GATES'
SELF-RAISING
BUCKWHEAT.
ABSOLUTE PURITY
GUARANTEED
A.B.GATES & Co.
INDIANAPOLIS, IND.

RAILROAD TROUBLES

Brotherhood Officials Kept Busy Conferring with Officials.

Meeting of the Western Passenger Association—Better System of Ventilating Cars Needed.

Grand Master Sargent, of the Brotherhood of Locomotive Firemen, left Terre Haute for St. Louis last night, where to-morrow, with the executive officers of other brotherhoods, he will meet President Clark, of the Mobile & Ohio road, to consider the 10-per-cent. reduction in wages which went into effect on that system Nov. 1. Mr. Sargent was asked if the brotherhood chiefs were not about through with conferences over reductions, and replied that it seemed as if they were only at the beginning. The Chicago & Great Western is the next to be considered. Mr. Sargent said that so far they had reached agreements and avoided serious conflicts, and hoped to do so in the future. The terms of the agreement with the East Tennessee, Virginia & Georgia, not heretofore printed, were that wages in all departments were to be restored arbitrarily on Feb. 1. In most cases the agreement involved another conference two or three months from the day the agreement was signed.

Ventilation of Passenger Cars.

The phenomenally heavy travel over American railways in the last few months has resulted in more than the ordinary amount of complaint and comment on the question of the ventilation of cars. Unquestionably, one of the greatest preventives of traveling in this country in real comfort comes from the poor ventilation of cars, and there is a great opportunity for some inventive mind to earn a fortune and the lasting gratitude of 75 per cent. of the traveling public by the devising of a method to properly ventilate the passenger coach. The Pullman company has done something in this direction, as has the Wagner Palace Car Company, in educating men in charge of their cars in the matter of proper ventilation, still, there is large room for improvement in the construction of their cars, so far as ventilation is concerned; but in the ordinary coach, where three-fourths of the world's fair travel has been carried, ventilation has received but little attention from the train men, nor would it if the cars were provided with a fairly good method of ventilation, for the one brakeman now employed on a ten or twelve coach train has no time to look after ventilation. It might be well for legislative bodies of the different States to take this matter up, and its agitation by State boards of health would likely bring to the front some method of ventilating cars which would not be too expensive and would be appreciated by the officers of the more important roads.

Talked, but Did Little Work.

The meeting of the Western Passenger Association at Chicago yesterday was the most harmonious and successful the association has yet held. A resolution was passed putting the rate-clerk meetings under the direct supervision of Chairman Caldwell, giving him authority to fine roads whose representatives are absent from meetings. There has been great trouble and delay in promulgating rates because of the poor manner in which the rate clerks have attended their meetings. The relations of members of the Eastern Passenger Association to local associations on the Pacific coast was considered, and it was understood that the differences existing out there affecting the membership of the Alton road in San Francisco local association had been satisfactorily adjusted. General Passenger Agent Barker, of the Missouri, Kansas & Texas, asked that the association lines adopt a monthly series of one-fare harvest excursions from Chicago to Texas, commencing the first Tuesday in December and continuing into May, the matter was not definitely settled. The troublesome question of immigrant business with the Union Pacific was not brought up, but H. C. Townsend, of the Missouri Pacific, was requested to co-operate with the committee already appointed.

Revising Train Rules.

A committee of officials representing various divisions of the Pennsylvania lines west of Pittsburg met at Pittsburg yesterday to revise train rules and consider other matters in connection with the movement of trains. The officials present were Charles Watts, general superintendent of the Pennsylvania; Ralph Peters, superintendent of the Cincinnati division of the Panhandle; H. I. Miller, superintendent of the Louisville division of the Panhandle; J. T. Turner, superintendent of the Pittsburg division of the Panhandle; A. M. Schoyer, superintendent of telegraph, and J. F. Lorce, superintendent of the Cleveland & Pittsburg road. Several important changes were suggested, but they will have to be ratified by the meeting of the American Railway Association in New York, later in the month, before they can be adopted.

Ohio Roads to Be Consolidated.

While the consolidation of the Cleveland, Lorain & Wheeling and the Cleveland & Southwestern railroad companies has not yet been formally effected, the details are practically settled, and the matter of constructing the latter road is one that will be decided chiefly by the future feeling in the financial world. The report is current in railroad circles in Cleveland that the Lake Shore's holding of C., L. & W. stock, which is $774,000 preferred and $169,100 common, valued by the Lake Shore one year ago at $752,800, has been quietly transferred to persons interested in the Cleveland, Lorain & Wheeling, and that all opposition has been thus wiped out.

Personal, Local and General Notes.

E. A. Gould, division superintendent of the Wabash, will to-day be married to a young lady in Peru, Ind.

The Wabash company has decided to rebuild the elevator burned a few months ago at Wabash, Ind., and is now advertising for bids.

On Dec. 1 the Big Four people expect to occupy the new shops at Bellefontaine, employing three hundred men. Only repairing of locomotives will be done at these shops.

