

A returned traveler says that the Crow Indians have forsown war and are tilling the soil.

According to the Treasury estimate the stock of gold now in the United States is greater now than ever before, and is increasing.

A report just made public by the Department of Agriculture shows that Austria-Hungary not only began importing American wheat in August, but that Austria-Hungary, as to all cereals except barley, is changing permanently from an exporting to an importing country.

The President of the Kansas City Safe Deposit and Savings Bank has been found guilty of wrecking that institution, and has been sentenced to two years' imprisonment. If he had been found guilty of wrecking a chicken coop he would have probably got four or five years, observes the Louisville Courier-Journal.

Two hundred and fifty acres of land have been secured at New York City for a botanical garden, which will be modeled on the plan of the famous Kew Gardens at London, though it will be many years before it can hope to even get in sight of those wonderful gardens, where are grown specimens of rare plants collected from all over the world.

The Baltimore and Ohio Railroad Company has recently applied electricity to a new use—that of working turn-tables for locomotives. Four men were required to turn a locomotive by hand at a cost of twelve cents per locomotive, whereas the electrical machine reduces the cost to half a cent. The saving effected will be about \$700 a year.

Lewis Ginter, the American Tobacco Company millionaire, who died recently in Richmond, Va., was one of those venturesome business men who had such a mania for advertising and spent so much of his income in the newspapers when beginning business that he frightened his partner into selling out to him. That partner got \$50,000 for his half of the business. A few years later Ginter sold out to the American Tobacco Company for \$7,000,000, and died leaving \$10,000,000.

General Stone estimates that with railroad co-operation narrow stone roads or gravel roads surfaced with stone can be built generally throughout Iowa at a cost of from \$800 to \$1200 a mile where no heavy grading is required, and suggests that the cost can be largely reduced by the employment of convict labor, as is done in other States. Conservative estimates based upon the hauling of crops and local travel place the tax paid annually by the farmers of Iowa because of bad roads at \$14,000,000.

There threatens to be a plethora of gold, according to the reports from the gold fields of the world. An immense amount is estimated to come from the Klondike within the next three months; the reports from the Pacific coast miners show that they are increasing their output, whether by increased diligence on the part of the miners or from the use of improved methods for working the mines and extracting the gold, and now we have a dispatch from San Francisco stating that \$1,500,000 in gold is now on the way to that port from Australia, making the gold imports from that quarter during the past four months \$10,000,000.

The editor of the Evanston (Wyo.) News Register says he received the following a few days ago: "I'd like to be a boy again, without a word of care, with freckles scattered o'er my face and hayseed in my hair. I'd like to rise at 4 o'clock and do a hundred chores, and saw wood and feed the hogs and lock the stable doors, and herd the hens and watch the bees and take the mules to drink, and teach the turkeys how to swim so they will not sink, and milk a hundred cows and bring in wood to burn, and stand out in the sun all day and churn and churn, wear my brother's cast-off clothes, and walk four miles to school, and get a licking every day for breaking some old rule, and then get home again at night and do the chores once more, milk the cows and feed the hogs and carry mules a score, then creep wearily up stairs to seek my little bed, and hear dear old dad say, 'that worthless boy, he doesn't earn his bread.' I'd like to be a boy again; a boy has so much fun; his life is just one round of mirth from rise to set of sun. I think there's nothing pleasanter than closing stable doors and herding hens and chasing bees and doing evening chores."

WORLD'S BIGGEST CANNON

TO PROTECT NEW YORK.

The largest gun ever built is now being constructed at the Bethlehem (Penn.) Iron Works. This enormous piece of ordnance will weigh, when completed, 126 tons. It will exceed by six tons weight the monster gun which Krupp, of Germany, exhibited at the World's Fair, in Chicago, and in length it will be nearly five feet longer than the German gun.

This monster gun is being fabricated under the War Department. It is the biggest order ever given to any establishment in the world.

