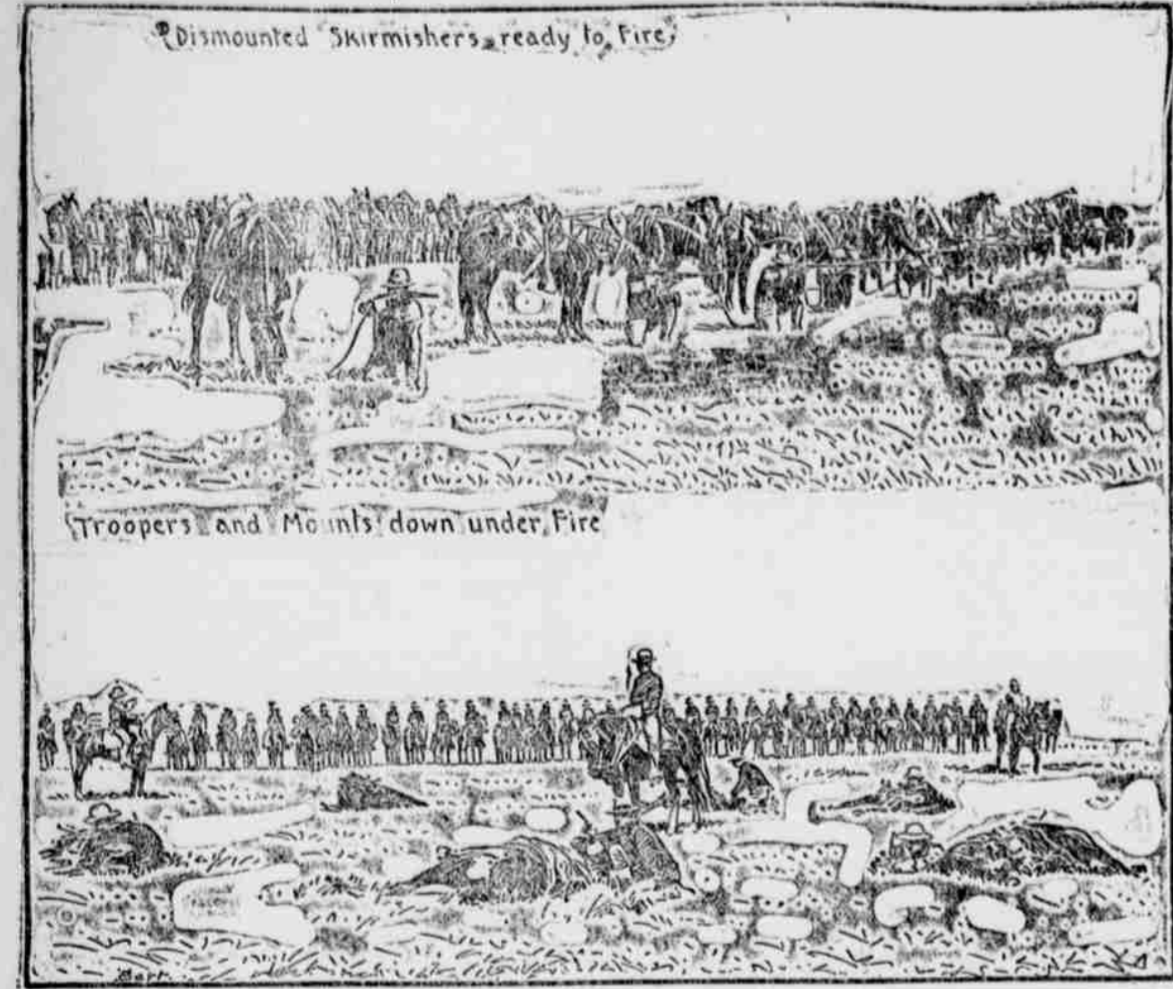


Modern Cavalry-Training

An eminent military expert, having extolled the cavalry of his own country, continues: "The same is practically true of the American horse soldier, only perhaps a little more so, because, especially 'out West,' the American almost lives on horseback, and of course he has the old Anglo-Saxon affection

