McDONALD WON THE WAGER.

That He Could Go to Europe and Back the Quickest Without Paying Fare.

A Lawrence, Mass., special to the New York *Sun* says: John McDonald arrived home on Thursday from a novel trip to Europe. He came home last June from the United States steamer Nipsic, which went down in the storm at Samoa. Since then he has been at work about town. Toward the last of July he was relating his experiences to a coterie of friends, and the talk turning upon the cost of traveling, McDonald entered into a wager with a friend, Thomas Kennedy. The wager was that McDonald could not go to Europe and back as quickly as Kennedy, neither men to pay a cent of fare from the moment they left Lawrence until they returned.

Kennedy left here for Boston on July 22, and McDonald left two days later, going down on a freight train. After hanging around the wharves a while, he stowed himself away in a cattle boat, the Borderer, bound to London. After two days he showed himself on deck, and although the captain was angry at first, he allowed him to work his passage over. The vessel touched at Deptford, and from there McDonald rode on a tram car to London. In the Whitechapel district, after wandering around London for two days, McDonald met Kennedy, and the two went to Liverpool. Returning to London, McDonald stowed himself away on the Milanese of the Furness line, and Kennedy did the same on another boat of the same line. In two days McDonald appeared on deck, and was allowed to work his passage. He arrived in Boston on Thursday afternoon. That evening at 7:30 he stole into a freight car on the Boston and Maine railroad, and thus reached home. Kennedy has not yet arrived, so that McDonald wins his wager.

PRINCE HATZFELDT'S FATE.

Hanging in the Balance as Regards an American Heiress-Bride.

London special to the New York World.

There is almost as much curiosity here as in America to see whether Mr. Collis P. Huntington is going to let his adopted daughter marry Prince Hatzfeldt and thereby to assume that young man's almost unlimited indebtedness. Prince Hatzfeldt has been on the London matrimonial market for years as a fortune-hunter. Gossip has connected his name with several rich young women eager to purchase title through matrimony. He has tried his fascinations on several American heiresses, and was temporarily taken up by London society, but without avail. He has red hair and bow legs, but exceedingly fascinating manners, is brilliant in conversation, and has the reputation in London drawing-rooms of being some thing of a wit. His family name and the influence of his uncle were sufficient to get him into the best society here. He belongs to the St. James and other good clubs and has the reputation even among club men of having gone the pace very thoroughly. He made a splurge in turf matters, and is said to owe nearly $500,000 in England and France as the results of his efforts in that direction. Club friends here all speak well of him, as being a jolly, good fellow, lacking nothing but a fortune commensurate with his expensive habits. Of his title and rank in Germany there is no question. The principality of Hatzfeldt is near Frankfort. While there is no wealth in the family they have great political and social power.

Last autumn Prince Hatzfeldt went to Paris, where he was at once taken up by the American and English society there. He was warmly welcomed as a visitor to the house of Minister McLane, and it was at one of Mrs. McLane's receptions that he first met Miss Huntington. She is a handsome woman of about thirty years. Through the influence of the McLanes she was shown much social attention in Paris, where she made a good impression. She received no end of offers of marriage from foreigners with titles to sell before Prince Hatzfeldt appeared on the scene. Among those who devoted themselves to her were Prince de Rohan, Count de Talleyrand-Perigord and Prince Reuss. Some of her titled but impecunious admirers followed her to Aix, as did also Prince Hatzfeldt. But the frequency with which Prince Hatzfeldt and Miss Huntington were seen together at that fashionable watering place left no doubt that they were lovers, and that Prince Hatzfeldt was the most favored of all her suitors. His accomplished manners captivated her. Both the prince and Miss Huntington were very much disgusted when the news of their engagement got out. But their obvious devotion to each other at Aix, which is crowded with Americans, rendered it impossible to maintain any degree of secrecy.

Mr. C. Huntington did not stop more than a few hours in London on his arrival here from New York, but went direct on to Paris, where he was met by his daughter today at the Bristol hotel to settle Hatzfeldt's fate. Miss Huntington left Aix yesterday for Paris with Mr. and Mrs. McLane. She evidently loves the prince much and believes in him. If Mr. Huntington breaks off this match it will be the second time that he has vetoed his adopted daughter's matrimonial intentions. She was engaged once before to Samuel Fales of New York. In 1886 Mr. Fales came to Paris purposely to marry her, but Mr. Huntington interfered and caused her to break off the engagement. Miss Huntington came abroad again last November with Miss Wilson, her companion and duenna. While in Paris they quarrelled violently and caused some little commotion in the American colony. Many persons espoused Miss Wilson's cause and said exceedingly hard things about Miss Huntington and her family. Soon after this Miss Huntington accepted the invitation of Mrs. John Sherwood to accompany her on a tour through Spain, afterward going to Aix to spend the summer. When the party arrived there they found Prince Hatzfeldt on deck. The prince's ardor cooled down a little when he learned that Miss Huntington was only the adopted daughter of the Union Pacific millionaire, but when assured that this in no way interfered with the prospects of a large dowry he renewed his attentions. Much curiosity is felt by Americans here at Aix, as well as here and in Paris, to learn whether Mr. Huntington will consent to the marriage when he learns at what a large price the prince estimates himself. People who know the millionaire best do not believe that he will consent. One of the London society papers claims to know that Mr. Huntington cabled his consent before leaving New York and that he agreed to settle $6,000,000 on the bride. Close friends of Miss Huntington who are in the best position to express an authoritative opinion decline to talk about the matter.