The great gun is being built under the superintendence of John F. Meigs, formerly a Lieutenant of the United States army and a standard artillery authority in this country. With him is associated Captain E. L. Zalinski, United States army (retired). The Government inspection work is in the hands of Captain Ira McNutt, of the ordnance corps of the army. All three gentlemen are on the ground and personally see to every detail of the immense undertaking as it progresses.

The intention of the War Department, it is announced, is to mount the great piece on a specially built foundation on Romer Shoals. The protection for this gun will be a turret, which will wholly inclose the crew and the greater part of the gun. From its position on Romer Shoals the great piece of ordnance will have a full sweep of the channels leading into New York Harbor. There is not, it is declared, a vessel afloat to-day with armor of sufficient strength to resist

IDAHO'S WOMAN GOVERNOR.

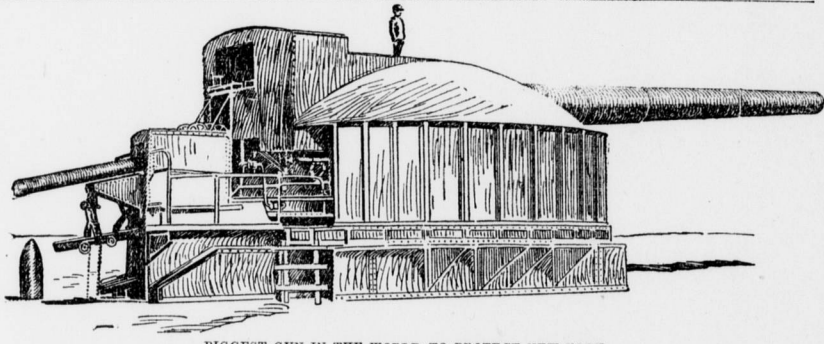
For Two Weeks Miss Margaret Reeve Filled the Executive Chair.

The news that for two weeks a woman had filled the executive chair of the State of Idaho—a thing unprecedented in this country's history—created no end of lively comment throughout the Northwest.

The woman is Miss Margaret Reeve, who for several years has held responsible places about Idaho's State building, having for the last four years been private secretary to the Governor.

When Governor Steunenberg and Secretary of State Lewis were called to the northern part of the State on business of the greatest importance in connection with the State's vast domain of white-pine timber, they were at their wits' end to know whom they could safely leave in charge of State matters during their absence, as Attorney-General McFarland had preceded them from the State.

It seemed for a time the trip would have to be postponed, or that one of them would have to remain behind, when Secretary of State Lewis suggested to the Governor that Miss



It will weigh, complete, 126 tons, and is six tons heavier than the giant gun shown by Krupp at the World's Fair at Chicago. It will be mounted on a special foundation at Romer Shoals, in the lower Bay. No vessel could resist a shot from it.

Reeve be left in charge. The Governor was almost stunned by the bold plan, but Miss Reeve had proved herself most efficient, being familiar with all the routine work in the building, and the Governor consented to the plan, and Miss Reeve was left at the State house clothed in full gubernatorial authority, which she exercised in a manner that not only gave satisfaction to the Governor, but has won her great distinction.

Before the Governor and party had been absent twenty-four hours matters of great importance were brought to Miss Reeve's attention. The Governor and Secretary of State had left a number of important blanks to which they had attached their signatures, and it was left to Miss Reeve's discretion to issue them or not—requirings, applications for extraditions from Governors of other States, and many other matters.

She sought legal advice, but the attorney informed her she must depend upon herself, as he did not "care to be mixed up in the acts of any female Governor." When the Governor returned he was surprised at the amount of executive business his fair substitute had turned out, and frankly admitted the excellence of her judgment.

The powder charge for the American gun will weigh nearly 1000 pounds. Provided extreme elevation for range could be obtained, a shot from the New York Harbor gun should be able to travel more than sixteen miles. The greatest known range ever attained was from the famous "jubilee shot" in England. The distance measured about twelve statute miles.

The United States has never before attempted any heavier piece of ordnance for coast defence than a twelve-inch gun. The weight of a piece of the latter caliber is approximately fifty tons. In the sixteen-inch gun there is observed a jump of seventy-six tons increase in weight.