The troop known as the "Black Horse Cavalry," at Fort Myer, Virginia, contains men who are believed to be the finest riders in America. Thousands of Washington society people go out to witness their weekly exhibition drills, and are not only interested, but excited, for there is nothing more thrilling than a drill with the vigor, snap and precision that are characteristic of our American cavalry. Beginning with the simpler evolutions of the troop these "Black Horse" troopers go through the "School of the Troop" at all gaits



for horseflesh in his blood. Then, too, some of the most graceful horsemen in the world are to be found in the Southern States. The great training, however, of these cavalymen has been found in the Indian wars. Their work there was rough-riding in the very truest sense of the word, and nowhere could man and horse be found more perfectly joined as a fighting unit than

with equal precision and a marvelous uniformity. As in some of the European armies all American cavalymen are dragoons, that is to say, they are trained to fight both mounted and dismounted. While dashing down the drill-ground, doing some intricate movement, the troop is given the command "dismount to fight on foot," and in a couple of seconds the men are in an infantry skirmish line, and their horses are being led to the rear, at a full gallop, by the No. 4 of each set of fours. The skirmish line advances, firing "volleys by platoons," "by squads," "driving at will," etc. Upon arriving at the proper distance "muzzle rapid fire" is ordered, and finally the imaginary enemy is charged and captured. Then follow the exhibitions of individual horsemanship—jumping over hurdles and fences and covering ditches and stone walls. A most interesting feature of the drill at Fort Myer is the training of the horses and their use by the troopers as a shelter from the enemy's fire. At the command of the captain, a word from each trooper, and the horse goes down without a quiver, and lies at full length on the ground, while the troopers fire with carbine and revolver from behind their shelter, and with the weapons resting on the horses' backs. Another word of command, the firing ceases, the horses are all standing, the trooper in the saddle, awaiting further instructions.



TEACHING HORSES TO LIE DOWN.

On those wild battle-grounds on which the white man and the red man fought their last fights. During the earlier stages of the training of the United States cavalymen differs in no essential particulars from that of the infantryman, but, later on, the great variety of instruction in the cavalry arm of the service renders it most interesting for both officers and troopers. Beginning with the "setting-up" exercises, the recruit looks forward to the time when he shall be assigned his horse and be a full-fledged cavalymen. The new horses, or "re-mounts," as they are called, no doubt also look for the time when neck-bending lessons, the passing, the turning of the forehead to the right and left, about, etc., are over, and long, as does the recruit to be among the horses that know how to handle themselves from their foretops to their heels. After the soldier has learned to sit his saddle and to govern his horse, he gets the more interesting finishing-work—jumping, potato races, s-b-re practice and rough riding. In

For the Musical Ride the arena is cleared, and from one of the entrances at the extreme end the band rides in, followed by the entire troop, now dressed in full review uniform, and slowly circle around the inclosure. The entry is made in pairs, dividing to the opposite sides of the ground, the horses keeping time to the music, and moving as a unit, turning, wheeling, halting, taking up the trot, the gallop, and the charge with the accuracy, regularity and mechanical precision of clock-work. At the entrance end the leaders wheel about and break into a canter, which is followed by all while a number of fancy movements are gone through with—crossing and counter-crossing, forming stars, forming the figure eight, the ladies' chain, circling around each other, and so on, until the spectators are worked up to the highest enthusiasm. When these figures are finished the troop draw up in two files at the end of the arena and charge at full gallop, cheering and yelling, and only halting with-



A FANCY CAVALRY EVOLUTION—THE MOVING CROSS.

The old cavalry regiments, before the Spanish war and the present reorganization, whole troops could give exhibitions of Cossack riding that were not to be seen outside of a circus.

In a few inches of the wall at the other end of the arena, when it seems that every rider's neck will be broken by the collision.—Fritz Morris, in Harper's Weekly.