As To a Fashionable Craze.

From the Boston Post.

I met a rich woman here in Boston the other day who had just returned laden with spoils from some mountain town in New Hampshire or Vermont. Her chief acquisitions were a mahogany bureau and a very pretty little table of the same material, with slender carved legs and two shallow drawers opened by brass knobs. She mentioned with great satisfaction the small price that she had paid for these treasures, declaring that a Boston dealer would have asked at least five or six times as much for the same articles, and she added that they had been kept in the farm house whence they have now been taken for upward of seventy years. The whole transaction, I could not help thinking, savored of vulgarity. Surely, it is vulgar to profit by another person's lack of proper feeling or self-respect; it is vulgar to induce him to act contemptibly, just as it would be wicked to bribe him to act corruptly. And if this be so, then to go about buying up family heirlooms cheap is a poor business. Besides it is a pity, in my opinion, to wrench these old pieces of furniture from the New England homesteads for which they were designed, and where, as a rule, they constitute the only ornaments. In a city house they must at best present an archaic appearance—they are simply curiosities—whereas on their native farms they have an appropriate aspect and they belong historically to the house, to the people who lived there, to the community in which they originated.

The First Armenian Service.

At Paine memorial hall in Boston yesterday the services of the Armenian church were celebrated, probably for the first time in America, by Rev. Joseph D. Saragian, the first Armenian priest in this county. The service was in the Armenian language and comprised the Lord's prayer, the reading of Psalms, and a sermon.

A Lively Shooting Affray.

At Rocky Ford, Col., a feud growing out of a law suit Saturday night resulted in a shooting affray in which Cattle Inspector Joe Wyatt, United States Marshal Maxwell of Pueblo, John Miller and several others took part. Miller received a shot in the groin and another shot which broke his right leg. After he had fallen Miller shot Wyatt in the neck with a Winchester rifle. Ike Freshour, an innocent spectator, received a serious wound in the shoulder. There had been bad blood for a long time between Wyatt and the Miller boys, who are old residents of La Junata. About forty shots were fired during the scrimmage. All the participants were arrested and held in $1,000 bail each for trial.

Messrs. Burdett and North are now traveling in Norway. They have skirted the western coast and ascended North cape, where they photographed the sun at midnight.

KING LUDWIG'S ROMANCE.

A Strange Story Told by a Man Who Says He Was the King's Body Guard.

From the Pittsburg Dispatch.

The mysterious circumstances surrounding the death of King Ludwig II of Bavaria would be mysterious no longer if the story of Mr. J. Erlanger of Forbes street, this city, is accredited. This man was for nearly four years King Ludwig's private body guard. He claims that during all that time he was never over an hour away from the royal personage and he asserts he can make an affidavit to all he says. Erlanger was born in the Bavarian mountains. He entered the Royal Life Guards as a private soldier, but one day on a parade Ludwig II was attracted by the handsome young soldier and he singled him out from the regiment to attend upon him at his castle near the Lake of Starnberg. Mr. Erlanger lives on Forbes street and last evening he told the following story:

"First of all, let me tell you that Ludwig II was not mad at all. He was as sane as ever any man was. He was the soul of goodness. It is true that he withdrew from the society of the world and preferred to live by himself. But he did not do that because he hated the world or the people, but because he had to hide himself to escape the dagger of some mysterious assassin or the pistol of a hired murderer.

