

THE GRAND CANYON.

Its Bewildering Tumult of Form and Color.

An artist who loved the wilderness took his bride to the head of the Bright Angel trail. It was night when they came to their journey's end, and the man persuaded the woman not to look upon the grand canyon until morning.

"If you ever try to paint that, I'll leave you!"—William Allen White in McClure's.

DUN OF THE OLDEN TIME.

A Style of Courtesy Not Cultivated in These Days.

It is often remarked that with the forefathers courtesy was a studied art that recent generations do not have time to cultivate.

White's Town, June 15, 1738.

Honored Sir—A few months ago you did me the honor to become my debtor for the purchase of goods at my store amounting to 12 dollars and 13 pence.

I should be pleased at any occasion to receive a visit from you, and should you be in need of rum, axes, log chains or some very heavy boots for self or servants, I should be pleased to sell them to you.

Mr. Green had a small supply depot near Oriskany creek, and his polite and apologetic dunning letter (so different from the "Please remit at once" of the present day) was sent to a man named Dostader, who resided down the Mohawk valley somewhere near Fort Plain.

The Dog's Sleep.

Dogs, which are at once the drowsiest and most wakeful of domestic animals, according to their state of mind and circumstances, seem to sleep lightly or heavily at will. Nothing can be more slow, reluctant and leisurely than the enforced waking of a petted dog when it does not wish to be disturbed.

Chinese Made the First Paper.

Like a good many other modern industries, that of paper making had its origin with the Chinese. The papyrus of the Greeks and Romans was not paper at all, but simply the piths of the stem of a plant cut into strips, placed side by side and across each other and pressed into a sheet, to which the natural gum of the plant gave a homogeneous character.

The Flower Man in Japan.

In Japan when you furnish your house you send for the flower man, who comes and decorates your home with plants. This is always done as a matter of health. The flower man brings his palms, his quince trees, his flowering shrubs and his great spreading oriental flowers and bestows them about the house.

Revenge.

Wool—How do you like your new lodging? Van Pelt—All right, except that the man across the hall is learning to play the flute.

Wool—You ought to get an accordion. Van Pelt—I did; that's why he got the flute.

One on Him—and Her.

Mrs. Bleachblond—I found this black hair on your coat. What does it mean? Mr. Bleachblond—Why, that is my last season's coat. Your hair was black then, you know.—Smart Set.

Fame to the ambitious is like salt water to the thirsty—the more one gets the more one wants.—Ebers.

THE PITT DIAMOND.

Its Varied Career After It Became the Property of France.

The Pitt diamond was first employed, after it became one of the crown jewels of France, in the ornamentation of the crown that was made for the coronation of King Louis XV. in 1722. In 1791 it was entered in an inventory of crown jewels that was compiled by order of the national assembly during the revolution, and it was deposited at the Garde Meuble after the assembly had determined to sell it if a buyer at a suitable price could be found.

It was not again disturbed until 1804, when it was set in the pommel of the sword which Napoleon wore when he crowned himself emperor at Notre Dame, in Paris. The Empress Marie Louise carried it off with other crown jewels to Blois after the Emperor Napoleon was banished to Elba, but her father, the Emperor Francis of Austria, obtained it from her and sent it to Louis XVIII. That king on Napoleon's return from Elba fled with it to Ghent, but after Waterloo returned with it to Paris. In 1830 the diamond was used by King Charles X. at his coronation, but since then it has not been employed at any coronation, and it remains in safe custody at the Louvre.—"Memories of Madras."

LIFE IN THE UNIVERSE.

Countless Worlds in Space May Be Inhabited.

The fact that, so far as we have yet been able to learn, only a very small proportion of the visible worlds scattered through space are fitted to be the abode of life does not preclude the probability that among hundreds of millions of such worlds a vast number are so fitted. Such being the case, all the analogies of nature lead us to believe that, whatever the process which led to life upon this earth, whether a special act of creative power or a gradual course of development, through that same process does life begin in every part of the universe fitted to sustain it.

The Saucy Wren.

The mother wren, with her saucy tail tilted at a saucy angle, loved to come around the lattices and porches of the house to make her home. A gray haired gentleman sitting quietly reading on his front porch one morning watched her with a mixture of amusement and affection till she flitted out of view.

A most vigorous pulling and tugging at his hair betrayed the purpose of the enterprising little bird. When she had secured what she could carry of the soft white hair she flew away.—Pearson's.

The Father of Odessa.

A French emigre was the father of Odessa in Russia. He was the Duc de Richelieu of the line of the famous cardinal, who left France in the troublous days of the revolution and entered the Russian service. He was the governor of Odessa about a century ago. He found it little better than a fishing village and left it as it was developing into a flourishing seaport. In 1814, when the monarchy was restored, the Duc de Richelieu returned to his native land and became one of Louis XVIII's ministers. He died in 1821. In Odessa, a statue is erected to his memory.

