GALADVERTSING.

INISTRATOR'S NOTICE Let- s of Administration in the John M. Hackenburg, late of Adams ler'o Pa., dec'd, having been granted dersigned, all persons knowing them ted to said estate are requested to mediate payment, while those having l present them duly authenticated to signed.

NATHAN HACK. NBURG, Administrator, C. T. A.

Pa., Feb. 6, 1902. r, Att'y.

TRIX'S NOTICE.—Notice is hereby that letters testamentary upon the es orge Campbell, late of Union town der Co., Pa., dec'd, have been issued of law to the undersigned, to whom ed to said estate should make imme ment and those having claims agains present them duly authenticated for

D. W. CAMPBELL, Executor. wn, Pa., March 14, 1902.

TOR'S NOTICE.—Notice is hereby that letters testamentary upon the Harriet Frantz, late of Franklin town der County, Pa., deceased, have in due form of law to the under whom all indebted to said estate ake immediate payment and those ims against it should present them enticated for settlement.

H. J. DUCK, Executor.

UTOR'S NOTICE.—Notice is given that letters testamentary up- state of Jesse Shambach late of ership, Snyder County, Penna., have been issued in due form of law designed, to whom all indebted to should make immediate payment having claims against it should pre- duly authenticated for settlement.

PHARES SHAMBACH, JOSHUA SHAMBACH, g, Pa., May 15, 1902. Executors.

utor's Sale of Valuable

AL ESTATE.

of powers contained in the will Frantz, late of Franklin township, ty, Pa., deceased, and to me dele- her executor, will, on

rday, June 12th, 1902,

residence of the said decedent in offer her real estate at public sale, ing bounded and described as fol-:—

round situate in Paxtonville, Sny- Pa., bounded on the north by land Brunner, on the east by land of Sarah on the south and west by public ing

nd Three-fourths Acres

On this lot are erected a good HOUSE and all the modern out-

reserves the right to sell this or two, or three lots, as is to the purchasers.

SALE—10 per cent. must be paid day of sale, 30 per cent. on or be- after the day of sale, and the bal- months after the day of and possession will be given.

and place the personal the decedent will be sold at one o'clock p. m. of said day of sale of personal property will be by

H. J. DUCK, Executor

AN OLD FIGUREHEAD

It Tells the Story of a Wreck and a Sailor's Romance.

The Carved Bust of Edith Lorne Still Rests at Baker's Bay, Wash., Its Time-Worn Head Pointing to Scotland.

High up on a little platform in front of an old shack overlooking Baker's bay at Ilwaco, Wash., is an old figurehead. It leans forward as is characteristic with figureheads, and points toward Scotland. It is the form of a woman, a strong-faced, strong-armed woman, with rugged features and a stern expression. The figure is sawed off just below the waist, and this, too, is a part of the story.

More than 20 years ago, when the channel at the entrance of the Columbia was less known and more dangerous than now, the alarm was spread along the beaches at the entrance from the ocean among the small population of fishermen that a ship had gotten within the two-mile limit, and was drifting mercilessly to the sands. The people ashore signaled frantically to the sailors, and they, in desperation, signaled back, but they did not understand each other, and the ship went on to its doom. It soon lost the course of the channel, and a little later stuck its nose in the sand, and the heavy breakers drove it on and on until the hull was almost buried and she was filling with water. The men dared not risk their small boats in the foaming breakers, and they clung to the masts. The water rose higher and higher, and the vessel sank her nose deeper and deeper in the sand. The shipwrecked crew waved more frantically to the people on the shore, and the people on the shore waved more frantically back. But it was useless. At early dawn the following morning they were seen working about the deck, which was now high and dry above the water, but imbedded deep in the sand. The fishermen went to their rescue. Their

POINTS TOWARD SCOTLAND.
(Figurehead Which Adorns an Old Shack in Washington.)

cargo was principally ballast, and they had but little to bring ashore. It was utterly hopeless to save the ship. They are rarely ever saved when once imbedded in these sands. After the last load had been sent ashore the captain began to work on the figurehead.