"The cause of all this trouble can be traced back to two points—he was an enemy of Bismarck, and he refused to marry a woman who had been relegated to him by royal relatives. He was in a constant controversy with the ministry of war in Berlin. Various innovations were proposed by Bismarck to be introduced in the Bavarian army, but Ludwig II always refused to sanction them. Politically he was always at variance with Bismarck, and several of the pet schemes of the iron chancellor had to be abandoned because King Ludwig refused to be a party to them. For that season several conspiracies were formed to remove the king in some way. At first the machinery was set to work to replace the trusty Bavarian servants surrounding the king by Prussians. Then a physician was obtained to examine the mental condition of the king. Nobody had ever before thought such a thing necessary, but his enemies succeeded and a doctor, I forget his name, pronounced Ludwig II insane. The next move was to have him placed in a lunatic asylum. The plans had been well laid. The carriage which was to carry him to the doors of the asylum got within the gate of the royal castle, when the plot was discovered and the king refused to go out. I remember the day well. Several of us were standing around his majesty when the announcement was made that the carriage was awaiting to take him for a drive. But no sooner had the door closed again than Baron von Zeckingen, the king's second physician, came in. He implored Ludwig not to go out and revealed the whole plot. The king arose and quietly walked over to one of us, saying: 'Command that carriage to be taken away again; I do not care to drive today.'

"That settled it. The evil had been averted that time, but his enemies were not to be daunted by one failure. Baron von Kudder, a Prussian, was next placed in the palace and soon gained the confidence of the king. The meshes were silently but cunningly woven by this man, whom I know to have been in the pay of Prussia. How he succeeded the world knows, but nobody thought the wily baron meant to drown the king. However, the facts are these:

"On the morning of that fatal day on which the body of our beloved king was drawn from the lake Baron Kudder gave this order to the guards: 'Unless the king makes a special request for your attendance let him go unaccompanied on his walk through the grounds.'

"Of course we obeyed. The king went out never to return alive. I was at the lake when they dragged his body from the water. The king's hand had a strong hold of Dr. Kudder's throat. In addition to that the lapel of the doctor's coat was torn off and his face was scratched in several places. All this pointed to the fact that a severe struggle had taken place. You must remember that the king was a very strong man. He measured six feet and four inches and weighed 275 pounds. No sooner had we seen this sight than we knew that there had not been a suicide or an accidental death, but a foul assassination.

"The only redeeming feature in the whole affair was that the murderer had died with his victim. Preparations were at once made to have the whole thing kept secret. The attendants were immediately discharged. A few days after the catastrophe a number of us were sitting in a beer garden, when one of our number openly stated that the king had been assassinated. A few minutes later he was arrested and has never been heard of since. This was a warning to the rest and we escaped. I left the country without a passport. We had at first intended to make the whole thing public, but, knowing that we would all be imprisoned without gaining our point, we abandoned that plan."

"But you have not explained to me why the king so strenuously refused to marry?"

"Simply for this reason: The king was in love with a miller's beautiful daughter, and he would not give her up to please even his mother. His family wanted him to marry the Princess von Darxes, a lady of the royal house of Bavaria, but he did not want her, and that settled it."

"Do you know anything about his relationship with the miller's daughter?"

"I know all about it. Often have I gone to her house with baskets of flowers, wine, fruit and other delicacies for the young lady. She was the most beautiful girl I ever saw. The king became acquainted with her while hunting in the Bavarian Alps. Her father had a windmill on the top of a hill about five miles from the Starnberg castle. He was lame and walked with a crutch, so we called him the 'Crooked Miller.' The young lady was born May 24, 1864. She was tall and dark, with deep, dreamy, black eyes. She had a remarkable gift for writing poetry, and I had a whole volume of verses written by her. The king was passionately fond of her, and had it not been for the fact that he would have angered all the crowned heads of Europe he would have married her. Her first name was Ellapenia. I do not remember her other name, because we always called her Fraulein Ellapenia.

"All the stories that have been told about King Ludwig's eccentricities are false. He never ordered the Royal opera company of Munich to play before him alone. He never ordered them to come to his castle in the middle of the night, and he never asked them to act before him in a state of nudity.

"It is also untrue that he would jump out of bed at night and ride over the mountains by himself. I can assure you he never went anywhere alone. He was too careful. 'I am sorry I have to bother you so much,' he would say, 'but some of my good friends compel me to have a body guard at all times.'

"His bedstead had a battery of all kinds of electrical machinery attached to it. If he only moved from one side to the other while asleep all the bells in our room would ring. He was also particular with his food. He never touched a morsel of bread even unless one of us tasted it. He knew that his enemies had spies always surrounding him and he meant to guard himself as well as possible.

"I also think that the report of his extravagant habits is unfounded, because when he died he was rich.

"There are many things connected with the life of the dead king that I might tell, but it is useless. You may rest assured of the facts, however, that King Ludwig II of Bavaria was never mad and never drowned himself, but was killed by the man who died with him."

Over Horseshoe Falls in a Barrel.

At Niagara Falls, N.Y., very early yesterday morning, C. D. Graham made his long contemplated trip over the Horseshoe falls. Considerable work had been done on the barrel since last Sunday in the way of padding, &c. At 6:45 the barrel was cut loose, and after taking a passage similar to the one of two weeks ago was seen to pass over the falls about 200 feet from the shore at 7:10 o'clock. It was out of sight a little over a minute, and came out from under the falls right side up and drifted into one of the eddies.