The first ingot for the new sixteen-inch gun was cast recently at Bethlehem. It was for the tube forging and weighed 82,800 pounds. The jacket forging is also out. It weighs 90,000 pounds. Under the contract made with the War Department the Bethlehem works will turn out all forgings for the great gun. The tempering and annealing process will also be applied at the Bethlehem shops. When all the parts are out, the tube, jacket and hoops will be shipped to the United States arsenal at Watervliet, West Troy, N. Y. There they are to be assembled together, and the gun itself rifled and made ready for service.

All metal used is fluid compressed. The specifications which are being adhered to demand the most exacting physical tests. Specimen pieces of metal are taken from all forgings, are subjected to elongation, breaking and bending tests. Finally every part of the gun must be of forged metal. The tube, for instance, has been cast and rough bored. It will next have a mandrel introduced through its length and then be placed under the hammer.

For this latter stage the Bethlehem works have the largest hammer in the world. It is capable of delivering a blow of 120 tons, or some ten tons more than the famous Krupp hammer.

The building of the new sixteen-inch gun is an expensive undertaking. The gun itself will cost about \$120,000. For single guns the average cost to the Government for all fortification work in this country is roughly \$1000 per ton of gun.

The cost of the gun carriage and turret will bring the cost up to as much

again as the weapon, while the cost for foundation will, it is estimated, round out a grand total of at least \$300,000. The foundation for the sixteen-inch gun will require a depth, it is said, of fifty feet if earth be the basis. This foundation must be constructed of concrete.

much of a success that the company operating them has just given out an order for 100 new vehicles. During June, the first month of their operation, a total number of 632 calls were received, averaging between thirty-two and twelve per day, carrying 1580 passengers 4603 miles at rates similar to the horse-car system, and each month since that time has seen a steady increase in the service.

The best results obtained from these vehicles show that about 1.25 horsepower is supplied for a propulsion of 2000 pounds over ordinarily level roads at a speed of ten miles an hour. This consumption of power is a trifle over two and one-third times that of similar work on rails, which indicates that the equipment of the battery is carefully adapted to the total weight of the vehicle and just sufficient for practical traveling capacity. The maximum weight of a battery for a hansom weighing 3000 pounds is 1200 pounds for a distance of twenty-five miles at the maximum speed of twelve miles or at an average speed of six miles.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

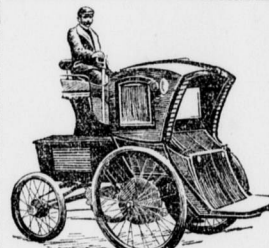
General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

ELECTRIC CABS IN NEW YORK.

Horseless Vehicles Have Become a Fixture in the Big City. Electric cabs, hansom and broughams are a success in New York, so



ELECTRIC HANSON USED IN NEW YORK.

A Natural Food for Horses. The oat is a natural food for horses at any age. It has just the kind of nutrition to make the muscle and bone, and, conjoined with exercise, these are the basis of strength. It is especially important that the colt begin to develop muscle at an early age. If he is allowed free room in which to run, the colt fed a few oats daily will do all else that is needed. He will even groom himself by rolling on the ground or in the snow when snow is on the ground. Besides, a pint of oats twice a day, making only a quart a day, will keep the colt growing when with only hay he will have a rough, starting coat and grow very little the first winter. What is worse, the colt thus underfed is likely to have its digestion injured. The hull of the oat prevents it from injuring the colt when fed in such small quantities. Towards spring the amount of oats may be increased to a quart at each feeding. At a quart a day it is less than a bushel per month, and at the largest it is less than two bushels per month. What is ten bushels of oats in comparison with the increased value of a thrifty horse instead of having an unthrifty one?

Success on Small Farms.