The deal by which the Illinois Central and the Louisville & Nashville companies will secure control of the Chesapeake, Ohio & Southwestern is said to be progressing satisfactorily.

It is stated that the Baltimore & Ohio Southwestern has an option on the terminal property in Louisville known as the short route, which is really a key to the railroad situation in Louisville.

J. B. Barnes, superintendent of motive power of the Wabash, who a short time ago was thrown from a horse and had a limb broken, is improving and able to sit up a part of the time.

William R. McKeen, president of the Union Railway Company, is anxious to get the presidents and general managers of the proprietary lines together to confer in regard to some important matters.

The Evansville people are worrying lest, should the Louisville & Nashville get control of the Chesapeake, Ohio & Southwestern, Evansville will lose the extensive tobacco traffic which passes through there.

Under the new schedule of the Chicago division of the Big Four the passenger crews of Trains 2, 16 and 19 (accommodation trains) make their headquarters at Lafayette, while the through train crews are to be at Indianapolis.

Three weeks ago the preferred stock of the Big Four was selling at 76; yesterday it touched 82. As it is a 5-per-cent. per annum dividend payer, at 82 it is an excellent investment, and is being purchased by some of the employes on the road who have a little money to invest.

Yesterday fifty-three Quakers left Indianapolis for Greensboro, N. C., going by the Big Four and the Chesapeake & Ohio, the latter furnishing cars to carry them to their destination. This is the third party which has gone east to attend the annual gatherings in that State.

H. F. Houghton, assistant superintendent of the Chicago division of the Big Four, who has done so much service at Kankakee and Chicago in handling the business of that company expeditiously during the world's fair, is in the city arranging with the chief train dispatcher for the removal of both their offices to Kankakee next Monday.

The Baltimore & Ohio Southwestern company, now in control of the Ohio & Mississippi, has extensive plans under consideration for improving the physical condition of the O. & M., the money now being in the treasury to make such improvements. In the way of new rails, bridges and stations there is large room for improvement on this line.

As a freight train on the Pittsburg, Fort Wayne & Chicago, a few nights ago, ran into Alliance, O., the inspectors discovered that one of the trucks under a freight car was gone and the train men were not aware of it. The car was taken out of the train and the track walkers soon reported it about two miles back, they finding it in the ditch.

A railroad man of twenty-five years' experience says were the railroad companies to strictly enforce the old custom of the operators reading to conductors and engineers the orders, and then the engineer and conductor signing the order as read, the list of accidents would be greatly reduced. On many roads this standard rule is not now heeded.

H. B. DuBarry, claim and tax agent of the Pennsylvania lines in the Southwestern system, is fatally ill. Mr. DuBarry, after the war, entered the service of the Pennsylvania Company, and has been with it since. In the army he lost one of his arms and received other wounds, and his present illness is from wounds then received. Mr. DuBarry is well known all over the Southwestern system and is highly esteemed.

The strike on the Cairo division of the Big Four is over, but there was a phase of it which has not been noted by the press. George Conger, attorney for the company, obtained an injunction against the strikers, enjoining them from interfering with the operation of the road by the company, but before the writs were issued the men went to work and called the strike off, and the injunction proceedings were dismissed.

A number of the leading business men of Cincinnati met yesterday and passed resolutions against removing R. M. Fraser, who has been appointed general freight agent of the Baltimore & Ohio Southwestern, from Cincinnati to St. Louis. Mr. Fraser has been in railroad service since 1853; in 1855 he came to the Cincinnati, Hamilton & Dayton, and since that time has been connected with some Cincinnati road.

The report that the Santa Fe is seeking another alliance with the Jacksonville Southeastern has roused President Rheinhart, and a Boston paper quotes him as saying that "I would not take the Jacksonville Southeastern as a gift, and the reports of its connecting with our system are annoying and place us with our competitors as acting in bad faith. If we wanted a St. Louis connection we would take the Wabash or the Chicago & Alton, and not a road which begins nowhere nor ends nowhere."

If the Louisville, New Albany & Chicago could continue to earn as handsome a revenue this year per mile as in the quarter ending Sept. 30, it could pay, it is stated, a 20-per-cent. dividend on its preferred stock. But few roads profited more through the world's fair business than did the Monon. Eastern papers are booming the stock of this road by reporting a recent run over the main line, where over a goodly portion of the road the train ran sixty-six miles an hour, and consequently they argue that its physical condition must be excellent.

G. J. Grammar, ex-traffic manager of the Mackey lines, was in the city yesterday, coming in at 10:30 p. m., and leaving at noon without registering at the hotel where he stopped. To a friend he seemed very cheerful, and remarked that in time things would come round all right. The interest in the ups and downs of the Evansville & Terre Haute is increasing. The friends of Mr. Mackey are fearful that his financial backing may not stand by him to the extent that the supporters of the Porter syndicate will. President Mackey has done so much for Evansville that the undercurrent there is in his favor.

