Nicaregua's willingness to cede ter ritory for a canal shows that that country has no difficulty in recognising a real estate boon when it i pointed her way.

Somehow the same people who are willing to believe that the ninety-ninth year of a century completes the century would never consent to receive \$99 in full payment of a \$100 debt.

Over one hundred and forty million dollars of the money of the British investor has gone into unworthy pockets during the past seven years. These figures were obtained from the English official Receiver in Bankruptcy by Lord Chief Justice Russell, and they represent the losses to creditors dealing with rotten companies to the extent of nearly forty millions and of over one hundred millions so far as shareholders went, Plainly this is the sum which "the widow, the orphan, the country parson" and the other guileless people looking for a safe investment and attracted by the titled names on prospectuses have paid to the unscrupulous promoters of bogus companies in the small square mile that constitutes the "City" of London. The Hooleys are not born in vain.

Everything points to this significant fact, that cities will be rated in the future as much by their sesthetic development as by their material prosperity, observes the Philadelphia Press. English and Scotch cities recognize this, and some of those that are the most commercial, such as Glasgow, are becoming the most concerned about municipal art. In one of the worst parts of London the County Council has torn down old houses, opened new streets and built model and picturesque tenements. In all seventeen blocks will be rebuilt, housing 3000 people. This is but a suggestion. We do not need to follow London in this, but we do need that definite attention should be given to the esthetic advancement of the city generally, and particularly the artistic development of the city plan.

This is the age of travel. History is replete with periods of war, literary epochs and religious eras; but the world now enjoys its first great age of universal travel. For many centuries in the early history of man the ox and | coln, and looked at the stained leaves the horse, the donkey and the camel, and warped binding. "It looks as it by land; the galley and the gondola, the bark and the ship, by water, were the only means of transportation, muses the New York Tribune. Millions live! and died within a circumscribed era of a few square miles. Thus the island of Great Britain, little larger than the New England States, produced and maintained for hundred of years a number of different languages and many different dialects. But when Stephenson astonished the world with his self-moving engine, a new era was ushered in; enterprise was given a new impetus and development a new energy. Great possibilities of travel had their birth which have reached their full stature in the rapid, comfortable and luxurious facilities of railway transportation of to-day.

Although the history of the locomotive-building industry in this country is but a comparatively short one. it has during its evolution made considerable strides, so that now it may be classed along with that of England, long coundered the master country in this line of mechanism, says Bradstreet's. Therefore, when orders from certain foreign sources found their way hither no great surprise was occasioned. The fact that a prominent English railroad company has placed an order for some thirty locomotives with American shops has, however, attracted widespread attention. In looking around for the cause of this new and sudden departure on fronts two situations-the great engineers' strike some months ago and the alleged multiplicity of orders from English and other sources. These orders, it is stated, have proved too much for the capacity of English shops. While the latter statement may be true, the fact remains, nevertheless, that if the engineers' strike, which was waged so long and ended so disastrously, had never occurred, or even if it had not assumed such large proportions as it did, it is entirely probable that British locomotive-building interests would find little difficulty in keeping up to present requirements. Looked at from any point of view, however, the placing of the orders in this country is evidence of the truth of the trite old saying that "it is an ill wind that blows nobody good," whereof American locomotive interests have no cause to



## ABRAHAM LINCOLN.

1809-February 12-1899. When o'er the land, from strand to strand, the drum beat near and far, When from the shop, the field, the crop, men crowded to the war. When in the South, from the cannon's mouth, shell raised on Sumter's wall, The summons then for loyal men went forth—the battle call—Bed war's alarms—to arms, to arms, our land and flar to save—By one proud stroke to break the yoke—to manumit the slave.

Then stalwart men from vale and gien to arms came promptly forth, And faithful sons with swords and guns thronged proudly from the North.

The glowing West, her bravest, best, heard the wild war trump sound,
And formed in line, with hope divine, to fight on freedom's ground;
Proud, patriot men from the land of Penn, from valley, hill and erag,
For equal laws, for freedom's cause all circled round the flag.

To freedom true, the Jersey blue, the Knickerbooker brave,
And many a band from Maryland, came forth our land to save,
From Maine's green pines, Missouri's mines, and from the land of Clay
Kentucky sent, on victory bent, her sons to join the Iray—
The brave and free from Tennessee, and all the sunny South
Sent men to fall at their country's call, at the grim cannon's mouth.