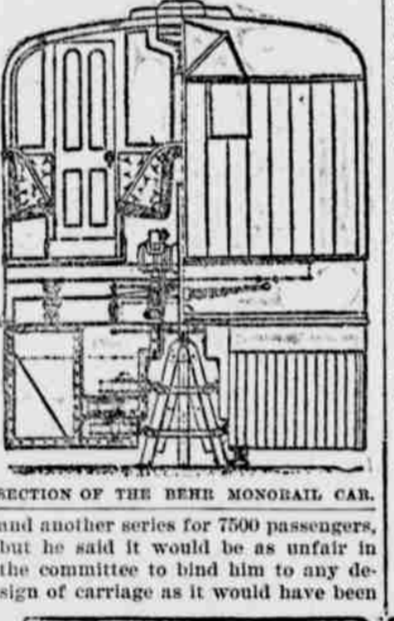
Considering the Monorail

The Behr Railway Again Before the English House of Parliament.

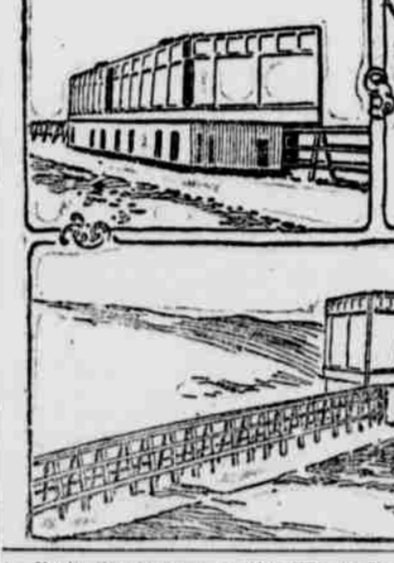
THE Behr Monorail system, by which it is proposed to give a lightning passenger service between Manchester and Liverpool, after having met with all kinds of experiences before the English House of Parliament, is again be-



SECTION OF THE BEHR MONORAIL CAR, and another series for 7500 passengers, but he said it would be as unfair in the committee to bind him to any design of carriage as it would have been



CAR SHOWING WINDBRANES



INTERIOR VIEW OF PASSENGER CAR

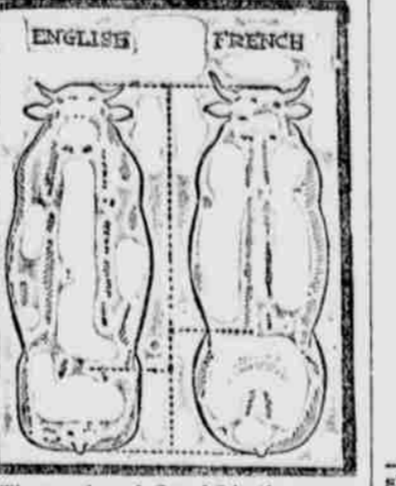
to limit Stephenson to the "Rocket" type of locomotive. The carriage, of which this is a sectional view, is sixty feet long and ten feet ten inches wide, and has accommodation for 100 passengers, each person having a separate seat, specially arranged so as to avoid discomfort while passing round the curves at high speed. The electric current is picked up by trolleys attached to the car, but insulated from the bottom of the bogies flexibly coupled together by a specially designed joint, of which the carriage consists. The bottom part of the carriage is quite open, so that all the guide wheels are exposed to view, and there is ample play between the carriage and the line. The motors only are completely shut off on all sides by a box for their protection. The guide wheels are two feet in diameter, and there are sixteen. They are very broad, and are inclined vertically to the trestles, instead of being horizontal, thereby considerably reducing the friction. The guide wheels below the driving wheels are attached to the under frame of the carriage, and those between the two small bogie wheels are attached to the centre of the bogie itself, so that they cannot move at all with the carriage frame.

QUEER DIFFERENCES IN CATTLE

They Are the Direct Result of National Prejudices.

That it is possible for popular taste to exercise a most potent influence on the development of animals that are used for food has lately been shown in the difference between French and English cattle.

The English are very fond of roasting meat and show a marked preference for those portions of a cow, such as the fillet, that are in the region of the loins, whereas the French like nothing better than "pot-au-feu," which is made of soup and boiled meat, the rump being the part of the animal from which the meat is taken. Thus, if it is true that steak is the most popular dish in England, so it is equally true that "pot-au-feu" or beef à la mode is the most popular dish in France.



