

THE BEE HIVE

5 NORTH MAIN STREET.

SPECIAL BARGAINS, FOR THIS WEEK.

- Ladies' Muslin Night Robes, best quality, New York mills. Plain 60c
- Ladies' Muslin Night Robes, embroidery and tucks. Regular price \$1.25, this week 85c
- Ladies' Muslin Night Robes, hem stitched and tucks fine quality. Regular price \$1.50, this week \$1.00
- Better and finer styles, all grades. Prices, \$1.25, \$1.50 \$1.60 and \$1.85.
- Children's white checked Muslin Aprons, neck and sleeves trimmed with Hamburg edging; worth \$1.25, this week 75c
- Children's white Lawn Aprons, nicely trimmed in Hamburg; worth \$1.40, this week 85c
- Children's Lawn Aprons, tuck yoke, Hamburg trimming, with row of tucks on bottom; worth \$1.75, this week \$1.25
- Foster Kid Gloves, in Tans, Drabs and Black, fitted to the hand, this week \$1.25
- Large line of new novelties in Stamped Linens, including Pillow Shams, Table Mats, Table Covers, Tray Mats, Berceau Scarfs, Splashes, Bibs, Doylics, Squares and Pillow Slips at EASTERN PRICES.
- Heminway's Knitting Silk in new shades, for gents' ties, per spool 35c
- Heminway's Roman Floss, Japan Floss and Rope Silk, in all of the new shades. Price, per dozen, 45c
- One lot imported, fast black, Ladies' Hose, Hemsdorf dye, warranted, at 25c
- One lot imported fast black, Ladies' Hose, Hemsdorf dye, spliced heels, at 30c
- One lot imported, fast black, Ladies' Hose, Hemsdorf dye, spliced heels, double soles, worth 60c, special price 35c
- Heavy Ribbed Hose for children, fast black, sizes six to ten, only 25c

BABY CARRIAGES.

We are strictly headquarters for Baby Carriages, this season, having shipped a carload, embracing all colors, qualities and patterns. We can suit everyone, and would call attention to our immense line. We sell a full size Carriage with best iron wheels, parasol and upholstered, as low as

\$6.50.

And prices range from this price to \$35. We guarantee a saving of 25 per cent. to those desiring a carriage. Also full line of Children's Iron Wagons, Velocipedes, Tricycles and Doll Cabs.

UMBRELLAS.

- 26-inch Gloria Silk Umbrella, with oxidized handle, at \$1.50
- 28-inch heavier handles, at 1.75
- 26-inch Imperial Silk, natural wood handles 1.75
- 26-inch Twilled Silk, fancy crook silver and horn handles 1.90
- 26-inch Carola Silk, horn crook handles 2.00
- 26-inch Taffeta Silk, with gold-plated handles 2.50
- 28-inch Carola Silk, natural handles, silver trimming 2.50
- 28-inch Carola Silk, fancy assorted handles 2.75

LACE CURTAINS.

We have a large line of popular priced lace curtains of the latest patterns and styles at prices from \$1.00 to \$5.00 per pair, and solicit an inspection of our line. These goods are new and fresh, and prices are lower than ever before offered.

LADIES' SPRING UNDERWEAR.

- Swiss ribbed cotton Vests \$.10
- Swiss " Balbriggan Vests, in cream, ecru, white and black .25
- Swiss ribbed Balbriggan Vests, high neck, long sleeves, full fashioned ecru .35
- Ladies' extra spun Silk Vests, cream and black .90
- Ladies' extra spun Silk Vests, long sleeves, black only 2.00
- Ladies' heavy Balbriggan Vests, and drawers to match, each .35
- Ladies' extra Balbriggan Vests, with drawers to match a regular goc article, for .60

THE BEE HIVE

SOL. GENZBERGER & CO., 5 NORTH MAIN ST.

ON AN AFRICAN CRUISE.

How the Good Ship Was Rid of All of the Rats and Cock-roaches.

The First Three Years' Cruise of a Young Middy From Boston.

Tricks of the Boys Who Were Required to Furnish a Compliment of Rouches Each Morning.

(Written for THE HELENA INDEPENDENT.)