For freedom's land, with heart and hand. New England's faithful host Like Spartans came to breast the fame or fall at duty's post.

From mine and mill, from knoll and hill, came forth the mountaineer.

From the prairie sod, with shoulders broad, the gallant volunteer.

The campfire's blaze shone through the haze by rivulet and rill.

And freedom's lamp shone o'er the camp where squadrons througed to drill.

And who the wan, ungainly man, who marshaled all the free. Like marble stood while war and blood oppressed by land and sen; His one firm word, the people stirred; "Union!" for evermore; One land, one sky, to live or die, one flag from shore to shore. No arms, no fates can part the States, no cause the Union sever-Preserve this soil for men who toil forever and forever!

This soul that God picked from the sod to stand in freedom's van, The land to save, to free the slave and fight for transled mar; To cheek the pride—to stay the tide of fell despotic power, He held the rein—he broke the chain—in freedom's trial hour, The Spartan horde that drew the sword to him gave up the brand, and Lincoln died in freedom's pride the savior of our land:

ty-eighth year."

-Charles J. Beattle.

## 

Lincoln, is taken from Success:

"I meant to take good care of your book, Mr. Crawford, I did, indeed,' said the boy, in great trepidation; "but I've damaged it a good deal without intending to, and now I want to make it right with you if I can. What shall I do to make good the damage?"

"Why, what's happened to it, Abe?" asked the rich farmer, as he took the copy of Weems's "Life of Washington," which he had lent young Linit had been out all through last night's storm. How came you to forget, and leave if out to soak?"

"Twas this way, Mr. Crawford." replied Abe, shifting uneasily to the other foot; "I sat up late to read it; and, when I went to bed, I put it away carefully in my bookcase, as I call it, a little opening between two logs in the wall of our cabin. I dreamed about General Washington all night. When I woke up I took it out to read a page or two before I did the chores, and you can't imagine how I felt when I found it in this shape. It seems that the mud-daubing had got out of the weather side of that crack, and the rain must have dripped on it three or four hours before I took it out. I'm' real sorry, Mr. Crawford, and want to tell me any way, for I ain't got the

money to pay for it with."
"Well," said Mr. Crawford, "being as it's you, Abe, I won't be hard on you. Come over and shuck corn three days, and the book's yours."

Had Mr. Crawford told young Abraham Lincoln that he had fallen heir to



told all about his greatest hero!

now?" asked Mrs. Crawford, in sur- oglyphics." "Oh, I'll be President," said Abe, with a smile.

chance will come."

hence," writes Jesse W. Weik, one of words, he will make a smart man out | United States was the signing of the Lincoln's latest biographers, "will of himself. I may not see it, but pardon of George S. F. Vanghan, unhesitate to believe that the speech at you'll see if my words don't come true. der sentence of death, charged with Gettysburg battlefield and the inaug. That boy was Abraham Lincoin." ural address delivered from the portico of the Capitol at Washington,

and the pale, sunken cheeks and vague far-away stare in his eyes betokened a short-lived existence. He halted a oment, and then slowly approached a tall gentleman who was walking thoughtfully along. "Good morning, sir. I'm an old soldier, and would like to ask your advice."

from the Executive Mansion to the

War Office. The old man was in pain,

The gentleman turned, and, smiling kindly, invited the poor old veteran to a seat under a shady tree. There he listened to the man's story of how he had fought for the Union, and was severely wounded, incapacitating him for other work in life, and begged directions how to apply for back pay due him and a pension, offering his papers for examination.

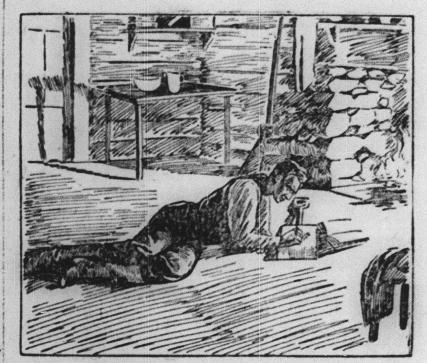
The gentleman looked over the papers, and then took out a card and wrote directions on it, also a few words to the Pension Bureau, desiring that speedy attention be given to the appli-cant, and handed it to him.