The numbers 1, 2 and 3 in the accompanying pictures indicate, respectively, the first, second and third qualities of meat, as they are rated in the markets of Paris, London and Berlin. It will be seen that in France the entire rump and a small portion of the back are regarded as of first quality, that the shoulder and flank take second rank, and that the head, limbs and stomach are not highly prized. In London and Berlin, on the other hand, only the upper part of the rump is regarded as of first quality, though not better than the loins, and the shoulder is considered to be of the third rank.

These differences of taste are not more striking than the differences between the animals themselves. A Durham has a sharply defined head and a small neck and shoulders; its back is large, and is developed in a horizontal direction, the evident reason being because breeders took most pains to improve that portion of the animal in which is the fillet, so dear to the English and German palate. On the other hand the rump is hardly developed at all. In a Limousin cow, on the contrary, the rump is greatly developed. "These differences are not the result of chance," says M. Paul Dilloth, a well-known French agriculturist, who has been studying the subject. "The Durham cow of to-day was created, so to speak, by the brothers Charles and Robert Colling, and its ancestors were the short horns that used to feed on the pastures of Durham. Their shape was faulty, however, and Robert Colling, noticing one day a beautifully formed calf in a yard behind a blacksmith's shop, determined to try and improve the breed by means of it. "The experiment succeeded, and from this calf, known later on as the celebrated Hubback, the Durham of to-day are descended. These English cattle differ in many respects from those of France, and the difference



French like 'pot-au-feu' and beef à la mode."

A head of fair hair consists of 143,040 hairs, dark 105,000, while a red head has only 29,200. Fair-haired people are becoming less numerous than formerly.

NEW IDEAS in TOILETTES

New York City.—The waist that closes at the back remains in favor, and is promised extended vogue. The very charming May Manton model



FANCY WAIST.

shown has the merit of being simple in construction, at the same time that it is sufficiently elaborate in effect to be appropriate for afternoon and informal evening wear. The original is of lousine silk, with cream guipure lace, and is made over the fitted lining, but all waists and gown materials are suitable, silk, wool and cotton, and the lining can be omitted whenever desirable. Silks and wools are better and more serviceable made over the foundation, but washable fabrics are preferable unlined. The fitted foundation is snug and smooth and closes at the back together

yards of material twenty-one inches wide, two and a half yards twenty-seven inches wide, two and a quarter yards thirty-two inches wide or one and three-eighths yards forty-four inches wide will be required, with three-quarter yard for shield, stock collar, tie and cuffs, and one piece of velvet ribbon to trim as illustrated.

A Bolero With Wide Flowing Sleeves. The up-to-date bolero is furnished with sleeves, and these are quite wide and generally flowing. Lace is the proper medium in which to carry out this stylish model. Any thick material would be inappropriate. There is a hard and fast line for the termination of lace bolero sleeves. They finish exactly half way between elbow and wrist. The same model can be executed in fine batiste. The all-over embroidered batiste is as costly as piece lace for a blouse or bolero. Still it is used, as is the plain batiste, because it is so beautiful and so well adapted to the purpose.

Trimming With Cretonne Appliques. A novel style of trimmings very much in vogue is applique cretonne. The design is simply outlined by a chain stitch, and many are the artistic variations to be attained thereby. On a white silk ground a rose pattern in soft shadings may be outlined in self-colored silks. Or a very pleasing effect is created by a fine gold cord defining the pattern.

Five-Gored Skirt With Habit Back. The tendency of the latest skirts is to extreme snugness at the upper and pronounced flare at the lower portion. No style contributes to that end so perfectly as the habit back and the circular flounce, and the two com-



MISSIE'S SAILOR WAIST.

with the waist. The fronts proper are tucked to yoke depth and gathered at the waist line, but the backs are plain across the shoulders and show only slight fullness at the belt. The lace is applied over the material on indicated lines, the scalloped edge making an admirable effect over the plain waist. The sleeves are in bishop style, with pointed cuffs, and the neck is finished with a plain stock, to which are attached turn-over portions of lace. To cut this waist for a woman of medium size three and a half yards of material twenty-one inches wide, three yards twenty-seven inches wide, two and a half yards thirty-two inches wide or two and an eighth yards forty-four inches wide will be required, with one and a half yards of lace seven and a half inches wide, and three-eighths yards of narrow edging to trim as illustrated.