Graham says of his trip: "The ride through the rapids is as nothing compared with it. The rapids before reaching the brink, and which look so small from the shore, are not at all pleasant. I could not realize just when I reached the brink, for it seemed as though I must have been dazed, but I experienced the falling sensation and I knew I was going feet first. The noise no man will ever be able to describe. I realized nothing after that until something struck the barrel and I could hear some one call out 'Graham, are you alive?' I had hardly strength to answer back and not enough to undo the fastening on the inside, so I begged them to break the barrel to pieces and get me out, but they only broke off the manhole cover."

Graham was badly bruised and a doctor is attending him.

A Festive Announcement.

From the Boston Transcript.

A well-painted four-sided sign in front of a restaurant in Main street, Cambridgeport, informs passers-by that it supplies "families with salads, ice cream and coquets."

Thankful, Anyhow.

From the Merchant Traveler.

"I heard you were fishing yesterday," said one traveling man to another. "Yes." "Have any luck?" "Yes, some; I didn't get drowned."

THE LONDON STRIKE.

Anxiety as to the Developments of Today—A General Strike Expected.

London is awaiting with breathless anxiety the developments of the great strike today, when the turning point is expected to be reached. Tremendous pressure has been brought upon the officers of the different trades unions by the leaders of the men now out to induce them to bring about a general strike of the workingmen in London. If anything approaching such a general stoppage of work should take place and continue for only a few days the danger to public safety could scarcely be over estimated. Even in ordinary times the feeling among the working people of the metropolis that they are being oppressed by their employers is sufficiently pronounced, but with this feeling intensified a thousand fold by idleness and starvation, and with a million workers, whose only occupation would be to meet and excite one another, with the story of their grievances, the police and the military force must be formidable indeed to overawe them desperate with hunger and conscious of their strength of numbers.

It is difficult to give any reliable estimate of the number of workingmen who will join the dock laborers. All the trades have had their meetings and in all cases a conclusion of some sort has been reached, but their leaders are close-mouthed and special care has been taken to prevent any hint of their proposed action leaking out. The men as a rule are so anxious to convey the impression that nothing will be done, and this is so entirely opposed to the plan usually pursued of loudly boasting in advance how much will be done, that the conclusion is naturally drawn that something like a general strike has been decided upon and that the leaders are only anxious not to lose the advantage of a thorough and complete surprise. However, this appears to be pure speculation, and the day may pass without

THE DREADED SUSPENSION OF ALL INDUSTRY.

But even if it does not come about in this shape matters are certainly drifting toward such a state. Every day during the past week has seen new additions to the number of striking traders, and the time is ripe for organized workmen to discover grievances never before suspected. Without a doubt there will be isolated strikes involving thousands of workingmen even if the general revolt of labor does not take place, and at the rate of progress made so far it would not take long to involve the larger part of London's working people in the troubles.

The temper of the men already out, too, is far different than that they displayed a week ago. They no longer allow Burns, their conservative leader, to dictate their policy and already it is apparent that he will be overruled. The men are growing ugly, threats are frequent of bloody work, and their passions are further inflamed by the slight rise in the price of provisions which has been the unavoidable outcome of their own action.

The strikers held a monster meeting yesterday on the Thames embankment, and at its close marched in procession, 50,000 strong, to the afternoon meeting at Hyde park. They carried a great many banners and bands of music were interspersed at frequent intervals. The contribution boxes were carried along the edge of the procession on last Sunday and were liberally treated as then by the crowds along the line of march. The strikers maintain an undaunted front and profess to be confident of victory and that soon. Three American vessels arrived in the Thames yesterday and the American sailors on board were offered three shillings per hour, or six times the pittance for which the strikers are contending to unload their own vessels. As soon as they understood the situation of affairs they did not ask for a moment to make up their minds, but promptly refused to do the work at any price. They were received with loud huzzahs by the strikers at their meeting and were given the place of honor in the procession.

THE FLAG THEY QUARREL ABOUT.

Story of the Star Spangled Banner that Inspired Key's Song.

From the New York Sun.