Mentagitis in Animals.

Veterinary surgeons know, but the general public probably does not, that some animals are as liable to meningitis as are human beings. Goats and horses are the principal sufferers in the dumb creation, and from them the infection may be transmitted to man. In horses the disease is known as "hydrocephalus acutus." Of horses affected with the disease, 75 per cent die, and the remainder have a chronic tendency to relapse.—London Globe.

Still Unemployed.

"Is your son working?" asked the neighbor. "Not yet," answered Farmer Corn-tassel. "Can't he get a job?" "He ain't satisfied with a job. He wants a position."—Washington Star.

About Time.

Father of large family—My dear, isn't it about time you were thinking of getting married? Daughter—Heavens! I haven't thought of anything else for years.—Illustrated Bits.

Idleness is the burial of living man.—Jeremy Taylor.

STARS FOR VOYAGERS.

Nine Used by Navigators to Place a Ship's Location.

There are nine eminent nautical stars considered by navigators. They are important as determining the position of the ship at the time the observation is taken, calculated by their distance from the moon. The stars are Alpha, Arctis, the principal star of Aries, but of the second grade; Aldebaran, first magnitude, in the rich asterism of Taurus, easily distinguished by its red color; Pollux, second magnitude, in Gemini, readily known by its companionship with the brighter Castor; Regulus, a first class star in the breast of Leo hence often called Cor Leonis, the Lion's Heart; Spica Virginis, a first class star in Virgo, remarkably conspicuous from being insulated in a dark surrounding field. Alpha Aquilae, generally known as Altair, first magnitude; Alpha Pegasi, second class, usually termed Markab; Antares, first magnitude, in Scorpio, distinguished by its fiery red color; Fomalhaut, first class, in Pisces Australis. These stars are conveniently situated with reference to the moon's path and are used for taking tables of lunar distances by makers of nautical almanacs in order to enable vessel masters to deduce their longitude. The distances of the center of the moon from some of the nine conspicuous stars near the ecliptic are computed with the utmost care for every three hours during the year at Greenwich. When on the broad ocean the navigator finds his position by marking when such a lunar distance, set down accurately in the almanac for the day and hour, occurs, as seen from his own vessel, and deduces thereby his whereabouts on the watery waste.—Milwaukee Free Press.

MADE TO ORDER BEAUTY.

Artificial Noses, Mouth Formers and Dimple Denters.

The best artificial noses nowadays are made of papier mache, enameled. Such a nose is fastened to a spectacle frame sometimes for the sake of convenience and thus may be put on or removed at brief notice.

There is a patented contrivance, somewhat resembling a clothespin, for attachment to the nose to give to the organ a proper taper. Another device is supposed to improve the lines of the mouth.

Not a few people have no roofs to their mouths, having been born without any, or in other cases having lost them by disease. For such unfortunate artificial mouth roofs made of galvanized rubber are furnished.

There is a patented device for cleaning the tongue, consisting of a knife with a concave edge to which a sort of sponge brush is attached. When one is not well one's tongue is liable to be disagreeably coated, but the annoyance may be removed by means of the instrument described.

If you desire dimples you may wear a certain kind of wire mask at night to which are attached blunt wooden points that may be caused by the help of screws to press upon the points where the dimples are wanted. Thus after awhile the dimples are made to appear.

An Old English Law.

An act of parliament, passed in the reign of George III, and which is still in force, exempts members of the yeomanry from the ballot for the militia, allows them to ride through a toll bar when in uniform without paying and also relieves them from the tax on powder for the hair. Such privileges were highly valued in 1804, when the act was passed; but, as yeomen are not now liable for the militia ballot, as toll bars have been abolished and as hair powder is no longer in request, these favors have ceased to have any practical value. Nevertheless, they still exist.—London Mail.

A Humble Archbishop.

Willegis, a famous archbishop of Mentz, rose to that elevated position from the very lowest ranks. He was the son of a poor carter, but was never ashamed of his parentage. He not only caused the following inscription to be placed conspicuously in his palace, "Willegis, remember thy parentage," but had the wheels of a cart hung up in the Cathedral of Mentz. From that time to this the arms of the see have borne the figure of a cart wheel.

The Word "Covey."

Long custom has practically limited the word "covey" to association with the partridge, although it has always been used with grouse and ptarmigan. Beaumont and Fletcher, however, spoke of "covey of fiddlers" and Thackeray of a "covey of trumps." The word means properly a brood, hatching, coming through the French "covey," to sit (of a hen bird), from the Latin "cubare," to recline, whence "incubate" also sprang.