The old soldier looked at it, and, with tears in his eyes, thanked the tall gentieman, who, with a sad look, bade him good luck and hurried up the walk. Slowly the soldier read the card again, and then turned it over to read the name of the owner. More tears welled in his eyes when he knew whom he had addressed himself to and his lips muttered: "I am glad I fought for him and the country, for he never forgets. God bless Abraham Lincoln!

James Parton's Prediction. In 1862, James Parton, the cele-

brated biographical writer, made the following prediction in regard to Abraham Lincoln: History will say of Mr. Lincoln that no man of a more genial tempera-

ment, a more kindly nature ever tenanted the White House; that he gave all his time, his thoughts, his energies to the discharge of duties of unprecedented magnitude and urgency; that, hating no man, he steadfastly endeavored to win the concome a practicing lawyer, in his twen- fidence and love of all the loyal and patriotic, and that, in spite of four Mr. Weik says that Lincoln found chequered years of such responsibility "pieces to speak" in "The Kentucky and anxiety as has seldom fallen to Pitt Preceptor," containing a number of the lot of man, he bore away from the useful lessons in reading, compiled Capitol the sunny temper and blithe for the use of schools by a teacher. frankness of his boyhood, returning "We are indebted to his stepmother to mingle with his old neighbors as for the information that his mather, one with them in heart and manner, matical instruction came from Pike's in retirement as in power a happy The following article, giving some arithmetic; but he was unable to buy specimen of the men whom Liberty anecdotes of the early life of Abraham the book, and was therefore obliged and democracy train in the log cabin to borrow the copy which belonged to and by the rudest hearth to guide the



## fix it up with you somehow, if you can YOUNG ABE LINCOLN IN TRAINING FOR THE PRESIDENCY.

"Oh! I'll study and get ready, and then maybe the chance will come."

a neighbor-presumably Josiah Craw-counsels of the Republic and influence ford. the destinies of the people.

"In order to possess the essential a fortune, the boy could hardly have felt more elated. Shuck corn only of unruled paper, nine inches wide and fourteen long, he sewed them to and fourteen long, he sewed them to found, says the Indianapolis Journal. they would open like a book. Then, Attached to it are a number of in-with a quill pen, he patiently copied dorsements which are not only interthe essential parts of the entire arith- esting in themselves, but aid in dismetic. Along the edges and in the closing the characters of the two men

out of his reach, but paper and like as follows: supplies were not always to be had, so Dear Stanton: Appoint this man chapthat the practice of writing was not at lain in the army.

A. Lincoln.
all times an easy matter. Oftentimes Dear Mr. Lincoln. Heis not a preacher when at work plowing in the fields, PRESENT CONDITION OF LINCOLN'S BIRTH. the boys would-when the old, fina-PLACE, NEAR HODGENSVILLE, KEN. bitten gray mare stopped to rest at the dated a few months later, but come end of a long furrow-draw from his just below: pocket a piece of smoothly planed Dear Stanton: He is now.

A. Lincoln. the part of English interests one con- three days, and earn the book that wood and cover the impromptu slate with words and figures, written with "I don't intend to delve, grub, the pencil he had made of scapstone shuck corn, split rails and the like always," he told Mrs. Crawford, after he had read the volume. "I'm going to fit myself for a profession."

"Why, what do you want to be tons. The door was a study in hier
"Why, what do you want to be tons. The door was a study in hier
"Bear Mr. Stanton: Appoint him chaptain."

Dear Mr. Stanton: Appoint him chaptain. There is no warrant to flaw for that.

E. M. Stanton: Appoint him anyhow.

A. Lincoln.

Dear Mr. Stanton: Appoint him chaplath-at-large.

A. Lincoln.

Dear Mr. Stanton: Appoint him chaplath-at-large.

A. Lincoln.

Dear Mr. Stanton: Appoint him chaplath-at-large.

A. Lincoln.

Dear Mr. Lincoln: There is no warrant
how.

A. Lincoln.

Dear Mr. Lincoln: There is no warrant
how.

A. Lincoln.

Dear Mr. Lincoln: There is no warrant
how.

A. Lincoln.

Dear Mr. Lincoln: There is no warrant
how.

