

A Soldier's Escape.

From the Democrat-Intelligencer, St. Louis, Mo.

While Richmond had fallen and the great Confederacy had met beneath the historic apple tree at Appomattox, the 33d Pennsylvania Volunteers, bravely and gallantly, and in the face of a rebel army, were marching to the front. The 33d Pennsylvania Volunteers, bravely and gallantly, and in the face of a rebel army, were marching to the front. The 33d Pennsylvania Volunteers, bravely and gallantly, and in the face of a rebel army, were marching to the front.

It was a great sufferer from sciatic rheumatism almost from the time of my discharge from the army. At times I was bent almost double, and got around with only the greatest difficulty. Nothing seemed to give me permanent relief until three years ago, when my attention was called to one of the wonderful cures effected by Dr. Williams' Pink Pills for Pale People, and I made up my mind to try them. I had not taken more than a half a box when I noticed an improvement in my condition. I took three boxes of the pills, and at the end of that time was in better condition than at any time since the close of my army service. Since then I have never been bothered with rheumatism. Dr. Williams' Pink Pills for Pale People is the only remedy that ever did me any good, and to them I owe my restoration to health.

ASA B. ROBINSON.
Subscribed and sworn to before me this 15th day of July, A. D. 1887.
JOHN G. GREENE, Justice of the Peace.

Medical evidence is added in the following physician's certificate:
This is to certify that I have this day examined ASA ROBINSON and find him enjoying a healthy physical condition and free from rheumatism.

HENRY M. COWAN, A. M., M. D.
Subscribed and sworn to before me this 15th day of July, 1887.
H. E. VANDEVENTER,
County Judge, Brown County, Mo.

All the elements necessary to give new life and richness to the blood and restore shattered nerves are contained in a condensed form, in Dr. Williams' Pink Pills for Pale People. They are an unfailing specific for such diseases as locomotor ataxia, partial paralysis, St. Vitus' dance, sciatica, neuralgia, rheumatism, nervous headache, the after effect of a gripe, palpitation of the heart, pale and watery complexion, all forms of weakness, either in male or female. Dr. Williams' Pink Pills are sold by all dealers, or will be sent post paid on receipt of price, 50 cents per box, or six boxes for \$2.50 (they are never sold in bulk or by the 100), by addressing Dr. Williams' Medicine Co., Schenectady, N. Y.

SPEECH OF THE HAWAIIANS.

Vowels Run Riot, Consonants Are Few and There is a Great Literature of Poetry.

Along with territory and a few other things at what has been called the crossroads of the Pacific, the United States has annexed a new language and a somewhat considerable literature owned by the 35,000 left as the remnant of their race. The Hawaiian is not a difficult or crabbed speech. It is soft and musical, most of the white people now in Hawaii speak it more or less fully, and it offers no great difficulty to the others who may be expected to fill up the new domain.

Its most prominent characteristic is the great use of vowels. Besides the five vowels it needs only seven consonants to make up the alphabet, and the one hard and fast rule of the grammar is that two consonants shall never come together and that no word or syllable shall end with other than a vowel. On the other hand, vowels may string along in indefinite succession. The speech abounds with whole words which have not a single consonant to hold them together. Two vowels stand side by side in a majority of words. The opportunity to triplicate the vowel has not been neglected; a word has been formed of every such combination. Thus "aaa" means friendly, "eee" is the verb to rise up, "iii" is little, "ooo" means to shrink, and "uuu" means to steamer.

Four vowels together form many words, as "auuu," a crane or hag with wrinkles under the eyes. Some few words consist of as many as five vowels one after the other. "iaiao," which is the name for poi when it is hard and musty, or "oiaio," the word meaning true.

The language is highly developed in grammar and rhetoric, developed by the savage Hawaiians up to the limit of their needs and containing the elements of a still further development. The proof of that may be found in the books which have been translated into Hawaiian. The Holy Scriptures in Hawaiian show this. Despite the fact that the history and the doctrine therein contained were absolutely beyond the line of island experience, it has been found possible to express them perfectly in the native tongue with only a very few words adapted from foreign sources; in fact, there are fewer than one per cent. of naturalized words in the Hawaiian.