The flag which inspired Francis Scott Key to write the "Star Spangled Banner," and which its owner, Mr. Eben Appleton of this city refuses to lend to the people of Baltimore to be displayed on the ramparts of Fort McHenry from Sept. 10 to 14, when the anniversary of the bombardment of the fort is to be celebrated, was made by Mrs. Mary Pettengill, one of Baltimore's patriotic women. She used 400 yards of bunting in its manufacture. The flag was originally 40 feet long and 29 feet wide, but it is now considerably smaller, having been whipped out on the edges by the wind. It has the regulation 13 red and white stripes, but only 13 stars in its blue fields. It was presented by Mrs. Pettengill and other patriotic women of Baltimore, a few days before the bombardment of Fort McHenry, on September 14, 1814, to Lieut. Col. George Armistead, grandfather of Mr. Appleton, and who at that time was in command of the garrison, numbering about 1,000 men. The flag was flown over the fort on the night when Francis Scott Key walked up and down the decks of the cattle ship Mindea, watching the bombardment. After the bombardment and the practical defeat of the British fleet a silver punch bowl and a dozen silver goblets were presented to Col. Armistead by the city of Baltimore. The punch bowl is of the shape of a bombshell and the goblets represent powder barrels. The flag has upon one of its stripes, in Col. Armistead's writing, his name, title and the date of the bombardment. The flag fell to the colonel's widow by inheritance, who, at her death, left it to her daughter, Mrs. William Stuart Hamilton, who was born at Fort McHenry some time after the siege.

A Romantic Marriage.

From the Philadelphia Inquirer.

The information sought by Samuel H. Hoshour, a lawyer and real estate man of Cambridge City, Ind., relative to the marriage in this city last May of Millionaire Geo. E. McKibben to wealthy Sarah M. Lawrence, was obtained yesterday. The Rev. James T. Satchel, pastor of the Grace street M. E. church, who has been away on his vacation, called at the orphans' court and identified the photograph which Mr. Hoshour sent to Clerk Bird as the Mrs. Lawrence whom he joined to Mr. McKibben. The romantic story goes that some twenty years ago, when Mr. McKibben, who is now forty-eight years old, was a young man, living in San Francisco, be became engaged to a young lady of Salt Lake City, Utah. The betrothal was broken off, and since that time both the lovers have been twice married and become widow and widower.

They accidentally met again, she being Mrs. Sarah M. Lawrence, and he having become a millionaire through successful mining ventures. They talked things over and came to Philadelphia, where they obtained a marriage license from Mr. Bird. Mr. Hoshour became interested through a newspaper account of the affair. His idea was that the bride is the selfsame Mrs. Sarah M. Lawrence, who is the widow of J. Lawrence, a steamboat owner and capitalist, who was a life-long friend of his. Mr. Hoshour and Mr. Bird corresponded about the matter; and the Indiana man sent on a large photograph of his dead friend's widow. This the clergyman yesterday identified as a portrait of the woman whom he united in marriage to McKibben. Mr. Bird wrote this fact to Mr. Hoshour and returned the photograph to him. The object of the identification is not positively known, but it was thought that relatives of the dead Mr. Lawrence are interested in his estate and that some litigation regarding it is to ensue. In the meantime the happy Mr. and Mrs. McKibben are said to be passing their honeymoon in Europe.

SELECT EXCURSIONS TO LURAY CAVERNS VIA PIEDMONT AIR LINE.—Luray caverns are certainly the most famous caves in the eastern portion of the Union, and compare favorably in the extent and variety of their beauty with any in the world. They are not only exceedingly rich in every description of marvelous formation, but the facilities for seeing every object of interest are unsurpassed. Cement walks are laid through the chambers, and the whole interior is illuminated by electric lights.

In order that the people of Washington may have an opportunity of visiting this underground wonder under the most favorable circumstances, the Piedmont air line has arranged a series of excursions to be run every Wednesday until further notice. The route is a most interesting one. It lies over the Piedmont air line, Virginia Midland division, to Manassas; thence via Manassas division to Riverton; thence via the Shenandoah valley line to Luray. The route traverses the famous fighting ground of the late war at Manassas, as well as along the Shenandoah. It is picturesque in scenery, as well as historic in association.

The special train of parlor cars and day coaches will leave the Baltimore and Potomac at 8:30 a.m., arriving at Luray about 1:35 p.m., allowing about four hours for dinner and inspection of the caverns. Returning the train will leave about 5:30 p.m., reaching Washington about 10:35 o'clock. The fare for the round trip is $2.50. The distance from the station to the caverns is short, and may be walked, but coaches will be in waiting to convey passengers at 35 cents for the round trip.

THE WORLD IN LITTLE.

An Account of the Great Globe at the Paris Exposition.

From the London Engineering.

Among the many specially interesting things to see at the Paris exhibition is the model of the earth, constructed with the utmost accuracy to the scale of one millimeter per kilometer—that is to say, one-millionth of the natural size; and this is carried out in design and execution with consummate skill, whether regarded from a scientific, from an artistic, or from a mechanical point of view.

