has it been th result of any single deed, however heroic. In fact, others have per-formed single deeds of heroism surpassing in brilliancy, perhaps, any single deed of any of these great sol diers. In such cases, as a rule, these heroes are known only to the reader of abstruse history. A sin stance will serve to illustrate: A single in

Just where the town in Ohio per petuating the name of the first publican candidate for the Presidency and the home of a more successful subsequent candidate for that high office, is now situated, was a wretched stockade called Fort Stephenson. Its armament consisted of one gun and a garrison of 160 men, commanded by Major-General George Croghan, a young officer of twenty-two. He was born not far from Louisville, Ky., in 1791, and came of fighting stock, for his father had been an officer in the Continental Army and his mother was a sister of George Rogers Clark. Graduating from William and Mars College in 1810, he entered the army was in the battle of Tippecanoe in 1811, and a year later was made cap tain in the Seventeenth Infantry, With this rank he served under Har rison in 1812 and 1813, and so distinenished himself in a sortic from Fort Meigs that he was appointed an aidede-camp with the rank of major, and assigned to the defense of Stephenson. Lest Tecumseh and the Indians

who were coming across country from Fort Meigs should make a flank attack, Harrison had authorized Croghau to burn the fort and retreat. This he did not do. "We are determined to maintain this place," he said, "and by heaven we will!" Harrison, thereupon dispatched an officer to relieve him. But Croghan went to headquarters, carried his point, and when, on August 1, the English commander summoned him to surrender, sent back a stout defiance. The next day the bombardment began, and toward afternoon an assault was ordered. The English soldiers, in three columns of 120 men each, were to attack three sides. The Indians were to storm the fourth; but as they came out of the woods into the open a steady and well-directed fire from the fort drove them back. The British troops, thus left to light alone, came on bravely to the very gates, made every possible effort to get into the fort for two hours, and then retreated with all of the officers and one-fifth of the men killed, wounded or missing. wave of enthusiasm which rolled over the country as the result of this victory equaled anything of the kind seen in our day; but who to-day knows anything of the personality of Major Croghan?-Frank Leslie's.

The Ocean's Ghastly Grist.

"During the gales of last winter, unequaled in the records of the Hydrographic Office for force and persistency, more than twenty tramp steam ers were lost. Ten were never heard from after leaving port. More than 150 broke their shafts. In over a score of instances they also lost their propellers, and were saved from being overwhelmed by sea anchors, which held their heads to the combers, and a liberal use of oil which smoothed down the crests. Some of the underballasted tramps from British ports, which, in pleasant weather, make the voyage to Sandy Hook in fifteen days, were thirty-five days and forty days breasting the great winter gales. Two of them rolled their funnels out, and another spent fifteen days either attempting to make her way through the crested billows, or wallowing in the trough. Cliff-like waves, breaking in cataracts over her weather bow, o leaping aboard amidships, carried away all her lifeboats. She rolled a an angle of nearly forty-five degrees the rolling period being twelve of fifteen times a minute for hours and hours together. During these fifteen days the weary skipper found, when he had a chance to make an observa tion, that the ship had made 140 knot leeway. In this tumultuous period very few of the officers were able to got any sleep, except the merest cat naps. The food was hardly fit to eat through bad cooking, the cook being unable to work properly, and the water, impregnated by the searching brine from invading seas and spoon drift, did not do much toward quench ing thrist."-Ainslee's Magazine.

Something Like a Reduction.

It was at a recent gathering of at electrical association, in a small city, at which a week's exhibit of various electrical goods was made, that a New York supply man unpacked his illuminated sign in the presence of the agent of the local electric light company, relates the Electrical Review. much for current to light the sign for a week?" said the supply man. answered the "Thirty dollars,"

supply man. "Too much. I only paid \$35 for four weeks in New York. Give you

"Call it \$25." "Not much; but, say, you put in a meter and I'll pay your regular rates. The electric light man could not let this "bluff" pass him, so he agreed. On the last day of the exhibition he came around to where the sign was being packed up and said: here; perhaps you feel that I was trying to charge you too much for current for that sign. I've got the meter

pay the meter bill, and that was what he intended to pay-neither more nor less. After some argument it was produced. It amounted to twentyeight cents.

An Unappreciative Audience.

at the afternoon tea, and they sat on a divan wedged in by the crush for the better part of the afternoon. When he finally escaped a man he knew said: "I see you are on speak-

CHINESE SMUGGLING

Montreal the Headquarters of Business in Canada.