It is said that the New York Central and Lake Shore very reluctantly take off their twenty-hour train between New York and Chicago, known as the exposition flyer, which is to be done on Nov. 19. In railroad circles generally there is a feeling that it is a backward step, and that instead of the Pennsylvania demanding that this train be taken off it should have put on a train to meet it. But the argument then comes in that the competing lines, which could not make the run in twenty hours, would offset this speed by cutting rates, and end in the general demoralization of rates. Chicago and New York business men do not take kindly to the arrangement, as time is so valuable to them that making the run between New York and Chicago in twenty hours, instead of twenty-six, justified them in paying the extra fare.

A good deal of interest is taken in the meeting of the officials of the roads which for years past have formed the Chicago and Ohio River Traffic Association in Chicago to-day. As President Ingalls, of the Big Four, has made no arrangement to attend, it is feared little will come of the meeting, as without the Big Four as a member, it would be burdensome for the other roads to support it. In railroad circles there is a growing feeling that these associations might be run on a more economical basis and accomplish equally good results, as is evidenced in the Cincinnati and St. Louis Association, of which W. B. Shattuc is commissioner. This association is doing good work, and at small expense. There are a number of roads which live up to the association agreements, such as the Lake Erie & Western and the Chicago & Erie, but will not become members, so great is the expense.

Wicked Waste of Fine Whisky.

Chicago Inter Ocean.

I heard some gentlemen talking about the souvenirs that have been given away during the exposition. One man had a good joke on himself. He had an exhibit of fine whisky—so fine that it received the highest award for purity. He had faith that it would all the time, and never hesitated to say so. He gave it away very freely, and had for this purpose some pretty square bottles that held about two ounces filled with it.

One day a woman asked him for one of his souvenirs. He gave it to her willingly, and something there was about her appearance that impressed him so much that he remembered her when a few days afterward she returned and asked for a souvenir." He said:

"Did I not give you one a few days ago?"

"Yes," said the woman. "You did, but I would like another one very much."

"Certainly," said the gentleman. "I am very glad you liked it. We consider our whisky the purest there is on the market."

"It is very fine," said the woman. "I go home from the fair so tired that I can scarcely walk. I take this and rub it on the soles of my feet, and in no time I feel like a different woman. I am ever so much obliged to you."

The gentleman says that he sat down in his chair without a word to say. That his fine velvety whisky had come to being a tonic for the soles of the feet was a shock from which he did not recover in several hours. His rivals in the same business have never allowed him to forget it.

The Democratic Tune.

Kansas City Journal.

The Democratic organs are like the old woman in the sleeping car who kept the other passengers awake by continually exclaiming: "Oh, how dry I am." At last somebody got her a drink, and it was hoped she would subside, but in a short time she commenced again with: "Oh, how dry I was." After Cleveland's election, when times began to grow hard, the organs said: "Oh, the Republicans are still in power." The inauguration came and things steadily grew worse till the country was plunged into a panic; and now the organs are explaining: "Oh, the Republicans were in power."

THE BEST
S.S.S. Is the best Blood Medicine, because it assists nature to throw off the impurities of the blood, and at the same time tones up the entire organism. This is just contrary to the effect of the various potash, mercury, sarsaparilla mixtures, which bottle up the impurities in the system, thus producing much sickness and suffering. Therefore, for a
BLOOD MEDICINE
you cannot do better than take S. S. S.
"As a physician, I have prescribed and used S. S. S. in my practice as a tonic, and for blood troubles, and have been very successful. I never used a remedy which gave such general satisfaction to myself and patients.
"L. B. Ritchy, M. D., Mackey, Ind."
Treatise on blood and skin diseases mailed free.
SWIFT SPECIFIC CO., Atlanta, Ga.

NEW PUBLICATIONS.

(From the Bowen-Merrill Company, Indianapolis.)

A valuable book of its kind is "Dictionary of Quotations from Ancient and Modern English and Foreign Sources, including phrases, mottoes, maxims, proverbs, definitions, aphorisms, and sayings of wise men in their bearing on life, literature, speculation, science, art, religion and morals, especially in the modern aspects of them. Selected and compiled by the Rev. James Wood, editor of 'Nuttall's standard Dictionary.'" The compiler of the work says in his preface that it was undertaken in the belief that, notwithstanding the many excellent compilations of the kind already in existence, there was room for another that should glean its materials from a wider area, and that should have more respect to the requirements, both speculative and practical, of the times we live in. He has carried out his plan well, and produced a reference work of great value. It contains about thirty thousand quotations and references in different languages, arranged alphabetically, with the names of authors attached. The quotations in foreign languages are translated. A topical index adds to the convenience and value of the work. Cloth, $2.50. New York: Frederick Warne & Co.

"Songs and Ballads" is the title of a collection of verse by Herman Rave. The author is an Indiana man, and some of the poems in this volume have been published in Indiana papers. They deal with a variety of topics, mostly of a familiar kind, and savoring of country life or open-air experiences. There are a few poems of a more thoughtful and sentimental character. Mr. Rave is evidently a close observer of and keen sympathizer with nature. He has some poetic ideas and considerable facility of expression, but there are signs of carelessness in some of his verses. His feeling, however, is true and genuine, and some of his verses go straight to the mark. There is a wide gap between the best and the poorest poem in the volume. Indianapolis: Bowen-Merrill Company.