The execution of the work is extremely beautiful, and it must be remembered that the surface is of such a size (no less than 525 square feet) that very considerable detail can be well shown upon it. Not only are the forms of countries and the contours of large districts easy to be depicted, but even cities may have their general form and size drawn to scale and some of the principal thoroughfares represented. For example, the city of Paris on this globe is very nearly a centimeter long and occupies a space large enough for the Seine, and even the exhibition, to be fairly marked, as well as some of the principal streets and buildings. Thus the actual proportions between the areas of great cities and those of continents, oceans and the earth itself are for the first time accurately shown, and, as every one is fairly familiar with the size of the city in which he lives, he is enabled by this model to form a tolerably accurate estimate of dimensions of the great divisions of the earth. Perhaps the most striking illustration of this, and proving the great value of the model as an educational object, is the fact that not only are the dimensions of the seas and continents altogether different from the mental estimate one is accustomed to make, but their very positions seem to

TAKE ONE BY SURPRISE.

This is easily accounted for by the fact that the maps in an ordinary atlas are all necessarily of the same size, their scales being chosen so as to reduce each country or continent to the dimensions suitable for the size of the plates. Again, it is customary to place a continent in the middle of the map, the ocean being represented only by a very small portion to the right or left of it, as the case may be, and few people have any clear conception, for example, of how very small or how very far north Europe is, how far north is the Indian peninsula or how far south are Australia, New Zealand and Cape Horn. The great globe at Paris, however, reveals these things at a glance. When the observer is at a level considerably above the equatorial regions of Africa Europe is altogether invisible—it is around the corner, or, as the sailors would say, hull down—and India and even Ceylon are far above the level of the eye. Australia and New Zealand, on the other hand, are invisible southward. The steamer routes leaving Colombo and Galle on the north pass diagonally over the apparently boundless ocean and disappear over, or rather under, the rotundity of the water to the southeast. But by far the most surprising fact that is clearly illustrated by this superb work is the

ENORMOUS SIZE OF THE PACIFIC OCEAN.

The eye of the observer may have a considerable range of position north and south and east and west of its central region and yet see no land in any direction, the whole globe seen from points within this area being only of water, with here and there groups of small islands sprinkled, as it were, over its surface. Numbers of steamer routes are seen to come from nowhere and end in nothing and one has to walk through a considerable arc of the circle before land appears on either side. Let us now consider the earth in relation to some other bodies of the solar system and see what their size and distance would be if they were modeled on the same scale. Commencing with our own satellite, the moon would be represented by a ball 11½ feet in diameter and placed on the opposite side of the exhibition, somewhere in the French picture gallery, about a quarter of a mile away. The sun would, however, require to be represented by sphere nearly a mile in diameter and placed ninety-three miles off. Or, to put it in a still more familiar way, a ball, the area inclosed by whose equator is equal to that of Hyde park, placed on the shore at Dieppe, would very fairly illustrate the relative size and distance from the Champ de Mars of a model of the sun to the same scale as the model globe. And if this solar model were placed on the same center as that of the globe, the moon, revolving in its orbit around the same center, would be nearly half way beneath the surface of the sun, which would inclose the Gallerie des Machines at the further end of the Champ de Mars.

OTHER WORLDS.

On the same scale the diameter of the planet Jupiter would be about 500 feet, about half the height of the Eiffel tower, that of Saturn would be a little more than a third of that height, while Venus would be about the same size as the globe, and Mercury about half the size. An exceedingly interesting series of statistical and geographical diagrams are also placed upon the panels on the outside of the cupola. The first gives the population of the different continents and quarters of the globe; then follow two panels giving the populations of the countries in Europe, then the populations of the capitals and the great cities of Europe, followed by the populations of the countries of Asia, and next the populations of the great cities of Asia; then the populations of the African countries, then that of North and Central American countries, followed by a table showing the populations of South American countries, finishing with the populations of the great towns of Australia. One of the most interesting diagrams is a section of a small portion of the earth's crust drawn to the same scale as the globe (one millimeter to one kilometer), the mountains as well as the depths of the sea being drawn to the same vertical scale as the rest of the diagram. On this diagram are also shown the probable limit of the atmosphere, 300 kilometers (186 miles), and the depth of the zone entering which meteorites become incandescent, 200 kilometers (124 miles). On the next panel is a diagram showing the comparative heights of the principal mountains and ranges on the earth, the limits of vegetation and the regions of perpetual snow; this diagram is drawn to a vertical scale of five centimeters per thousand meters, a scale in which the Eiffel tower would be a little over half an inch in height.

SEAS AND SHIPS.