A. Lincoln.

> "As I was once riding to mill with my father," said Captain John Lamar, the papers were filed in the War De-"You'd make a pretty President, "I saw, as we drove along, a boy sit-with all your tricks and jokes, now, ting on the topmost rail of an old-dence of Lincoln's friendship and Stanwouldn't you?" said the farmer's wife. [fashioned stake and rider worm fence, ton's obstinate nerve. "Oh, I'll study and get ready," re- reading so intently that he did not plied the boy, "and then maybe the notice our approach. My father turned to me and said: 'John, look "Perhaps people a hundred years at that boy yonder, and mark my Abraham Lincoln as President of the

> One of Lincoln's Kind Acts. March 4, 1865, were written by a man One summer morning, shortly be story of his arrest, sentence to death whose school days, all told, did not fore the close of the Civil War, the not and final pardon an hour before Linamount to one year,' and who was unusual sight in Washington of an old coin was shot by J. Wilkes Booth is 'never in a college or academy as a veteran hobbling along could have one of the most interesting of the unstudent, and never inside a college or been seen on a shady path that led published chapters of the Civil War

The application of a man who wanted

nnused corners of many pages are whose influence largely molded the found snatches of schoolboy doggerel." policy of government in those turbu"Not only were books in some cases lent times. The indersements read The following indersements are

> Dear Mr. Lincoln: But there is no va-Dear Mr. Stanton: Appoint him chap-

Dear Mr. Lincoln: I will not. E. M. STANTON. The appointment was not made, but

The last official act performed by

being a Confederate spy. Vanghan, now an old and broken man, lives in Maryville, Mo. The

SCENE IN A PORTUGAL WINERY,

In the mountains, at the Quinto do Sexio, Portugal, a famous Port Wine district where the custom of treading the grapes for Port Wine is still in vogue. From ten to a dozen men or women for each gang in turn continue the treading, day and night, during the four or five weeks vintage. Some of the treading vats are large enough for three separate rows of ten men each, who with their white breeches well tucked up, their arms on each other's shoulders, raise and tread their feet alternately, with song and shouts to keep the lazier ones up to the work, and a band with string instruments enlivens the hours.



Speer, of New Jersey, Uses Rollers instead of Feet. It is from this district the vines were imported over forty years ago that now fill the vineyards of the Speer Wine Co., at Passaic, At Passaicthe same kind of grapes are crushed between large rollers of rubber, revolved by steam. This is the only place in

this country where the real genuine Port Wine is made from the Oporto grape-and they are grown right in Speer's VINEYARDS, These vineyards extend over 33 of a mile along one of the Main avenues of Passaic, and comprise fifty six acres. The soil being rich in iron makes the wine most valuable for Medical use.

SPEER'S WINES Are well known to be of the highest character, the oldest and most refined Wines in America, equal if not superior to any wines in the world. They consist of Port, Sherry, Burgundy, Claret, Sauterne Wines, and \* \* Climax Brandy. Mr. Speer has some Wine in his cellars that he made over thirty eight years ago. All of Speer's Wines and Brandy are very old, rich, well rounded, soft and delicate. Every family should have a bottle or two of each variety of Speer's Wines and Brandy always in the home, for sickness or family use. For Sale by Druggists and Grocers Who Sell High Class Wines.

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TO TAKE EFFECT NOV. 21, 1898.				Nov. 20, 1898.	
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Beech Creek Railroad.

N. Y. C. & H. R. R. Co. Lessee.

Nov. 20, 1886

Westover Mahaffey Kerrmoor

Kermoor New Miliport

Woodland

Bigler Wallaceton Morrisdate Mines Manusco

Philipsburg

Buffalo, Rochester and Pittsburg Ry. On and after Nov. 20, 885, trains will leave Besch Crock Depot, Clezefield, daily except Sunday, as follows:

823 a. m. Reynoldsville Accommodation, for Curwensville, DuBois, Falls Cases and Revn-oldsville. Connecting at Bulleus are Hidg-way, Johnsonburg, Bradford and Rochester,

Dubots and Falls Creek. (Someoting at Dubots, for Ridgway Johnsonburg, Brad-ford and Buthles.