Messrs. Thomas Y. Crowell & Co., New York, have begun the publication of a series of volumes under the general title of "Crowell's Standard Library," which will include some of the best popular and classic works in fiction, history, biography and poetry. Among them will be the works of George Eliot, the master pieces of Scott, Thackeray, Dickens, Victor Hugo and others. The volumes will be printed on fine paper of English finish and well bound in library style. The first number of the series received is Victor Hugo's "Les Miserables," translated from the French by Isabella F. Hapgood. It is in two volumes of generous size, bound in cloth, leather titles, gilt top. Price, $1 per volume. Illustrated. A very desirable edition.

"Twilight Songs" is the title of a little volume of verse by John Myers O'Hara, a writer whose name is not unknown to readers of the Journal, to which he has been an occasional contributor. In many of the poems in this book Mr. O'Hara's ambition as to theme and the expression of lofty thought exceeds his power of execution. His intention is good, when faulty, and he is somewhat given to the use of unusual words, as "violescent," etc., but in much of his work there is discernible a true feeling and a purity of sentiment that lead to the overlooking of minor defects. He is at his best in several of his sonnets, of which there are a number in the book. Published in Chicago.

"Melody," by Laura E. Richards, is the story of a blind child who had a beautiful voice and lovely character. A wandering impresario who visited the village where she lived was so struck with her voice that he kidnaped the child, intending to make a public singer of her. Carried off to a strange city, she refused to sing a note for her abductor. Her relatives and friends searched for her a long time in vain, but finally find her and she is taken back in triumph to her country village home. The story is beautifully told and full of pathos. Boston: Estes & Lauriat.

"Sam Houston and the War of Independence in Texas," by Alfred M. Williams, gives an accurate picture of a very remarkable and interesting personality, and a period of great importance in the growth and character of the Nation. It is at once a biography of Houston and a history of the struggle of Texas for separation from Mexico and her final emancipation and annexation to the United States. It is a work of research and value. There is a portrait of Houston and an excellent index. Cloth, $2. Boston: Houghton, Mifflin & Co.

"Out of the Sunset Sea," by Albion W. Tourgee, is a novel, the scene of which is laid in England in the time of Henry VII. Sebastian Cabot and Christopher Columbus figure among the characters. The story purports to be written by a young Briton of gentle birth, who, educated for a priest, becomes a rover and sails the seas. The movement of the story is slow, and the story itself is long. It is illustrated by the author's daughter. Cloth, $1.75. New York: Merrill & Baker, 74 Fifth avenue.

The latest additions to the Distaff Series are "The Kindergarten," by Kate Douglas Wiggin, and "Household Art," by Candace Wheeler. The first is a practical treatise on the kindergarten system, especially in its relation to social reform, and the other is a collection of papers by different writers, all women, on various phases of household decoration. Both works will be found valuable to those interested in the subjects of which they treat. Cloth, $1 each. New York: Harper & Brothers.

"Walter Camp's Book of College Sports" is a reprint of a series of articles which appeared originally in the Century Magazine. It treats in a thorough and somewhat technical way of all the athletic sports in vogue among the students at American colleges, football and baseball occupying a good deal of space, though other sports are properly noticed. The work is well illustrated, and is published in attractive form by the Century Company.

"Amy Leslie at the Fair" is a series of sketches of the Columbian exposition, written in a somewhat flippant style, with a too free use of "reporters' English," but the various chapters may be supposed to present with considerable accuracy the sensations and sentiments of the average young woman in viewing the fair, and, as such a record, is of some value. The book, which is well illustrated, is published by W. B. Conkey & Co., Chicago.

"On the Road Home" is the title of a volume of poems by Margaret E. Sangster. The contents are classified into poems "For Six Days out of Seven," which are of a secular character; those under the head of "Looking Upward," are religious and devotional, and there are several "Christmas Songs." There are many beautiful poems in the volume. It is published in attractive form by Harper & Brothers. Ornamental cloth, $1.25.

There has been quite a flood of Japanese literature of late, one of the most interesting contributors to it being Alice Mabel Bacon. Her work, entitled "Japanese Girls and Women," is followed by "A Japanese Interior." It is an interesting description of Japanese family life. The author was a teacher in Japan, lived there for quite a while, and knows whereof she writes. Cloth, $1.25. Boston: Houghton, Mifflin & Co.

"The Mark in Europe and America," by President Enoch A. Bryan, of Vincennes University, is a review of the discussion on early land tenure, with special reference to the bearing of the German mark on the subject. The mark is the German designation of land held in common by villagers. The work presents some interesting views on the history and development of land ownership. Boston: Ginn & Co.