IT WAS MY FIRST CRUISE, AND many years ago, when I was a boy, a young midshipman on the good old Boston navy yard on a three years' cruise. In those days it was the custom for the flagship of the African station to spend half of her cruise on the African coast and adjacent islands, and the other half up the Mediterranean.

The ship was almost new, having only made a previous cruise, and was considered at that time one of the finest vessels of her class in the navy, if not in the world.

The history of the ship from the day she was launched has fully proved this fact, as she is in commission this day, and doing good service after a lapse of forty-three years.

Heading the station, we were very comfortable on our good, new ship, excepting for two nuisances that required a great deal of ingenuity to overcome: one was cock-roaches, the other rats.

No ship could be cleaner than she was, but the heat of the climate was favorable for the rapid increase of the roaches, and our never going alongside of a wharf or a pier prevented any loss of the rats by emigration; so they both thrived and increased.

On our distant station no insecticides nor "rough on rats" could be obtained. Even if they could have been procured, we could not have used them, because the rats and roaches would have died in the ceilings and between the timbers, and rendered her uninhabitable.

So something else had to be done to stave the nuisance. After a great deal of thought and consideration on the part of our first lieutenant, the following plan was determined on:

We had on board about eight or ten bright messenger boys. As was the custom of the service, they were rigidly inspected every morning watch, with their trousers rolled up to their knees, their frock-sleeves to their elbows, and their collars open and thrown back, all tending a seam with their caps in their hands. This inspection was held by the officer of the deck and the master-at-arms, called by the crew "Jimmy Legs."

One fine morning it was announced to these messenger boys that hereafter each one was to muster at the morning inspection with twenty-five roaches, and that they had permission to visit and search any part of the ship to obtain their quota; in case of failure to produce the proper number, the delinquent (unless some good reason was given) was to receive as many strokes of a rattan as he was short of the number of the roaches required.

Operations were to commence at once. The next morning the counting took place, under the supervision of Jimmy Legs. Each boy after the counting was found to have his proper number of roaches. After inspection they were marched to the gang-

way and threw their collection into the sea. This they did every morning for a long time.

Finally it became a hard matter to muster with twenty-five bugs every morning. Consequently the number required was reduced to twenty; after another lapse of time to fifteen; then to ten; then to five; and finally to three apiece. But long before this latter number was reached the boys resorted to all sorts of devices to get their complement of roaches—for they well knew the penalty hanging over them.

To avoid punishment and preserve their game each one provided himself with an empty mustard bottle and cork, and slung it around his neck inside of his shirt, and every time he caught a roach he bottled it. At the inspection the boys counted out their quota from the bottles, which were reworked and returned to their bosoms with what was left over, to be ready for the next call.

Of course, by the time the complement required was reduced to three roaches, they had very hard work to keep their number up. So they resorted to a device that prepared for some time before it was discovered. It was this: When they were marched to the gangway to throw their bugs into the sea, by a turn of the wrist they threw them into the main chains; and when the master-at-arms dismissed them they quietly, when unobserved, went into the chains and picked up and returned to their bottles all of the roaches that had lodged there, and this picking was honorably divided amongst the boys for the next morning's count.

The operation, being dangerous and liable to bring detection and punishment, was taken in turn by the boys.

After this had been going on for some time it was discovered and stopped.

However, they resorted to another device. It was customary in port on Sunday afternoon to allow visiting parties to go about among the ships that might be at anchor in the harbor. So one afternoon in the harbor of Porto Praya our boys were allowed to pay a visit to one of the vessels, a topsail schooner and quite a celebrated vessel in her day; at this time she was commanded by an old lieutenant who afterward became an admiral and lost his life on the Arctic station in command of the ship.

This officer the next day made a visit to our ship, and calling on our grand first lieutenant he said: "Well, I, you have a lot of the strongest boys in your ship that I ever saw! Yesterday afternoon they came on board of my vessel, and as soon as they went forward they commenced catching roaches and putting them in bottles which they had in their shirt bosoms; they went through the ship, even under the boom covers, hammock nettings, galley, berth deck, mess chests and everywhere! They were not still a minute. Such a squabbling and striving for roaches I never saw. What does it all mean?"

The matter was satisfactorily explained to him. And the fact became now apparent that roaches in our ship had almost disappeared, as only occasionally one would be observed, when its fate was sealed on sight. For during the remainder of our cruise those boys had become so habituated and expert at catching them that never afterward did a bug escape, and to all intents and purposes the ship was considered free from them.