Setting Him Right.

Father—Why, when I was your age I didn't have as much money in a month as you spend in a day. Son—Well, father, don't scold me about it. Why don't you talk to grandfather?

Trouble Ahead.

Mr. Joax—Saw a man today who had trouble ahead of him. Mrs. Joax—How did you know? Mr. Joax—He was pushing a baby carriage containing twins.—Washington Star.

Just the Reverse.

Mrs. Naggs—I understand your husband is unable to meet his creditors. Mrs. Waggz—Don't you believe it. He can and does meet them much oftener than he cares to.

Every Swedish girl not born to wealth is taught a trade of some kind.

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and install the best, cheapest and most convenient light in use.

We will be glad to give you estimates on wiring.

Call at office and see us. Phone messages receive prompt attention.

Electric light and power rate 10c per 1,000 watts, subject to our usual terms and discounts. Pure ice—made of distilled water.

COLD STORAGE

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CHICHESTER'S ENGLISH PENNYROYAL PILLS. Original and Only Genuine. SAFE. Reliable. No Drugs. No Harm. No Pains. No Suffering. No Discharge. No Odor. No Stomach Disturbance. No Headache. No Dizziness. No Weakness. No Nervousness. No Depression. No Irritability. No Excitability. No Insomnia. No Hallucinations. No Delirium. No Mania. No Melancholia. No Epilepsy. No Convulsions. No Paralysis. No Deafness. No Blindness. No Stammering. No Stuttering. No Aphasia. No Aphasia. No Aphasia.

48 FOR MEN 49. Private Diseases. Checks in 6 hours. No Pain. No Discharge. No Odor. No Stomach Disturbance. No Headache. No Dizziness. No Weakness. No Nervousness. No Depression. No Irritability. No Excitability. No Insomnia. No Hallucinations. No Delirium. No Mania. No Melancholia. No Epilepsy. No Convulsions. No Paralysis. No Deafness. No Blindness. No Stammering. No Stuttering. No Aphasia. No Aphasia. No Aphasia.

NOTICE!

We want every man and woman in the United States interested in the cure of Opium, Whiskey or other drug habits, either for themselves or friends, to have one of Dr. Woolley's books on these diseases. Write Dr. B. M. Woolley, Atlanta, Ga., Box 287, and you will be sent you free.

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Safe, speedy regulator. 25 cents. Dispensed or mailed. Booklet free. DR. LAFRANCO, Philadelphia, Pa.

PARKER'S HAIR BALSAM

Cleanses and beautifies the hair. Promotes its natural growth. Never fails to restore Gray Hair to its youthful color. Cures scalp itching and dandruff. Sold at 10c and 25c at Druggists.

TRANSPORTATION GUIDE. SEABOARD AND NORFOLK RAILWAY.

SHORT LINE TO PRINCIPAL CITIES OF THE SOUTH AND SOUTHWEST, FLORIDA, CUBA, TEXAS, CALIFORNIA AND MEXICO, REACHING THE CAPITALS OF SIX STATES.

Schedule in Effect July 2d, 1905.

Table with columns: Route, No. 41, No. 53. Rows include Lv Norfolk (via Ferry), Lv Portsmouth, Lv Suffolk, Ar Lewiston N. C., Lv Weldon, Lv Henderson, Lv Raleigh, Ar Southern Pines, Ar Hamlet, Ar Wilmington, Ar Charlotte, Lv Hamlet, Lv Columbia, Ar Augusta, Ar Savannah, Ar Jacksonville, Ar Tampa, Lv Hamlet, N. C., Ar Athens, Ar Atlanta, Ar Birmingham, Ar Macon, Ar Montgomery, Ar Mobile, Ar New Orleans, Ar Chattanooga, Ar Nashville, Ar Memphis.

TRANSPORTATION GUIDE. SOUTHERN Railway.

DOUBLE DAILY SCHEDULE TO ALL POINTS SOUTH AND WEST, THROUGH PULLMAN CAR TO CHARLOTTE AND TO FLORIDA WITHOUT CHANGE OF TRAINS.

IN EFFECT OCTOBER 1, 1905.

Table with columns: Lv, Arr, Time. Rows include Lv Newport News, C. & O. Ry., Ar Norfolk, 9:30 a. m. Daily, Local for Suffolk, Franklin, Emporia, Danville and intermediate stations, 9:30 a. m. Daily, Local to Clarksville, Oxford, Durham and intermediate stations, 7:30 p. m. Daily, Fast Express train for all points South and West, carrying through Pullman sleeping car to Charlotte, 7:30 p. m. Daily, except Sunday, for Durham and intermediate stations, 5:35 p. m. City Ticket Office, 95 Granby street (Monticello Hotel).