Dr. G. M. Rice's articles on the public schools of different cities, which were originally published in the Forum, and which attracted wide attention, have been collected and are published in a volume entitled "The Public School System of the United States." It is a book that will interest all educators and persons interested in the public schools. It is published by the Century Company.

The latest addition to the series of stories from Scribner is "Stories from the Army." It contains four stories relating to army life, by as many different authors. They are all good stories. The volumes in this series are of handy size, very dainty in appearance, and their contents are excellent. Each volume is illustrated. Cloth, gilt top, 75 cents. New York: Charles Scribner's Sons.

"King's Handbook of New York City" is a very complete description and guide book of that metropolis. In the space of about 1,000 pages practically everything of interest in the city is described and illustrated. There are over 1,000 photographic illustrations. The value of the work is enhanced by a complete alphabetical index. Price, $2. Published by Moses King, Boston, Mass.

Edward Everett Hale is better known as a writer of prose than of poetry, yet he has written some good verses. They are collected and published in a pretty volume under the title of "For Fifty Years." Many of them are poems written for special occasions, while others deal with general themes. All are bright and some are very witty. Cloth, $1. Boston: Roberts Bros.

"Essays in London and Elsewhere," by Henry James, is a compilation of papers written for the Fortnightly Review and other periodicals. There are eleven essays in the volume, the opening one being on London and the rest on literary topics. The author has a fine critical style, and the publishers (Harper & Brothers) have given his essays a handsome setting.

T. Y. Crowell & Co. publish "Personal Recollections of John G. Whittier," by Mary B. Claflin, wife of ex-Governor Claflin, of Massachusetts. It is an interesting revelation of some phases of Whittier's character which only his intimate friends knew, and is a book which every admirer of his should read. There is a fine frontispiece portrait of the poet. Cloth, 75 cents.

"The Making of Virginia and the Middle Colonies," by Samuel Adams Drake, is a brief, compact and handy manual of the early history of the States of Virginia, Maryland, New York and Delaware. The period covered is from 1578 to 1701. The work is suitable for school use or home instruction. Illustrated. Cloth, $1.50. New York: Charles Scribner's Sons.

"The Easiest Way in Housekeeping and Cooking," by Helen Campbell, treats of different phases of housekeeping and cooking in a practical way. The chemistry of different kinds of foods and how to cook them is also discussed intelligently. The work is adapted to domestic use or study in classes. Cloth, $1. Boston: Roberts Bros.

"The Dayspring from on High" is a collection of quotations from the Scriptures and from the religious works of various authors, prose and poetry, adapted for every day in the year. The selections are arranged by Emma Forbes Cary. It is a book for the pious and devotional readers. Cloth, $1. Boston: Houghton, Mifflin & Co.

"Elinor Fenton," by David S. Foster, is a novel, the scene of which is laid in the Adirondack mountain region. It is an entertaining and well-written story, the interest of which is maintained to the end. The author has an easy, natural style, and is a good story teller. Cloth, $1.25. Philadelphia: J. B. Lippincott Company.

"Ten Years on the Road," by Virgil M. Wright, is a collection of stories and incidents in the career of a commercial traveler. The book makes no claim on the ground of literary merit, but will doubtless find favor with the commercial travelers of the country, to whom it is dedicated. Indianapolis: Frank H. Smith.

"Essays on Idleness," by Agness Repplier, contains eight essays. The author is one of the most delightful writers of recent times, and everything that comes from her pen is worth reading. This work is published in uniform style with others by the same author. Cloth, gilt top, $1.25. Boston: Houghton, Mifflin & Co.

Under the odd title of "Windfalls of Observation, Gathered for the Edification of the Young and the Solace of Others," Charles Scribner's Sons, New York, publish a volume of charming essays by Edward S. Martin. The essays treat of familiar themes, and are bright and entertaining. Cloth, $1.25.

Admirers of Ruskin will be attracted by a dainty little book entitled "The Work of John Ruskin," by Charles Waldstein. It is an intelligent and appreciative summary of the influence of Ruskin's work upon modern thought and life. New York: Harper & Brothers.

"Nowadays and Other Stories," by George A. Hibbard, contains five other stories besides the one mentioned in the title. Mr. Hibbard writes clever stories, and those in this volume are all worth reading. It is published in attractive form by Harper & Brothers.

"Wreck of the Golden Fleece," by Robert Leighton, is a story for the young. It purports to be the story of a North-sea fisher boy, and is a stirring tale of strange adventures on land and sea. It is a book that will particularly attract and interest boys. Cloth, $1.50. New York: Charles Scribner's Sons.

"Brothers and Strangers," by Agnes Blake Poor, is a story of American life. It is well written and interesting without being sensational. Cloth, $1. Boston: Roberts Bros.

HUSTLER AND INVENTOR.

Mrs. Romney, Who Had Fourteen Inventions at the Fair.

New York Recorder.