No one not shut up in a ship with these roaches can conceive what a great nuisance these roaches were. They would destroy brushes, shoes, binding of books, eat the toe and finger nails of persons sleeping down to the quick, and would at times live in such numbers and emit such a pungent and penetrating odor as to drive the occupants of the state rooms out.

But the heroic measures described above answered the purpose, and I have no doubt but that each of those boys carried with him ever after a degree of energy to whatever vocation he followed that rendered it a success. Certainly, at the end of the cruise they were admitted to be the smartest boys in the squadron and several of them served with me years afterward as petty officers.

I will now discuss the question of rats. It was in this same ship and same cruise. We had stopped at Norfolk some time, which gave the Virginia rats an opportunity to come on board and find quarters, and when the ship sailed out into the stream they had to go to sea, unless, of course, they found no objection to the Boston rats al-

ready encooned in the depths of our holds. In fact, they struck up a copartnership, joined forces, increased rapidly and speedily became bold and aggressive.

By the time we had finished our eighteen months' cruise on the African coast and arrived in the Mediterranean, it was determined to commence proceedings against them. Matters had become so bad that it was difficult to get a good sleep below. They would consume and spoil a barrel of flour in forty-eight hours. They went aloft at night and ruined our sails when furled. Many of the crew suffered from their bites. We had a number of cats on board, but the rats had no fear of them.

It was determined to smoke them out. Our first lieutenant took the matter in charge. He took the ship to Spezzia, at that time only a small town, its shore as wild as if it were situated on our northwest coast, instead of Italy. A place well adapted to our purpose.

Upon anchoring we commenced operations by bringing up from the berth deck to the main deck all of the mess gear, men's bags and officers' clothing, bedding and enough provisions to last a week. The awnings were spread on the spar deck, the curtains got up, the deck divided off into mess rooms by canvas screens—everything made as comfortable as could be.

After all had moved to the spar and main decks, the holds were broken out and every box, barrel, coil of rope, etc., was stowed in the wings of the berth deck. Gratings were placed over the hatches and covered with tarpaulins; in the center of each was fitted a pane of glass, so that all below it on the berth deck could be seen.

On this deck, directly under the pane of glass in the hatchway above, a shallow wooden box, about four feet square, was set and filled with sand. On this sand was placed a drying stove filled with charcoal, and around it was placed low-sided vessels filled with water.

When all this had been completed on the berth deck, every seal except the one stationed to light the fire was ordered up from below. Then the fires were lighted and the men who lit them came up. The hatchways were closed and cemented so no air could get below.

For three days the hatches remained closed. On the fourth day the tarpaulins were taken off and wind sails put down each hatchway. On the evening of this day a man was sent down in a bowline to take out the air ports. But as soon as he was down he became insensible and was immediately hauled up. No one was suffered to go below again until next day, when the air ports were taken out and the air allowed to circulate.

Upon inspection it was found that each fire was surrounded by rats that had gathered there, as being the last place where air could be found to breathe. Huddled after buckets of these creatures were passed up of all sizes and sizes until three hundred and sixty odd rats were counted and thrown overboard—together with the six cats that could not be coaxed from the holds to the upper decks.

After a general overhauling below and renovating, the holds and store-rooms were restored and the people moved back to their quarters on the berth deck. As far as we could discover only one rat escaped with his life; it found safety in the timbers under the quarter gallery, where some fresh air entered through a crack in one of the seams.

The remainder of the cruise was a most delightful one. But even now, I never think of that cruise without remembering these incidents, and also that of all the officers who were serving on board that ship during that cruise, I am the only living one remaining in the service. L. A. KIMBERLY.

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Deserving Praise.

We desire to say to our citizens that for years we have been selling Dr. King's New Discovery for consumption, Dr. King's New Life Pills, Bucklen's Arnica Salve and Electric Hitters, and have never handled remedies that sell so well, or that have given such universal satisfaction. We do not hesitate to guarantee them every time and we stand ready to refund the purchase price if satisfactory results do not follow their use. These remedies have won their great popularity on their merits. R. S. Hale & Co., druggists.

DEMOCRATIC CONVENTION.