T. B. Terry, of Hudson, Ohio, who is a notable example of success on small farms, has given in late numbers of the Practical Farmer some account of what three young men are doing on small farms. The first of the "small farmers" he quotes from is a Pennsylvanian, Mr. Cocklin, of Bowmansdale, who writes:

"I believe that the greatest mistake we made in our business was having too much to do. I now think that with one-half the acres (we have 275) we could have realized as much or more." This is one of the great mistakes that many make. Gradually lay your plans so as not to undertake any more than you can do thoroughly well and on time, as a rule. We have money invested outside now. All things taken into account the farm pays best. But suppose we took some of the money and bought another farm, and tried to double our money. Do you think we would do as well financially as now? I do not, and then look at the increase of worry. Big crops on a small farm pay better than average crops on a large one, or at least they may be made to. A good friend from Indiana once said to me, "It is too bad that you should throw away your time on such a little piece of land." Now I honestly doubt whether we should have done as well on a large farm here, and I know we should have had much more worry and anxiety. Don't you think I am right?"

The next, Mr. Frank M. Price, says: "When I first began reading what you wrote in Ohio Farmer, brother and I were farming 180 acres together. After thinking much, I concluded that I could get more out of life on a smaller place. So I rented my half farm to brother and bought a nice little place of twenty-six acres near Richmond, Ind. We have eighteen acres divided into the three strips of six acres each, where we raise corn, wheat and clover. We keep four good Jersey cows. We send milk to a nearby creamery and get back two-thirds of the skimmed milk for our pigs. Our six acres of corn measured last year in the crib 450 bushels. We are getting along nicely, have time to read, raise some flowers, keep our yard nicely trimmed, do our best on our little place and feel that life is worth living. Wife and I take a trip every year, attend the lecture course in Richmond, and am not thinking of the almighty dollar. We are laying up some money each year; are out of debt now."

And referring to this Mr. Terry adds: "Now, friends, is not this farmer getting more out of life; is he not better off than many a one who works himself and family almost to death in trying to carry on a large farm and keep everything up; who never has time for a 'trip,' or to read, or to fix up the home surroundings? But twenty-six acres is a very small farm. For some kinds of farming 100 might be small. No exact rule can be laid down. Mr. Price's success comes from good land and a good location, and then through work and little expense. I hope this letter will interest a good many young readers. You do not need a great deal of land in order to be successful. And don't miss Mr. Price's idea of what true success is."

Farm and Garden Notes. Provide the sheep plenty of pure fresh water; it will tell in your next wool clip.

Make your butter as you please, but if you want to get the best prices make it as folks want it who buy it and pay the best prices.

Grain is cheap. A little added to the roughage eaten will bring the calves, colts and sheep through the winter in good shape and pay a dividend.

A poor cow in the dairy is like a dull tool in a carpenter's hands—requires the expenditure of a large percentage of energy to obtain a small percentage of result.

Don't let any good calves slip away from you this season. With proper care they will be money two years

from now—strong indications that way, to say the least.

Where wood ashes cannot be obtained, corn cobs can be burned to a charcoal or else to a fine ash and kept in some clean place to which the hogs have access at all times.

In visiting an old breeder you will find, as a rule, his breeding bar in a large grass lot. A boar cared for in this way will get stronger pigs than one kept in a dry lot on corn diet.

The farm which is well fed will feed the farmer. It must be applied to the stock as well as to the land, and by feeding the stock well the land may be fed with the greatest accuracy, and so the circle of feeding be made complete.

Here is the way a prominent stockman puts it: "We are going to have the best times we have seen in fifteen years, and the stock-raising interest will, with proper management, have its full share in the general prosperity."

The prices at which pure-bred bulls can be obtained leave no excuse for the use of low grade sires, and a bull with a little extra feed will sell for beef after two or three years' service in the herd for nearly, if not quite, his first cost.

The value of rape is becoming better known every year. An authority states that one acre in rape, for hogs, is equal to about forty-six bushels of grain. It is relished by sheep, and poultrymen who have large flocks are becoming interested in it, as it is an excellent source for providing green food.

A well-known successful farmer, who is very much interested in good hogs, says: "My pigs consume the skim milk from my Jersey herd. This, with middlings and ground barley, makes more muscle than corn does, and there is none of that heating so detrimental when corn is largely the diet of growing pigs. Clover pasture is another good accompaniment."