Mrs. Caroline Westcott Romney enjoys the distinction of having had the greatest number of exhibits entered for competition at the world's fair. She claims to have had more articles of domestic utility on exhibition, all inventions of her own brain, than any other man or woman at the fair. One of her exhibits has already been awarded a prize, and the others have not yet been passed upon. No less than fourteen articles have been offered for inspection by Mrs. Romney.

Among the inventions is a water-cooler that does not require ice, a modern dinner pail, a refrigerator for the household, a milk refrigerator, a refrigerating closet or store room, a refrigerating cellar or chilling room for slaughter house purposes, a heat conservator or chest in which food may be kept warm for an indefinite time, a warming closet for butler's pantries, a domestic water-filter, warranted to prove a mystic labyrinth in which the rambling microbe is sure to get lost, a foot-stove for carriages or compartment cars, and a water-filter and a water-cooler combined. She has also invented a restaurant conveyor, both simple and compound, for carrying food from restaurants to outside customers.

Mrs. Romney, who has thought of making all these things, is an accomplished writer for the press, and has edited and published a few trade papers on her own account. She was educated in Ohio, and at the age of sixteen she was teaching Greek at a school in that State. When she was twenty years of age she held next to the highest position in one of the graded schools of Chicago, and a little later became connected with the Times, of that city, occupying the position of literay editor. She gave up her literay career to marry a bright young lawyer, but his death in the course of a few months left her a widow and threw her once more upon her own resources. She went back to the Times and wrote up the country along the lines of a number of Western and Southwestern railways.

She was one of the candidates for an appointment as one of the women to be sent to South America by the board of lady managers of the world's fair, and her application received the indorsement of some of the most prominent men and women of the United States. It was found, however, that no funds were available for the object of her mission.

Humor of the Fair.

New York Sun.

Persons returning from the world's fair bring back droll stories. One Eastern man in passing through a room full of paintings was stopped by a stranger, who inquired: "Are all those hand painted?" A lady in the same gallery was approached by a man, who said: "See that picture over there? When you stand beside it it looks like nothing at all, but when you get out here you see it is full of trees and houses and men. Now, that's what I call art; when a painter puts down a line that means nothing until you stand off and look at it." A lady in the Delaware building rose from a nap in a private apartment to meet the eye of an intruder of her own sex. "I just wanted to see a real live Delawarean; Delaware is such a queer-looking little place on the map," explained the intruder. "You may look at me; I'm one," was the reply. "And have you ever seen the whipping post?" "Yes, and I think it a good institution," was the stout reply, whereat the other fled with a cry of terrified astonishment.

How They Talk.

Montana Daily Inter-Mountain.

Teller, Wolcott, Jones, Dubois, Shoup, Power, Cameron, Hansbrough, Mitchell and Pettigrew—all Republicans; don't forget Peffer, Kyle, Allen—all Populists; don't forget that. They stayed to the last. What did the Democrats do? They all surrendered to the prophet; don't forget that.

This newspaper is for silver first and party afterward. The Republicans of Montana owe no allegiance to the gold bugs of the East whether they call themselves Republicans or Democrats. The Republicans of Montana are ready to advocate the policy of any party that can accomplish the most for silver.

The New York World, Times, Herald, Post and Tribune are now happy. They and the people they represent have ruined $500,000,000 worth of property values in the West. If the city of New York should be burned to a cinder to-morrow the Western press would be quite as justifiable in rejoicing over its misfortune as the Eastern press now is in crowing over the defeat of silver.

NEWS FROM SIBERIA.

Another Scheme to Persecute and Rob Wealthy Jews.

San Francisco Chronicle.

Agapius Honcharenko, proprietor and editor of the Russian political journal published in this city, received a letter, last week, in which it is stated that the Russian officials have hit upon a new plan to rob the unfortunate Jews of that country.

Hitherto the plan has been to squeeze all they could out of the unfortunate people before they could escape from the country, but no effort was made to control the direction of their going.

So far all the Jews who have escaped have done so by way of Japan, but that road is blocked now.

According to the letter, the wealthy Jews, who are the ones selected for prosecution, are now forbidden to have any communication with the Chinese frontier or the coast near Japan, and are forced to pass through eastern Siberia in order to reach the coast.

Here all transportation is by means of dog sleighs in winter. The sufferings of the poor people thus forced to travel through the coldest and most barren part of that bleak country may be imagined.

It is said that those who framed the new edict did so in order to force the exiles to remain in the country as long as possible in order that there may be more chances to rob them.

Navigation on the Siberian coast in entirely suspended during the long winter months, and those who reach the coast during the winter will have to remain on Russian soil until April before ships will arrive to carry them out of the country.

The letter places the number of Jews in Siberia affected by the edict at about 22,000, and it says that not more than two-thirds of that number will survive the rigors of the climate and the cruelties of the Russian officials.

According to the letters he has received from friends in Siberia, Honcharenko says not a single exile will be able to get out of the country with a dollar in his pocket. They will, accordingly, be thrown entirely on the mercies of those willing to assist them after they manage to get away from the land of the Czar.