"I must save this, at least," he said.

He worked at it a long time. They are put on substantially. But he succeeded and brought it ashore. The following day he sailed for Portland, but before going he left the figurehead in the care of a fisherman, with the injunction that he should take good care of it until he called for it. "I shall try to take it with me on my return, but if I do not, will some day make this port and shall call for it," he said.

But the captain took train to New York and sailed from there to his home. The old fisherman took the figurehead to his shack and kept it for many years—until his death—but the captain of the vessel—it was the Edith Lorne—never called for his property. It became common property in the community. Its history was forgotten by all but a few. In the course of time it was carried from place to place as some one took a fancy to it. Then it was stolen. The fishing industry was now on a boom and a large number of men were employed there. The old shack used as a messhouse stood on a high eminence overlooking Baker's bay. The fisherman stole the figurehead from its last claimant and started to place it on a little platform high up in front of the shack. The figure was too tall, and they sawed it off below the waist, still giving it the forward inclination.

One day upon the arrival of the boat from Portland a gruff old Scotchman came. He saw from the wharf his figurehead adorning the shack of an "onery" land lubber, as he called it. A little closer, and he discovered that his Edith had been desecrated by land lubbers. She had been sawed off below the waist. He looked at the statue for a moment, wiped away a tear, probably the first for years, and turning without a word went aboard the local steamer and returned to Portland.

There was all kinds of speculation there at the time about the matter. Some people said they thought it was the image of his wife; others thought it was the image of his daughter, but it was afterwards learned that he had never been married, and that this Edith Lorne had been the old "salt's" sweetheart in early days, but no one could learn the story.

Chicago Porter and Boston Woman.

Scene—Pullman car, entering St. Louis. Porter obsequiously whisk-brooming woman passenger. After lingering expectantly he receives a tip—a five-cent nickel. He looks at it critically, then drops it into the cuspidor, remarking defiantly: "Ah'm er portah from Chicago!" "Open this window!" commands the woman. He obeys, whereupon she stoops, picks up the cuspidor and empties it upon the track; then, drawing herself up haughtily, observes: "I am a lady from Boston." When, in the station, every passenger had left the car, the porter said to the conductor: "I los' dat nickel, en Ah'm er fool. It teaches me er lesson, howsomdever, never ter fool wid none o' dese Yankee women. Why, der ain' er woman through de whole west who'd er though o' castin' dat nickel on de roadside when dey knowed Ah wanted it."—N. Y. Press.

Little Encouragement.

Patronizing Clerk (at Hotel de Bumme)—And now, sir, if you hear anyone inquire for a good hotel in this town—

Departing Guest (eagerly)—Yes, yes! Go on and tell me. Ever since I have been in this house I have been wondering what I should say if anyone asked me about a good hotel in your town.—Los Angeles Herald.

Twice Rejected.

Wederly—Was that your sister I saw you with last evening?

Singleton—Yes; one of them.

"Why, I wasn't aware that you had more than one."

"I have three. One by birth and two by annexation."—Chicago Daily News.

TAMMANY'S NEW HEAD.

Lewis Nixon Elected to Succeed Croker as Chairman of the Finance Committee.

Lewis Nixon has for some little time been looked upon as the strongest and most virile of the younger men of Tammany Hall. As a man of affairs he stands in the forefront in the business community.

He was born at Leesburg, Va., April 7, 1861, and received his early education in the schools of that town. In 1878 he was appointed a midshipman and in 1882 he graduated from the United States naval academy at the head of his class. He was sent by the navy department to the royal naval

LEWIS NIXON.
(Head of Finance Committee of Tammany Hall, New York.)

college, Greenwich, England, and in 1884 he was transferred to the construction corps of the navy.