It has its widespread linguistic affinities. The Polynesian tongue of which it is one member is spoken over a wide extent of the Pacific, as far south as New Zealand, as far east as Te Pita to Whenua or Rapa-nui, which is better known as the Easter island of the colossal carvings. When Cook traversed those seas he carried a Tahitian, who was everywhere a competent interpreter. One language of the Polynesian stem is as like another as are English, Dutch and German. There are Malay affinities; there are stems which may be traced in the remoteness of Madagascar. At least one great effort has been made to prove the Polynesians to be an early offshoot of the Aryan race and therefore blood brothers to the Germanic stock.—N. Y. Sun.

EMIGRATION OF RACES.

Feminine Nationalities Have Emigrated in Profusion Since the Way Was Opened.

It is the masculine races that emigrate. The earliest of the great colonizing peoples, the Phoenicians and Carthaginians, in addition to the "strenuous ferocity" that marked the Semites, possessed an "individual impulse and energy" which (in Grote's opinion) put them greatly above the Egyptians, Assyrians and Hindus. The Greeks were flexible and many-sided, and, being fractured into a hundred independent communities, had a self-organizing faculty which promoted emigration in many directions and diversified colonization. The mantle of ancient races, the Romans, overflowed equally in colonization and conquest. The now emasculated Spaniards and Portuguese were, in the fifteenth and sixteenth centuries, the most robust of European nations. In the sixteenth and seventeenth centuries the French were aggressive and conquering. The long struggle with Spain made Holland a nation of heroes. The English Germans and Scandinavians are Bismarck's masculine peoples. The Celtic Irish, the Italians and other feminine nationalities have emigrated in profusion since emigration has been made easy.

The emigrating impulse is by no means diffused equally over the emigrating races; there are emigrating sections of these races. The migrating Aryans, whether starting from "somewhere in Asia" (as Max Muller still maintains) or from southern Russia (as Schrader contends), spread into every European country, and forming a fringe along the coast, where they remained as sea rovers, or crowding to its centers, where they became its rulers and its aristocracy, were the progenitors of the migrating bands which left these countries in after years or are leaving them now.—James Collier, in Appleton's Popular Science Monthly.

She Was Willing.
"If you do not marry me I shall hang myself!" exclaimed a loverless Denver young man. "Well, if you do, please go down a block," was the cheerful response. "For I heard papa say he did not want you to hang around here."—Denver Times.

Philanthropy.
Sammy—Vas money der root ohf all evil, fadder?
Isaac Slim—Yes, Sam; so you must dry and do all the good you can in life by getting it away from people.—Illustrated American.

MISCELLANEOUS ITEMS.

Fifty-seven officers of the regular army have sons in the service.
In 1897 in the three Florida counties of Lee, De Soto and Hillsboro 76,750 alligator skins were taken and 214 hunters were engaged in the business.
Last year the United States government's profits on money orders amounted to \$800,000. When the system first went into force, in 1865, the government lost \$7,000.

Nine families in Burton, Kan., have their cooking done on the cooperative plan, and thus insure a greater variety of food at a less cost, and avoid the worry of directing and paying servants girls.

A rhinoceros bird, about the size of a turkey, which was recently shot on the island of Java had in its claw a vim from a small telescope and three brass buttons, evidently belonging to the uniform of a British soldier.

Gold suggests to the average value of \$5.20 were found in the gizzard of each duck sold by a rancher in the vicinity of Ellensburg, Wash. Now gold seekers are haunting that man's ranch with the hope of finding a gold mine.

Wide basters in Butte, Mont., receive an extremely suggestive hint. When one of them sees a piece of orange hung on his door he promptly comprehends that when next he beats his wife there will be a funeral and the wife baster will be the corpse.