The next two tables show the number of sailing ships and the number of steamships respectively belonging to different countries. In both of these Great Britain is very far ahead of other nations. In the annual production of coal, which is the subject of the next table, Great Britain is, of course, a long way in advance of other countries, yielding 159,000,000 tons, the next in order being the United States, whose output is 108,000,000 tons. The last of these statistical tables is illustrative of the commercial activity of the different nations of Europe, of which Great Britain stands practically alone, her commercial enterprise being represented by 15,456,000,000 of francs, £618,240,000. The coloring of the ocean is made to represent its various degrees of depth. Thus the shallower portions—those under 1,000 fathoms—around shores and islands are colored pale blue; between 1,000 and 2,000 fathoms a darker shade, becoming darker in five stages, until the great ocean depths exceeding 4,500 fathoms are reached, which are painted very dark blue. Across the sea are drawn upon the globe the great steamer routes, the coasting vessels festooning between port and port, while the ocean routes sweep around the globe from continent to continent in their apparently endless tracks, the French routes being colored red, the British routes being colored blue, while those of other nations, when finished, will be represented by yellow lines. The lines of telegraph communication, whether over land or sea, are gilt.

A Child Dies from Hydrophobia.

Florence K. Hashagen, the five-year-old daughter of Henry Hashagen, a saloon keeper in New York, died Saturday from hydrophobia. A month ago the child was bitten by a vicious spitz dog while visiting her uncle at Orange. It was not supposed that there was any danger until the fatal symptoms developed after her return. Dr. Veshlage was called in on Thursday and found the child was suffering from undoubted hydrophobia. He administered nerve-soothing remedies in vain. She died from the exhaustion consequent upon the violent attack.

Compliment to a Retiring Consul.

From the Halifax (N.S.) Herald.

Hon. M. H. Phelan has turned over the consul generalship in this city to Hon. W. G. Frye and is about to leave for his home at St. Louis. During the four years that Mr. Phelan has been in Halifax he has won the good will and esteem of all sections of our people. During a critical period in the history of the two nations he has been a central figure and has conducted the ofttimes delicate and intricate affairs of his office with a measure of success that, while retaining the respect and high opinion of Canadians, has won for him most gratifying encomiums from his own government and people. His removal from Halifax will be generally regretted. Mrs. Phelan and family will remain in Halifax for some time.

Fire yesterday morning completely destroyed the large three-story tobacco manufactory of Vaughan & O'Keefe, in Lynchburg, Va.

PLAYING A LONE HAND.

The Wisconsin Highwayman Confesses His Depredations.

Bandit Holzhey, long the terror of the northern sections of Michigan and Wisconsin, surlily paced up and down a cell in the strong jail of Marquette county, Mich., yesterday until 5:30 o'clock, when he was placed in a coach bound for Bessemer. He is a German, twenty-three years old, and by no means a desperate-looking fellow. The prisoner has confessed to all his crimes and yesterday he made the following statement to the two officers who captured him: "I did hold up the Milwaukee and Northern train. I don't just remember the date. I got a haul of about $50. I boarded the train at Maple Valley. I went through the train and spotted such men as I thought would be likly to have money. I then walked back and the first man I held up was the brakeman. I then held up a passenger and got $30 out of him. I also held up several other passengers and got small amounts. I had to take what they gave. I could not search them, as I was playing a lone hand. I also got a few watches, but none of them were good for much. I did not have a sack to collect the boodle in. I held my gun in one hand and received the donations with the other. I got off at Ellis junction and took to the woods. I also held up the Wisconsin Central railroad train, I think it was August 7 or 8. I got only a small amount in cash. I got a few watches, two of which you have taken from me. The black pocket book found on me was taken from a passenger on the Wisconsin Central train. You will find a $200 note and a lot of cards, which I think give the passenger's name. I have done several other little jobs, but these don't concern you and it would do no good to tell as they did not amount to much. I commenced business in this section some time this spring." Very few people in Marquette paid any attention to the fact of the bandit's arrest and there was not a particle of excitement. What will be done in Bessemer time only can tell, but a lynching bee is imminent.

Victims of the Faith Cure.

Bert Williams, seventeen years old, while playing ball at Findlay, Ohio, bruised his leg just below the knee. In a few days the limb gave him considerable pain and a doctor was called, who treated the injury and left the boy in good shape. Unfortunately for the boy the faith-cure people got hold of him and made him believe that if he had faith the Lord would perform a miricle by healing him at once. The stitches were removed and the prayers began. Young Williams was taken to the sanctuary at Bluffton, where no attention whatever was given him beyond prayer. Gangrene set in and the limb nearly rotted off. The smell from the decomposed member became so offensive that on Friday he was removed to his home, where he died Saturday. Only a few days before a consumptive from Findlay, over whom they had been praying for two months, died on his way home.

Miss Beaumont's Nerve.