Condensed Time Table.

rain for Patton and Crosson Laves Glen Campbell at 1:45 p m; Mahaffey at 2:38 LaJosa 2:38, Westover 2:51; Hastings 8:10; Carway (h v Crosson) 2:30; Fatton 8:56; Bradley Junction 4:55; Kaylor 4:16, arriving at Crosson at 4:35. Fing station (Mahaffey)
Fing station
Connections—At Union Station, Mahaffey,
ith Beech Creek railroad, C. & C. division
empty vania railroad, and P. & N. W. railith Whiskey Ron with Metaws & NewMan P. & N. W.

Coc Kaylor CD, arriving at Crosson at CS.

Morning train leaves Crosson for Makafley
at ESC Elemany 10:00 Kaylor 10:21; B ada y
Junction 10:01; Patton 10:47; Courseny for Hauge (10:0; Hastings for Mahafley) 11:25; conway (for Mahafley 11:18; Wostover 11:41; Los
Joso 10:02; Mohafley 11:16; arriving at Gien
Campbell at 17:46. Aftermen train for Patlon and Glen Combell (serves Cowan, at 24th) on and Gien Lampbell leaves Co-seen at 5:10; Kaylor Sch. Ebensburg for il Bradiey Jonetion sols. Pation 8:27, Garciav (for Hostings) 5:45; Hastings for Gienn Campbell 7:56; Garciay for Gien Campbell, 7:18; Westover 7:21; Ladon noticead.

Notes—Until further notice trains will run
only between Union Station (Mahatley) and
Ghen Campbell. All frains daily except Sunday.

S. H. Hicks, General Manager.
Mahatley, Pa. At S.S. p. m.

For rates; maps, etc., apply to tiebe, agent or address Thes. F. Watt, P. A. W. D., 360

J. B. Hutchtnson, J. R. Wood, Gen. Mgr. Gen. Poss. Agt.

## No 30 No 36 | Altoena & Philipsbarg Connecting R. R. CONDENSED TIME TABLE.

In effect November 27, 1897. EASTWAND-Week Days. A. R. A. N. A. M. P.M. P.M. P.M. Ramey 7.00 7.40 9.00 1.00 4.10 6.10 Houtzdaic 7.14 7.51 9.14 1.14 4.26 6.26 Os'la Mills 7.53 8.38 9.33 1.33 4.43 6.43 Philipsb'g 7.47 8.56 9.47 1.47 6.57 6.57

A.M. A.M. A.M. P.M. P.M. P.M. WESTWARD-WOOK Days A.M. A.M. P.N. P.M. P.N. P.M. P.N. P.M. Philipsh'g, 8.00 11.00 3.00 5.10 610 8.10 O'cia Milia 8.15 11.15 3.15 3.25 6.26 8.25 Houtzdale, 8.31 11.34 3.31 5.44 6.38 8.44 Ramey ... 8,47 11,47 3,47 5,57 7,10 8,57

SUNDAY TRAINS. 

of an pan of the pan pan sundays and pan a methodology of the pan sundays and pan a methodology of the pan sundays and sun For and from Bellefolde, Laws Haven, Williamsport Reading, Philadelphia and New Fork: Lawrencesile, Corning, Walking, Geneva and Lyons, Clearfield, Mahaifey and Patton, Curwensville, Dufols, Punx-stawney, Ridgway, Bradford, Buffalo and Rochester,

A: O esola for Houtzdale and Ramey with P. R. R. trains leaving Tyrone at 7.20 P. M.

For full information apply to G. M. H. GOOD, General Sun't.

Collann's Plan for Removing Spaw Edison's latest suggestion is that snow can be removed from city streets

not by melting machines, but by portable steam power compressors, which will scoop up the snow in steel scoop buckets and squeeze it into cakes 12x 120 a.m. Buthao Express, for Curwensville, 12x12 inches in volume, which will be practically solid fee. Carts and men fellowing the compressor can take up the cakes with tongs as they drop to the street, says, Edison, and a market can be found for enough snow cupes to pay the interest on the cost of the machinery.

For tickets, time tables and full information, call on or address.

C. B. Hyslip,
Ascent.
Closuffeid, Pa.

E. C. Lapey,
Gen 1 Possenger Agt.,
Rochester, N. Y. A Parestan has invented a macrine by which, among other things, he car split a human hair lengthwas into 32