Honcharenko at one time was a Russian priest. He was exiled to Siberia for some fancied offense and made his escape from the mines in disguise.

This was many years ago, however, and since he has been in California he has caused to be printed many thousand copies of his paper, which is distributed among the exiles by his agents.

He is also the founder and secretary of the Russian Republican Benevolent Society, of San Francisco, an organization having for its object the emancipation of the Russian people and the propagation of republican principles throughout the empire of the Czar.

BISMARCK TALKS ON AMERICA.

He Sees in the Mixture of Races the Greatness of this Country.

Century Magazine.

Bismarck, in talking about America, said: "The security and strength of your country lie in the fact that the American race is a mixed one—a 'Sammelvolk.' History has never made a great people in any other way. Look at France. It was the invasions from Italy and the north that gave her bone and sinew. Spain was strongest because she sucked in Iberian blood. And England, what made her so great? Not the invasion of the Anglo-Saxons only, but the fact that there they joined hands with the Normans. A people may be comfortable and prosperous without an influx of foreign blood, but it will cease to be capable of great things whenever that ceases." Continuing, he said: "The Americans, to my mind, have overdone the Columbus worship. The Norwegians were the first discoverers and settlers of America. Columbus was a map and chart maker, and, before setting out on his voyage, had positive proof of the existence of other continents. And it would have been far better for America and her early history had the settlement continued to be by Norwegians and other hardy tribes from the north. The Spaniards made a bad beginning in America."

Some one suggested that they did less harm to America than the discovery of American gold did to Spain; that the history of church and state in the days of Philip II, and the subjugation of the Netherlands, showed what a terrible power for evil there had been in the great piles of gold brought over from the new world. Bismarck touched upon the church history of many lands with the vigor and in the bold-steel light of the Luthera-Protestant spirit of North Germany. First it was Luther and then Cromwell who seemed to be before me. Carlyle once said, "Indeed, he is the nearest approach to a Cromwell that is possible in our degenerate times." Bismarck then poured forth memories of the ultramontane contests in which Prussia asserted her state rights, and in which the Roman Catholics of Germany were torn between loyalty to country and all-suffering loyalty to church.

CHRYSANTHEMUM'S JOURNEY.

It Traveled from Japan to Holland and to France and England.

Philadelphia Times.

The initial journey of the chrysanthemum from the Orient to the Occident was accomplished by those flower-loving people, the Dutch. One Jacob Breynius, who answers for the production of a book with a title even longer than his name, "Prodromus Plantarum Rariorum," is the first European author to mention the flower. This was in the year 1689. Two centuries ago a Dutch flower-seller was a proud man, indeed, who could number a chrysanthemum plant among his pots of tulips.

Almost a century—seventy-five years—lapsed into memory when a chrysanthemum exhibited far off China burst into bloom in the old apothecaries' Botanic Gardens at Chelsea, London, but no especial attention seems to have been given to the culture of the flower as yet, for in 1820 there were only twelve sorts known in all England.

To a Frenchman, Louis Blanchard, belongs the honor of starting the chrysanthemum craze. In the year 1789 he sailed away to the East, and when his ship returned there were on board three chrysanthemum passengers, one white, one violet and one purple. Two of the triumvirate fell prey to mal de mere, but "Old Purple" was left to tell the tale. He "took well," as the saying is, to Gallic soil, and the gardeners throughout France began chrysanthemum culture in earnest.

The fame of their success spread across the channel to England, and immediately the merrie Britons caught the disease. Representatives from the various floriculturial societies were sent abroad to investigate the methods of Chinese and Japanese culture. They returned full of the subject and bringing with them sturdy seedlings, and, forthwith, a new era dawned for the chrysanthemum of the Occident. The florists of America were the last to take up the culture, and, although the last decade represents the period devoted to really serious study of the chrysanthemum on this side of the sea, the results achieved largely overbalance the united records of France and England.

SOME BIG FIGURES.

The Enormous Amount of Material Used in Fire Works at Chicago.

Chicago Tribune.

It is said on good authority fireworks have been the salvation of the fair as far as the night attendance was concerned—that they were the potent factor in holding the people over after sundown and in drawing them to the fair after that time. Whether this is so or not, it is a fact that Chicago has had by far the largest amount of fireworks displayed in one year in any city in the world.

Henry J. Pain, when asked for some figures relative to the amount of material used, said: "There have been 105,000 one, two, three, four, six and eight-pound rockets fired, which, if placed in line one foot apart, would make an unbroken stream of aerial gems twenty miles long. The largest flight was that in a bunch of 10,000 at the Fourth of July display. Five thousand shells have been sent heavenward in sizes from sixteen to sixty inches, the largest ever fired in the world. If these were all fired at once people would see in the heavens 52,500,000 separate burning stars in every color of the rainbow. Five hundred aerial geisers or maroons have been exploded at an altitude of 1,500 feet and 200 special set pieces have been burned. If these were all laid down as one piece they would cover an area of 475,000 square feet. In the preparation of these 943,000 colored lances, or separate burning pieces, were used, and 25,000 six-foot lengths of quick match—about 270 miles in all. Quick match is the flash fuse that is used to ignite the face of the set piece. The largest device used was that illustrating the burning of Chicago, which was 400 feet long and forty feet high. Forty-four thousand Roman candles were burned, 650 various wheel and moving devices, and twenty-five tons of red fire for illuminating the lake, Grand Basin and the Midway. Twenty thousand aquatic novelties dazzled the crowds with their brilliancy. To prepare all this work twenty expert pyrotechnists and one hundred auxiliaries were employed.