Miss Beaumont, the American parachute performer while giving an exhibition of her daring at North Shields Saturday became entangled in the rigging of her air ship and only saved herself by grasping the lightning rod of a lofty building as she passed it. With one hand in the rigging of her parachute and the other clinging to the lightning rod she remained suspended in midair for a long time until rescued from her perilous position by men with ladders.

Steamer Sunk But Passengers Saved.

The steamer Gem City of the St. Paul packet line, which left St. Louis at 4 o'clock Saturday afternoon, while proceeding on her way began sinking at a point a few miles above Alton about 8 o'clock Saturday night. She was headed for shore and sank almost immediately upon reaching the bank, lying in eight feet of water. The crew and passengers all behaved admirably and all were saved. The cargo, being on the decks, will nearly all be saved. The cause of the sinking is as yet unknown.

John L. Sullivan Again Reforms.

Boston Special to the Philadelphia Press, August 31.

John L Sullivan was at the beach while his mother was dying yesterday, and he did not receive the telegram announcing the sudden change for the worse until it was too late to reach the bedside in time to find his mother still alive. The shock of her death completely unnerved him. When he heard that her last words were of him he bitterly reproached himself for being absent. With all his failings he loved his mother and her death is a great blow to him. When he was told that the mother's last prayer was that her son would forsake his dissipated habits Sullivan determined to make another effort to vanquish his worst enemy. There is no doubt, for the present, at least, as to the sincerity of his desire to leave liquor alone.

The New Bishop of Richmond.

The papal bull appointing the Rev. Father Vandevyver to the bishopric of Richmond, succeeding the Right Rev. J. J. Keane, has been received from Rome by Cardinal Gibbons, who placed the document in the hands of Father Vandevyver Saturday. The consecration of the new bishop will occur on Sunday, October 20, in the cathedral at Richmond. Cardinal Gibbons will officiate. Father Vandevyver has for several years been vicar general of the Richmond diocese and upon him devolved the care of the see when Bishop Keane was appointed rector of the Catholic university.

A "Lady Boat Race" at Asbury Park.

The boat race for ladies, arranged by the actor, Walter Lennox, was rowed Saturday afternoon on Deal Lake, at Asbury Park, N. J., in the presence of several thousand spectators. Six young women contested and created a great deal of merriment by their wild efforts to reach the goal. The course was a quarter mile and but one heat was rowed. It was won by Miss Nettie White of Asbury Park, who received the gold medal offered by James A. Bradley. The second prize, a silver oar breastpin, was awarded to Miss Lillie Morris, who is spending the summer in Ocean Grove.

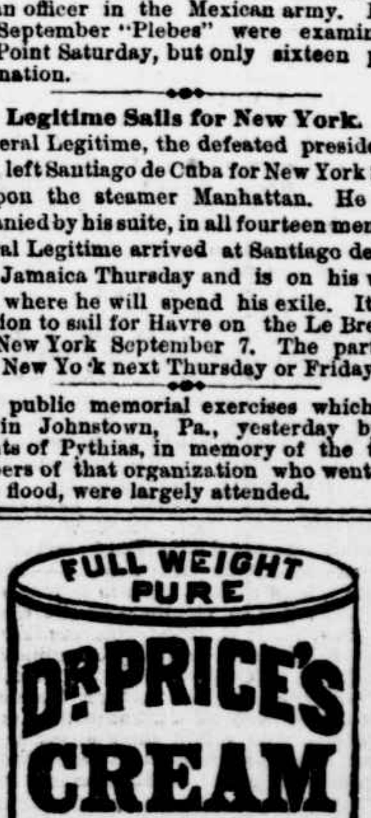
West Point's Colored Cadets.

Charles Young, a colored cadet of the first class, which graduated from West Point in June last, failed to pass then. He was given until August 28 to make up the deficiency. He completed his work satisfactorily and was graduated Saturday and has gone on a leave of absence. This is the second colored cadet who has graduated since Cadet Flipper was given a diploma. The latter, it will be remembered, was appointed commissary of subsistence and later on got into trouble about his accounts and resigned. It is now stated that he is an officer in the Mexican army. Forty-eight September "Plebes" were examined at West Point Saturday, but only sixteen passed examination.

Legitime Sails for New York.

General Legitime, the defeated president of Hayti, left Santiago de Cuba for New York Saturday upon the steamer Manhattan. He is accompanied by his suite, in all fourteen members. General Legitime arrived at Santiago de Cuba from Jamaica Thursday and is on his way to Paris, where he will spend his exile. It is his intention to sail for Havre on the Le Bretagne from New York September 7. The party will reach New York next Thursday or Friday.

The public memorial exercises which were held in Johnstown, Pa., yesterday by the Knights of Pythias, in memory of the twelve members of that organization who went down in the flood, were largely attended.



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