In 1890 he designed the battleships Oregon, Indiana and Massachusetts, and then resigned from the navy to become superintendent constructor of the Cramps' shipyard, Philadelphia. In 1893 he left there and on his own account started the Crescent shipyard at Elizabeth, N. J., where he has built 100 vessels in six years, among others the torpedo boat Holland and the monitor Florida. In 1899 he was appointed president of the East river bridge commission by Mayor Van Wyck. He is consulting engineer of the Cramp Shipbuilding company, Philadelphia; president of the International Smokeless Powder & Dynamite company, United States Long-Distance Automobile company, Carbon Axle company; trustee of Webb's academy and home for shipbuilders, and director of the Idaho Exploration and Mining company.

Although Mr. Nixon has been a member of Tammany Hall for 11 years he came to Mr. Croker's special notice only half a dozen years ago. When the democratic national party was looking about for a vice presidential candidate to run with Bryan Mr. Nixon was suggested. The support of the New York delegates was pledged to him, but he felt impelled for personal reasons to have his name withdrawn.

NO OTHER LIKE IT.

Easton, Pa., Has a Suspension Bridge Built Upon an Entirely New Principle.

Easton, Pa., has a new suspension foot bridge unlike any other bridge in the world. Among its oddities are the facts that it is 804 feet long and only ten feet higher than the south approach; it has two river spans instead of one, each 279 feet long; and it has a stair span that is 110 feet in length.

This bridge stretches across the Lehigh river, the Lehigh Coal & Navigation company's canal, and the tracks of the Lehigh Valley railway. It is a toll bridge, built for a local company and designed by H. G. Tyrrell, a Boston

SUSPENSION FOOT BRIDGE.
(There Is No Other Structure Like It in the World.)

engineer. The city engineer of Easton had charge of building the foundations.

One of the great difficulties confronting the designer of the bridge was the unequal elevation of the two ends of the bridge. To overcome this the floor is run down on a seven per cent. grade from the north bank to the river tower. From this point to the low end are four runs of stairs, the whole being suspended from the cables. On account of its having only a ten-foot roadway, which is narrow in proportion to its length, it was necessary to resist wind pressure by running guy ropes from the center of the two main spans to shore. The bridge has steel towers resting on stone piers, which are built up to extreme high water level. The height of the center tower from low water to the top of the saddle is 108 feet. It has two steel wire cables, each 2¾ inches in diameter and three-quarter-inch suspenders. The steel stiffening trusses are five feet three inches deep. They are braced laterally at panel points to the floor beams. The bridge has wooden joists, a plank floor and wooden handrails.

DEVOTED TO CHESS.

Capt. Clark, Who Took the Oregon Around the Horn, Is Considered an Expert Player.

Capt. Charles E. Clark, who took the Oregon around the Horn, and is now in command of the Naval asylum near Philadelphia, is an enthusiastic chess player. When he was stationed on the Pacific coast his favorite shore resort was the Mercantile Library club, which had many members who were ardent devotees of Caissa. Even among these Capt. Clark became known as one more than ordinarily devoted to the game. He played at all time with such complete absorption in his task that his sessions at the club were always spectacles for the curious; in short, he

CAPT. C. E. CLARK.
(Commandant of Naval Asylum Near Philadelphia, Pa.)

played even a social game as though it might be a matter of life and death. Now the story goes that when the proposition to send the Oregon around Cape Horn was first talked over in the navy department a discussion arose regarding Capt. Clark's fitness for so important an undertaking. One of Secretary Long's advisers asked: "Has Clark persistency sufficient to see him through?"

"Persistency?" said a Clark advocate. "Did you ever see him play chess?"

No one present had save the man who spoke, but he went on to remark that anyone who took chess so seriously as Clark did could be depended upon to do his best proportionately in greater matters. Whether or not his advocacy of the captain counted for anything does not certainly appear, but it is a fact that a few hours after this conference orders were sent to Clark to take the Oregon southward.

Right Sort of Philanthropy.

A downtown mission in New York has bought 750 acres of wooded land on Long island, where work will be provided for homeless, deserving men. After the land is cleared the men will be allowed to make gardens and raise chickens and live stock.

An Essay on Happiness.

An essay on happiness in the Baltimore Sun resolves itself into one rule: Pay all bills promptly.