Great Man for England.

New York Commercial Advertiser.

If Mr. Cleveland can only secure the repeal of the McKinley law and place American workingmen in a position where they will be obliged to compete with the pauper labor of Europe English eyes will look upon him as the greatest man the world has ever produced. From the point of view of the American workingman and voter he will not be so large.

THE MIDWINTER FAIR.

Some Interesting Features of San Francisco's Coming Show.

Philadelphia Record.

The Midwinter International Exposition at San Francisco is progressing very favorably, and it is promised that everything shall be in readiness for the opening in January. The grounds are in good shape and the buildings are rapidly nearing completion.

There will be a great number of novel features at the show. The famous Chinese "Six Companies," of San Francisco, is arranging a very elaborate exhibit, consisting of an Oriental building 160 feet long by ninety in width, with a center courtyard 80x40 feet, set out with rare Chinese plants. In one end of the building is a Chinese theater. On either side of the courtyard are open booths for the manufacture of Chinese productions. The crowning exterior feature of this building will be a Chinese pagoda seventy-five feet high, fashioned after the celebrated tower of Nankin. The roof will be of tiles, with fantastically-twisted carved figures of the fabled dragon projecting from the angles.

Another concession that has been granted is for a reproduction of the celebrated Prater, of Vienna, in a space of 72,000 square feet. Entrance to the grounds will be through a massive, artistic gateway, beyond which will be various bits of architecture of a pleasing and striking character. All these are now in course of construction. There will be a concert hall, seventy-five feet square; a theater of Moorish design, 60x90 feet; a Louvre restaurant and a score of ornamental booths in which Austro-Hungarian wares are to be manufactured.

Arrangements have also been completed and work is now progressing on an immense Japanese tea garden, which is to be another prominent feature in connection with the exposition. Entering by a castle gateway, or shuronomon, the visitor will find himself in a veritable Japanese domain, even the shrubbery being transplanted from the flowery kingdom, and where Japanese maidens in their dainty gowns will serve tea and confections while Japanese dances and Japanese music may be seen and heard on every hand.

Among the many applications for permission to make novel exhibits at the coming midwinter fair in San Francisco is one by Edward M. Greene. It is a mammoth scales of justice. The figure of justice is 150 feet high. The cross beam of the scales she holds in her hand is three hundred feet long. Each scale is a car capable of holding fifty people, who may be carried to a height of 288 feet. The whole arrangement is to be manipulated by machinery placed beneath the base of the statue. There is telephonic communication between each car, and the engine room and everything may be regulated smoothly and quickly.

A model has been entered in the competition for the allegorical fountain of the grand court of the exposition. It was completed by George Wagner, of Chicago. It is an elaborate affair, embodying emblems of the Nation as well as of the State. The central figure of a group is America, armed and protecting California. The heroic figure symbolizing the State is accompanied by the familiar figure of the bear. Astride the bear is a Cupid, and around the two principal figures of America and California are Ceres and Pomona offering a wealth of grains and fruits, and Abundance pouring out her gifts from a cornucopia.

The central feature of the exposition grounds, geographically, if not otherwise, will be the electric light tower 270 feet high, with an elevator running to the height of 220 feet. The base of the tower will occupy a space fifty feet square, while the first gallery, eighty feet from the ground, will have a seating capacity of 200. There will be three other galleries extending beyond this, where several hundreds more can find accommodation. The topmost gallery will be within six feet of the pinnacle. In it will be a great searchlight, which will penetrate every corner of the exposition grounds, and sweep over the entire surface of Golden Gate Park.

THE STREET-CAR LINES.

Statistics of the Amount of Business Done During the Chicago Fair.

Chicago Inter Ocean.

The street car lines did a tremendous business. The Chicago City Railway Company running directly to the fair did the greatest business, of course. President George H. Wheeler, while averse to giving the exact figures, gave the total sum carried 94,000,000 persons during the six months, while during the twelve months of 1892 the total was but 85,000,000. On Chicago day 762,000 persons were carried one way at 5 cents apiece. To do this business the company built 500 extra cars and 100 extra grip cars.

The West Side Company carried some 60,960,000 of people, while on the North Side 36,500,384 passengers were carried against 27,859,511 during the six months of 1892, an increase of 8,641,883 people. On the Fourth of July the North Side road carried 203,130 persons against 187,258 in 1892. On Chicago day 215,863 passengers were carried, though on Sunday, Oct. 8, the desire to see Linc