Montreal is the beadquarters Chinese smuggling from Canada to the United States. The Canadian Pacific railway, by means of its steamers and its limited transcontinental express, keeps pouring the Celestials into the city, and the Chinese companies keep shoving them out across the line at a good round sum per head, to be paid in weekly installments when the travelers have succeeded in establishing themselves in some United States town. The company patronizes two different classes of people to carry out their schemes successfully. The more advanced patronize the "Border Smuggling Trust," as it is known, and which is said to consist of a number of United States border lawyers and Chinese interpreters. These people agree for a certain stipulated sum to see all the Chinamen which their employers mny send safely to the United States. with the proviso, however, that they are to suffer a short time of preliminary imprisonment. The consignors are to send one or more photographs of the men shipped and, with the aid of these, spurious relatives are faked up, who at the proper time are brought forward to swear that the man who was arrested when he entered the United States has lived there for years, and has only been on a trip to China. Their testimony is backed up by the man's certificate, which, however, is not his, but belonging to a man who actually has gone to China and has sent back his certificate. The fact that to the American nearly all Chinamen look alike facilitates this fraud. Often rertificates are short and their scarcity compels even the more advanced representatives of the Chinese companies to turn to the men who still earry on the smuggling business in the qld romantic style, with all the dangers attending the work. Men and women are engaged in this, and the Chinamen are sometimes driven and sometimes railroaded into this country in disguise. Whole freight cars by some private arrangement have at times been chartered for the purpose of smuggling in whole crowds of Chinamen at the same time, but driving is considered the sufest way.

The Great Wall to Be Destroyed.

It is curious that when China is just on the eve of introducing western methods of engineering she threaten to demolish the greatest engineering work she possesses; that is to say, the Great Wall, creeted 200 years B. C., for the purpose of keeping back the Tartars. It is stated that an American engineer is on route to China in behalf of a Chicago syndicate which is expected to take a share in the contract to be given out by the Chinese government for the demolition of the wall. The Engineer states that one French, two British, and three German firms are also bidding for the work, payment for which is to be in the way of rich concessions.

Cheers From the Wounded, Charley Reynolds, one of the Kansas boys, relates the following instance of good Kansas nerve: "The firing pin in my rifle broke and I started to the rear

to get another gun. About fifty feet behind our line I came across one of Company F's men lying on the edge of the road, shot through the shoulder. We exchanged guns and I started back. The last I heard of that man was his cheering. That appeared nervy to me, lying in the road helpless, giving his rifle to a comrade, and then welling to the boys to go ahead."

MARKETS.

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n	GRAIN BY		
r	FLOUR-Balto, Best Pat.		4.50
d	High Grade Extra		4.00
ti	WHEAT-No. 2 Red	70	71
	CORN-No. 2 White	40	41
ř	Oats—Southern & Penn	29	20 55
å	BYE-No. 2 HAY-Choice Timothy	76.00	16.50
370	Good to Prime	14 59	15 11
1	ETBAW-Rive in ear lds.	14 60	1 50
u	ETBAW—Rye in ear lds Wheat Blocks	× 1918	8.59
	Out Blocks.	2.00	9 50
S	CANNED GOOD	0%	
d	TOMATOES Stnd. No. 3.5	- 60	(20)
a	PEAS—Standards	1 19	140
3	Seconds.	1.10	2.50
t	CORN-Dry Pack		500
	Moist		70
g	EDES.		
t)	CITY STEERS .	10%	e 11
g	City Cows	956	
+	FOTATOEN AND VEGETARLES.		
3	POTATOES-Burtanks	- Continues	60
73	ONIONS	55 @	45
	PROVISIONA	2.0	18-01
1	HOG PRODUCTS-shis,		
	Clear ribsides	69% W	5 <u>30</u>
ı	Hams	1034	111
	Hams Mess Pork, per bar		12.50
	LABD—Crode		4
	Best refined.		- 3
	BUTTEL		
	BUTTER-Fine Crmw 4	22	m 600

TTEH-Fine Crmy.... Creamery Holls. CHEESE-N. Y. Fancy ... ? N. Y. Fints..... Skin Cheese.... North Carolina..... EGGE-State. LIVE POULTRE CHICKENS*
Ducks, per th TOBACCO TOBACCO-Md. Infer's .. 0

and call it square." The supply man said he agreed to

The weary man knew but one girl

ing terms with Miss Chatterton."

'Not at all; not at all," said the weary one. "Merely on listening weary one. "Merely on listening terms."-New York Commercial Advertiser.

Bound common...... Middling..... 10 33 LIVE STOCK BEEF—Beat Beaves. . # 423 BHEEP . . 4 50 Hogs. . . . 1 40 PURS AND RELIDA NEW YORK

bill, but suppose you just pay us \$10 EGGS-State.....

PHILADELPHIA.

FLOUR-Southern...
WHEAT-No. 2 Red...
CORN-No. 8...
COATS-No. 2...
BUTTER-State...
EGGS-Penna ft...