An eminent Russian linguist predicts that in 300 years from now there will be only three living languages—Russian, English and Chinese. As there are about 3,000 languages and dialects, the rate of decay must average 15 each year to make the prediction come to pass.

After eating a most enjoyable dinner in the Grand Pacific hotel, Chicago, Mr. E. D. Rowland, of New York, gave the waiter a \$500 bill in payment. The waiter left the hotel to change the bill, and perhaps has had to travel a long distance. Mr. Rowland is now the waiter—waiting for his change.

HOW IT ALL HAPPENED.

Terrible Things That Happened to Several Persons Because a Horse Liked Grass.

It would not have happened if it had not rained the night before or if the butcher's boy had hitched the horse when he left the delivery wagon standing on Madison avenue while he went in the apartment-house at the corner. The horse wanted some of the grass that grew inside the curb, and after he had taken a mouthful or two, horse-like, he decided that the grass behind him was better. So he backed up until the wagon covered all the clean crossing and then stood still.

One at a time five men came along from the opposite side of the street. Two of them waded through the puddles behind the wagon and three made a detour by going around by the other side of the street. Then a man and a woman came along. Both were nicely dressed, and the woman wore a nice skirt. They were hurrying to the depot and had not time to go around by way of the other crossing, so the man waded to where he could lead the horse out of the way. As soon as the crossing was clear the woman started over and the man let go of the bride. Then the horse promptly backed again and ran the muddy wheel against the white skirt, leaving about two feet of mud on it and causing the woman to squeal and jump into the biggest puddle.

This made the man furious and he savagely whacked the horse with his umbrella and broke the handle of it. The butcher's boy came out at this moment and caused the man for beating the horse. Then the man let loose a little profanity on his own account and tried to hit the boy with the umbrella and the boy struck him with the basket he was carrying and jumped into the wagon and started the horse on a run. They headed toward a bicycle rider who was on a narrow strip of road between two pools of water, and he promptly fell into one of the pools and the wagon ran over his wheel, while the jolt threw a basket of meat into the other pool. Then a woman who was watching from an upper window leaned too far out and knooked over a vase, which didn't stop falling until it struck the sidewalk.

The man and the woman then turned back toward home. Her skirt and shoes were covered with mud and she was telling him it was all his fault and expressing a very poor opinion of a man who would use such awful language in the presence of his wife.—Chicago Chronicle.

An Unkind Parent.
Mrs. Sharp—Our daughter is now nearly 15 years of age and I think it is time she had some kind of a musical instrument to play on.
Mr. Sharp—What a remarkable coincidence! I had the very same thought this morning when she was singing in the dining-room.
"What instrument do you think would be the most suitable?"
"I think a steam calliope would be about the proper thing. It's the only instrument I know of that would drown her voice."—Chicago Evening News.

A Leg of Lamb.
A burglar once entered the house of the late Charles Lamb, the celebrated novelist, and was about to begin operations when Lamb himself entered the room. On seeing the man the novelist asked him what he wanted. After a moment's hesitation the burglar replied that "he was after something to eat." On hearing this Lamb took the intruder to the door and said: "As you are so hungry here is (meaning his own leg) a leg of lamb for you!" And so saying, he kicked him into the street.—Spare Moments.

RAILROADS IN SPAIN.

The Mileage Is Small and the Traveling Hard.

The Entire System Is No Larger Than One of Our Western Roads—Difficulties of Passengers.

There is not much celebration of anything in Spain this year, but if there was, she might celebrate the semi-centennial anniversary of the opening of the first railroad in that kingdom. In 1848 the Barcelona railroad, so called, extending 18 miles from Barcelona to Mataro, was opened to traffic. Mataro is a small town on the Mediterranean northeast of Barcelona, and these 18 miles of road constituted at that time Spain's only contribution to the railroad mileage of the world, the neighboring country, France, having at the same period a railroad mileage of 1,500 and Great Britain 3,000. Since then there has been a slowly intermittent increase of what is sometimes grandiosely called "the railroad system" of Spain, two obstacles to the development of which have been the unbusinesslike methods of the inhabitants and enormous engineering difficulties. Spain has been wholly denuded of forests at the headwaters of rivers, and as a consequence there are frequent overflows, carrying with them railroad bridges, trestles and embankments, to the constant peril and annoyance of passengers.