A convention of the delegates from the various wards of the city of Helena and the precincts of the county of Lewis and Clark, is called to meet at electric hall, in the city of Helena, on Thursday, June 2, at 10 o'clock a. m. Said convention will be held for the purpose of electing forty delegates and forty alternate delegates to the Democratic county convention, to be held in the city of Bozeman, on Thursday, June 9, 1892, and for the transaction of such other business as may come before it. The ward and precinct primaries, of the wards and precincts hereinafter named, will be held at the places designated below, on Saturday, May 29, for the purpose of electing delegates and alternates to the Lewis and Clark county Democratic convention. The number of delegates to which each ward and precinct will be entitled, and the places of holding the several primaries are as follows:

- First ward, city hall 10
- Second ward, Mechanics club rooms 10
- Third ward, Payer's hotel 10
- Fourth ward, Gerstner block 10
- Fifth ward, west side school house 10
- Sixth ward, law house 10
- Seventh ward, hose house 10
- Marysville, Maros hall 15
- Unionville, Phil Conant's store 5
- Gardiner, Erwin's store 5
- North of Nelson, Matthe store 1
- Hinini and Little Jennie mine, Coway's house 4
- Butler, section house 1
- Kessler, school house 5
- Rock Creek, school house 5
- Jay Gould and Stemple, Willbom's 2
- Canyon Creek, Negus 1
- Rock Creek, school house 2
- Silver Station, depot 2
- Valley Warren school house 3
- French Bar and Spotted 10
- Mitchell's ranch, Mrs. Mitchell 1
- Leavenworth, Kisselgub 1
- Crack, hotel 1
- Dearborn, Millot store 1
- Hogan, Hogan's ranch 1
- Augusta, school house 1
- Dearborn Canyon 1
- Rock Creek Hotel 1
- Middle Fork Deerhead 1
- Hald Butte 1

DAVID MARKS, Chairman.

T. E. CRUTCHER, Secretary.



Will resist the atmosphere for all time."—Watts' Dictionary.

"The necessity for a more enduring material than stone has long been felt. The enduring nature of reduced iron, the 'White Bronze' and its peculiar adaptability makes it excellent for this purpose."—Scientific American.

A Few More Local Agents Wanted.

E. S. HALL, BILLINGS, MONTANA.

Gen. Agent for Montana and Idaho

WANTED—TWO HORSES FOR FIRE DEPARTMENT. Notice is hereby given that the city of Helena is desirous of purchasing for use on horse cart, two horses, not younger than five years, not older than seven, not less than sixteen and one-half hands high, nor to weigh less than 1250 pounds when in good running condition. They must be thoroughly sound, of good action, well bred and of good speed. Owners of horses having the above requirements desiring to sell them are invited to exhibit said horses at the city hall, to the fire marshals and Hon. T. J. Fuller, chairman of the committee on fire department, during the business hours of the day.

C. F. MCKINNON, Fire Marshal.

Dated Helena, May 13, 1892.

Clarke, Conrad & Curtin.

HARDWARE.

Ranges and Stoves.

We are now ready for the Spring, with the very best stock of House Furnishing Goods ever offered to the public. We are headquarters for Lawn Mowers, Lawn Sprinklers, Hose Reels, Brass Nozzles, Rubber Garden Hose, etc.

A Carload of Refrigerators and Ice Cream Freezers.

COME AND SEE US.

Telephone No. 90. 42 and 44 S. Main St.

NEW SIOUX CITY ROUTE EAST.

Passengers for the East from Helena and other western points will find the NEW ROUTE via SIOUX CITY and the ILLINOIS CENTRAL R. R. not only desirable as to time and equipment, but one of the most attractive, passing through Sioux City, the only Corn Palace City of the world; Dubuque, the handsome Key City of Iowa; Rockford, Illinois, a new manufacturing city, that has become a "world within itself," and Chicago, whose growth and enterprise is the wonder of the world. With elegant free Chair Cars, and Pullman Palace Sleeping Cars on every train between Sioux City and Chicago, and with a close connection with the Union Pacific trains at Sioux City, the

Illinois Central R. R.

respectfully presents its claims for the now and every way desirable SIOUX CITY ROUTE. For folders and further particulars call upon local ticket agent, or address the undersigned at Manchester, Iowa.

J. F. MERRY, Asst. General Passenger Agent.

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