

Niagara's willingness to cede territory for a canal shows that that country has no difficulty in recognizing a real estate boom when it is 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 aesthetic 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 aesthetic 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 the horse, the donkey and the camel, by land; the galley and the gondola, the bark and the ship, by water, were the only means of transportation, whence the New York Tribune. Millions lived and died within a circumscribed area of a few square miles. Thus the island of Great Britain, little larger than the New England States, produced and maintained for hundreds 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 considered 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 the part of English interests one confronts 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 complain.



### ABRAHAM LINCOLN.

(1809-February 12-1865.)

When o'er the land, from strand to strand, the drum beat near and far, When from the shop, the field, the crop, men crossed the war, When in the South, from the cannon's mouth, shell rained on Sumter's wall, The summons then for loyal men went forth—the battle call— Bed war's alarm—to arms, to arms, our land and far to see— By one proud stroke to break the yoke—to manumit the slave.

Then stalwart men from vale and glen to arms came promptly forth, And faithful sons with swords and guns thronged proudly from the North, And from the West, her bravest best, heard the wild war trumpet sound, And formed in line, with hope to arms, our land and far to see— By one proud stroke to break the yoke—to manumit the slave.

To freedom true, the Jersey blue, the Knickerbocker 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 fray— The brave and free from Tennessee, and all the sunny south Sent men to fall at their country's call, to 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 soil, with shoulders broad, the gallant volunteer, The campfire's blaze shone through the haze by rivulet and fall, And freedom's lamp shone o'er the camp where squadrons thronged to drill.

And who the wan, ungalley man, who marshaled all the free, Like marble stood while war and blood oppressed by land and sea; His one firm word, the people stirred, "Citizens 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— Freedom's this soil for men who suffer 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 trampled man; To cheer 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 horse that drew the sword, to him gave up the brand, And Lincoln died in freedom's pride the savior of our land!

—Charles J. Beattie.

### REMINISCENCES OF THE GREAT EMANCIPATOR.

The following article, giving some anecdotes of the early life of Abraham 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' "Life of Washington," which he had lent young Lincoln, and looked at the stained and warped binding. "It looks as if it had been out all through last night's storm. How come you to forget, and leave it out to soak?" "Twas this way, Mr. Crawford," replied Abe, shifting uneasily to the other foot. "I set 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 led 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 fit it up with you somehow, if you can tell me any way, for I ain't got the money to pay for it with."

"Well," said Mr. Crawford, "being as it's your 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 a fortune, the boy could hardly have felt more elated. Shuck corn only

academy building, till after he had become a practicing lawyer, in his twenty-eighth year.

Mr. Weik says that Lincoln found "pieces to speak" in "The Kentucky Preceptor," containing a number of useful lessons in reading, compiled for the use of schools by a teacher.

"We are indebted to his stepmother for the information that his mathematical instruction came from Pike's arithmetic; but he was unable to buy the book, and was therefore obliged to borrow the copy which belonged to



### 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 Crawford.

"In order to possess the essential parts of the book, he resolved to copy them. Having procured certain sheets of unruled paper, nine inches wide at fourteen long, he sewed them together at one edge with string, so that they would open like a book. Then, with a quill pen, he patiently copied the essential parts of the entire arithmetic. Along the edges and in the unused corners of many pages are found snatches of schoolboy doggerel."

"Not only were books in some cases out of his reach, but paper and like supplies were not always to be had, so that the practice of writing was not at all times an easy matter. Oftentimes when at work plowing in the field, the boys would—in the dirt, flattered gray mare stopped to rest at the end of a long furrow—draw from his pocket a piece of smoothly planed wood and cover the prominent place with words and figures, written with the pencil he had made of soapstone or clay. His stepmother tells us he would cover the smooth side of every log and board about the cabin with his rude essays and arithmetical calculations. The door was a study in hieroglyphics."

"As I was once riding to mill with my father," said Captain John Lamar, "I found the boy sitting alone, with all your tricks and jokes, now wouldn't you?" said the farmer's wife.

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

"Perhaps people a hundred years hence," writes Jesse W. Weik, one of Lincoln's latest biographers, "will hesitate to believe that the speech at Gettysburg battlefield and the inaugural address delivered from the portico of the Capitol at Washington, March 4, 1865, were written by a man whose school days, all told, did not amount to one year, and who was never in a college or academy as a student, and never inside a college or

from the Executive Mansion to the War Office. The old man was in pain, and the pale, sunken cheeks and vague far-away stare in his eyes betokened a short-lived existence. He halted a moment, 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."

The gentleman turned, and, smiling kindly, invited the poor old veteran to a seat under a study 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 applicant, and handed it to him.

The old soldier looked at it, and, with tears in his eyes, thanked the tall gentleman, 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 what 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 celebrated biographical writer, made the following prediction in regard to Abraham Lincoln:

"History will say of Mr. Lincoln that no man of a more genial temperament, 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 arduousness; that, hating no man, he steadfastly endeavored to win the confidence and love of all the loyal and patriotic, and that, in spite of four chequered years of such responsibility and anxiety as has seldom fallen to the lot of man, he bore away from the Capitol the sunny temper and blithe frankness of his boyhood, retreating to mingle with his old neighbors as one with them in heart and manner, in retirement as in power a happy specimen of the men whom Liberty and democracy train in the log cabin and by the rudest hearth to guide 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 Passaic the 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 grapes—and they are grown right in SPEER'S VINEYARDS.

These vineyards extend over 1/2 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 medicinal 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.

### Pittsburg & Eastern Time Table.

TO TAKE EFFECT NOV. 29, 1898.		Westward		Eastward	
Leave	Arrive	Leave	Arrive	Leave	Arrive
Union Station (Mahaffey)	7:30 p.m.	8:15 a.m.	8:30 a.m.	8:15 a.m.	8:30 a.m.
Beech Creek Junction	8:15 a.m.	8:30 a.m.	8:45 a.m.	8:15 a.m.	8:30 a.m.
Mahaffey	8:45 a.m.	9:00 a.m.	9:15 a.m.	8:15 a.m.	8:30 a.m.
Metz	9:15 a.m.	9:30 a.m.	9:45 a.m.	8:15 a.m.	8:30 a.m.
Wetzel	9:45 a.m.	10:00 a.m.	10:15 a.m.	8:15 a.m.	8:30 a.m.
Works	10:15 a.m.	10:30 a.m.	10:45 a.m.	8:15 a.m.	8:30 a.m.
Underland	10:45 a.m.	11:00 a.m.	11:15 a.m.	8:15 a.m.	8:30 a.m.
Burnside	11:15 a.m.	11:30 a.m.	11:45 a.m.	8:15 a.m.	8:30 a.m.
Pennsville	11:45 a.m.	12:00 p.m.	12:15 p.m.	8:15 a.m.	8:30 a.m.
Glen Campbell	12:15 p.m.	12:30 p.m.	12:45 p.m.	8:15 a.m.	8:30 a.m.
Horton Run	12:45 p.m.	1:00 p.m.	1:15 p.m.	8:15 a.m.	8:30 a.m.
Farber Run	1:15 p.m.	1:30 p.m.	1:45 p.m.	8:15 a.m.	8:30 a.m.

### Beech Creek Railroad.

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

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### Altoona & Philipsburg Connecting R. R.

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