Missie's Sailor Shirt Waist. The shirt waist with sailor collar, and shield of contrasting color is, and will be, a favorite for young girls both for school and afternoon wear. For the school the materials chosen are chevot, linen, madras, flannel, cashmere and the like, for the more fancy waists silk of simple sorts, embroidered and plain cashmere in light colors. The May Manton model shown in the large drawing is suited to both uses and all the fabrics mentioned, but in the original is of moire lousine silk, showing lines and dots of blue on white, with trimming of blue velvet ribbon, and shield, tie and cuffs of white silk banded with blue. The foundation is a fitted lining, on which the waist proper is arranged that is eminently desirable when silk and wool fabrics are used, but which can be omitted when washable materials are selected. The lining closes at the centre front, and fits snugly to the figure, but the waist proper is drawn down in gathers at the waist line and blouses slightly at the front. The shield is attached to the lining, when it is used, to the waist, beneath the collar, when the waist is unlined, and is attached permanently at the right side, hooked into place at the left. The sailor collar is seamed to the neck of the blouse and the tie ends are attached beneath its points. The sleeves are in bishop style with narrow pointed cuffs.

To cut this waist for a girl of fourteen years of age three and a half



FIVE-GORED SKIRT.

seven inches wide, six and a half yards thirty-two inches wide, five and a half yards forty-four inches wide or five yards fifty inches wide when flounce is omitted.

PROMINENT PEOPLE.

Vice-President Roosevelt will visit Montgomery, Ala., the second week in November. William J. Bryan has bought the National Watchman, a labor paper, at Alexandria, Va. Andrew Carnegie has given \$50,000 to build a town hall at Motherwell, Lanarkshire, Scotland. King Edward is likely to confer a dukedom on Lord Salisbury at the time of His Majesty's coronation. King Alfonso of Spain has planned an extended trip through France and Germany, accompanied by General Weyer. Senator Hoar has just celebrated the seventy-fifth anniversary of his birth. He is serving his fifth term in the Senate. Brigadier-General Frederick Grant is authorized for the statement that the Filipino is full of fun and knows how to take a joke. Rear-Admiral Melville has made public his views on submarine boats, holding that they have not passed beyond the experimental stage. Jules Verne, the famous author, has become completely blind. His eyesight had been falling for some time, and now it has completely disappeared. Governor White, of West Virginia, says he will not be a candidate for the United States Senate, but will return to newspaper work after his term expires. General Harris C. Hobart, of Milwaukee, Wis., is one of the few survivors of the Libby prisoners who escaped through the famous tunnel. He is eighty-nine years old. An herculean lawyer is Justice Leslie W. Russell, of the New York Supreme Court. Judge Russell was in his youth a famous baseball player and for years cherished a rosewood bat given him in token of his prowess, but this was lost in a fire some years ago.

D. H. Beatty, Millionaire. Some of the stories told concerning the sudden fortunes acquired down in the new oil fields of Texas make like tales of old California and the new gold diggings in the Klondike tame and weak in the comparison. Neither of these so-called El Dorados, for example, has ever furnished an individual who grew up from a poor man to a multi-millionaire in the astonishing fashion of Mr. D. H. Beatty, formerly of Galveston. Beatty happened to be in the Galveston News office on the day that the news of the great Lucas "gusher" came in over the wires. The story made him jump. His total cash assets at the time amounted to \$20,000 and he had nothing beyond that. But he started for Beaumont on the next train, determined to try his luck anyway, come what would. When he had planted his feet in the oil district he had half of his original capital left, \$10. With this he managed by shrewd slickering and the putting up of not a little "bluff" to secure an option on ten acres of oil land from a young farmer. It was a fine play and Beatty held the winning card. The land proved to be loaded up with the richest kind of oil veins, and before many weeks Beatty had a well in operation which he sold for \$1,250,000. Other finds and the investments added to the pile, and now Mr. Beatty's possessions are valued at a valuation of \$19,000,000, and the end is not yet.

In Paris cabmen are not allowed to smoke while driving.

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