There are now in Spain 7,550 miles of railroad, less than one-third of the number in Great Britain, France or Russia, and less than one-fourth of the number in Italy. The relative insignificance of the Spanish railroad "system" appears best in comparison with American railroads, a single line, the Chicago, Burlington & Quincy, having an aggregate mileage of 7,400, owned, operated or controlled, or nearly as much as all the railroads of Spain combined. Spanish railroads are proverbially slow, the rate of "express" trains being 25 miles an hour and of way passenger trains from 12 to 15. They seldom run on schedule time, and it is the testimony of all travelers that they never make connections. The amount of baggage allowed each first-class passenger on a Spanish railroad is 60 pounds, but the railroads are not responsible for its loss, nor are their officials responsible for its identification.

The railroad lines of Spain were built partly by private capital, partly from the proceeds of governmental subsidies. These subsidies have amounted to over \$200,000,000 (1,000,000,000 pesetas). Although the railroads of Spain are directly under the control of the government, and although about one-third of their construction was paid by the government, they are owned by private companies, and about three-fifths of the stock of the Spanish railroads is owned in France. French investors have gradually absorbed the securities, which, sold at a depreciation, pay a high rate of interest. French and English engineers supervised generally the construction of Spanish railroads, but the "stations," or terminal facilities of the companies, are the products of domestic industry, as any observant but forbearing traveler will admit.

The railroads of the United States carry in a year about 600,000,000 passengers, and they transport about 800,000,000 tons of freight. There are 33 per cent. more tons of freight carried than there are individual passengers. The Spanish railroads, despite the inferior facilities which they offer to travelers, depend more upon passenger than upon freight traffic, carrying in a year a much larger number of passengers than they do tons of freight. In 1897 the Spanish railroads carried 27,000,000 passengers, but they carried only 12,000,000 tons of freight. The difficulties of passenger traffic on Spanish railroads are enhanced in some particulars which are rather amusing than serious. Passengers are expected to arrive at the station at least half an hour before the train leaves in order that sufficient allowance may be made for the dilatory proceedings of the railway officials. During part of each day (and in some cities the larger part of each day) the railway stations are closed and the ticket offices do not open until an hour before the time scheduled for the departure of the train, closing a quarter of an hour before it is due.

The hapless tourist, in compliance with Spanish railroad custom, must have his ticket before he is permitted to enter the waiting-room, and as this ticket must be bought 15 minutes, at least, before the train starts, and as the train may be anywhere from an hour to three hours late, his opportunities for reasonable complaint are numerous and are not diminished by knowledge of the fact that he is paying more for his ticket, according to the distance traveled, than is the rule on American or English railways.

One peculiarity of railroad travel in Spain is to be found in the fact that employees of the railroad company are entitled, as a matter of right, to the best seats, even regardless of the tickets sold passengers. In what is sometimes called "cheap" railroad travel in Spain many of the passengers ride on the roofs of the cars, but whether it is to enable them to see the country to better advantage or to enjoy greater comfort and better ventilation is not known. In some Spanish railroad stations, notwithstanding the meagerness of their accommodations, an admission is charged, similar to a theater, it being the theory of some of the Spanish railroad officials that the eagerness of some persons to find salace on the wooden benches of railway stations is an item of available revenue not to be disregarded.—N. Y. Sun.

Scene in Speer's Vineyards, AT PASSAU, N. J.

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The Port Wine is nine years old and the Burgundy, a rich dry wine eight years old. The Charet equals the finest French product. Druggists and Grocers Sell it.



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