It is surprising that so many farmers seem to be content to raise and feed cattle which are only calculated to bring second or third-class prices, and which in order to make them saleable at all, consume more good feed than better bred animals will, and which make such a very unsatisfactory return for what they eat as compared with what the better class will realize.

Dehorning cattle is now practiced extensively, but there is a right time for so doing. The horns should never be removed when flies and insects are troublesome, and the instrument should be scrupulously clean. Late in the fall is an excellent time for the operation, and it is better to experiment with a few instead of dehorning the entire herd. Novices can have the operation performed by a veterinary surgeon, if preferred.

Sick Room Hints. Every woman is likely to find herself at some time in charge of a sick room, and, if it be a new charge, the knowledge of a few simple rules will be almost indispensable. The first point to be considered in selecting a room for the sick is that it should be, if possible, on the side of the house receiving the morning or noonday sun. This is a rule that is unvarying—in summer or winter the sun is conducive to health. The proper temperature to maintain is from sixty-five to seventy-five degrees Fahrenheit. One of the best appliances for cooling the room is an electric fan which blows over a tub or bowl of ice. A simpler plan is to use an ice bag of rubber or oiled silk. Under ordinary circumstances the patient's face and neck may be sponged several times a day with cool water and the palms of the hands rubbed with ice. There are a large number of drugs for lowering febrile temperatures, but they should only be used when prescribed by a physician. The same caution must be observed as to the use of ice packs and poultices. Tepid sponge baths, to which bay rum, vinegar or alcohol solution have been added, are cooling and grateful to a sufferer in the summer time, and may usually be given at least once a day—American Gleaner.

Importations of British Chalk. One of the few exclusively important British products used in our country is chalk. It comes from the banks of the River Thames, being obtainable nowhere else in large quantities. In its crude form remarkable flint fossils are sometimes found, usually the remains of fish. The process of manufacture from the natural state to that of a form when it can be utilized is simple. When received at the mill the chalk is put into great machines and ground in water, then floated off into vats of water, where all the impurities and foreign substances are precipitated, the water being afterward drawn off by a series of filtering operations and the soft residuum dried by steam heat and exposure to the air. The substance is then reduced to a powder of different degrees of fineness by grinding in burr mills and belting, when it is ready to be packed in barrels and shipped for use.

The Long-Lived Orange Tree. The orange tree will bear fruit till 150 years old, and there are recorded instances of orange trees bearing when 500 years old.

Building Wire Fences. To assist in building wire fences a new device has a frame mounted on a wheel, with spindles to carry three or more reels of wire, so that all the wires can be strung at the same time.



FARM AND GARDENS.

A Natural Food for Horses. The oat is a natural food for horses at any age. It has just the kind of nutrition to make the muscle and bone, and, conjoined with exercise, these are the basis of strength. It is especially important that the colt begin to develop muscle at an early age. If he is allowed free room in which to run, the colt fed a few oats daily will do all else that is needed. He will even groom himself by rolling on the ground or in the snow when snow is on the ground. Besides, a pint of oats twice a day, making only a quart a day, will keep the colt growing when with only hay he will have a rough, starting coat and grow very little the first winter. What is worse, the colt thus underfed is likely to have its digestion injured. The hull of the oat prevents it from injuring the colt when fed in such small quantities. Towards spring the amount of oats may be increased to a quart at each feeding. At a quart a day it is less than a bushel per month, and at the largest it is less than two bushels per month. What is ten bushels of oats in comparison with the increased value of a thrifty horse instead of having an unthrifty one?

The best results obtained from these vehicles show that about 1.25 horsepower is supplied for a propulsion of 2000 pounds over ordinarily level roads at a speed of ten miles an hour. This consumption of power is a trifle over two and one-third times that of similar work on rails, which indicates that the equipment of the battery is carefully adapted to the total weight of the vehicle and just sufficient for practical traveling capacity. The maximum weight of a battery for a hansom weighing 3000 pounds is 1200 pounds for a distance of twenty-five miles at the maximum speed of twelve miles or at an average speed of six miles.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.

General Boulanger's black charger, on which he hoped to ride to a throne, now draws a Paris cab.