TRANSPORTATION GUIDE. Cape Charles Route.

Schedule Effective Mon., June 5, 1905.

NORTHBOUND. *No. 94. †No. 92.

Southbound. *No. 89. †No. 97.

TRANSPORTATION GUIDE. Scenic Route to the West.

4 hour and 30 minutes to Richmond. Schedule in Effect June 4, 1905.

LEAVE NEWPORT NEWS: 7:40 a. m., daily, Local to Richmond, connects for Lynchburg, Lexington, Va., New Castle and Clifton Forge, except Sunday for Rosney and Edmont. Leaves Fort Monroe, 7:10 a. m.; Phoebus, 7:13 a. m.; Hampton, 7:18 a. m.

TRANSPORTATION GUIDE. Cape Charles Route.

Schedule Effective Mon., June 5, 1905.

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5:40 p. m., daily, Fast Train to Richmond (stopping only at Williamsburg), arrives Richmond 11:45 a. m., connecting with "St. Louis Special," leaving 2 p. m. with Pullman for Cincinnati, Indianapolis and Chicago; and Pullman service for St. Louis and Louisville. Cafe Parlor Car, Old Point to Ronceverte. Leaves Fort Monroe, 9:40 a. m.; Hampton, 9:48 a. m.

5:25 p. m., daily, Fast Train to Richmond (stopping only at Williamsburg), arrives Richmond 7:00 p. m. Connecting with F. F. V., leaving 10:45 p. m., carrying Pullman Sleeper to Cincinnati and Louisville. Leaves Fort Monroe, 4:55 p. m.; Phoebus, 4:58 p. m.; Hampton, 5:03 p. m.

5:40 p. m., daily, stops at local stations on Peninsula, connects at Richmond with F. F. V. Limited.

TRAINS ARRIVE FROM RICHMOND: 9:50 a. m., daily; 10:30 a. m., daily; 5:30 p. m., daily; and 7:20 p. m., daily.

Steamer Virginia leaves 7:40 a. m., daily, for Norfolk and Portsmouth; 10:35 a. m., daily, for Norfolk; and 5:35 p. m., daily, for Norfolk and Portsmouth.

Call on Mr. E. W. Robinson, Ticket Agent, Newport News, Va., for the lowest rates by any possible route to the West and Southwest.

W. O. WARTEN, Dist. Pass. Agt. H. W. FULLER, Gen. Pass. Agt. C. E. DOYLE, General Manager.

OLD DOMINION LINE DAILY SERVICE.

FOR NEW YORK—From Company's Wharf, Norfolk, every week day, at 7:00 p. m.

FARE—First-class, one way, \$8.00, meals and stateroom, berth included. Round trip, limit thirty days, \$14.00. Steerage, without subsistence, \$5. Tickets on sale at C. & O. Railway Ticket Office.

NIGHT LINE BETWEEN NEWPORT NEWS AND RICHMOND. Steamers Brandon and Berkley leave Pier "A" 8:30 every evening, passengers only.

Steamer Hampton will leave Pier A daily, except Sunday, at 9 a. m. going to Norfolk, and at 4 p. m. going to Smithfield. Steamer Accomac will leave Pier A daily, except Sunday, at 9 a. m. going to Smithfield and sweet 2:30 p. m. going to Norfolk.

All business between New York and Newport News transacted at Pier 6. All business between Newport News, Norfolk, Smithfield and local points transacted at Pier A, foot of Twenty-fifth street.

M. B. CROWELL, Gen. Agt. H. E. Walker, Vice-Pres. & Traf. Mgr.

NORFOLK EXPRESS. PINE BEACH ROUTE.

IN EFFECT SEPTEMBER 25, 1905.

Leave Norfolk for Pine Beach and Newport News: 6:20, 7:30, 9:00, 10:30, 12:00, 1:30, 3:00, 4:30, 6:00, 7:30, 9:00.

Leave shipyard, Newport News, for Pine Beach and Norfolk: 7:15, 8:45, 10:15, 11:45; 1:15, 2:45, 4:15, 5:45, 7:15, 8:45, 10:00.

Schedule cards of local cars at ticket office, Atlantic street, Norfolk.

GEO. W. HATCH, Supt. Norfolk, Va.

H. H. CARR, Gen'l Man., Hampton, Va.

Clyde Steamship Co.

Steamers to Philadelphia MONDAY, THURSDAY AND SATURDAY.

Sailing from Philadelphia TUESDAY, THURSDAY AND SATURDAY.

Freight received and delivered daily at C. & O. Pier No. 5 Office, River Road.

JAS. W. McCARRICK, Gen. Southern Agt. W. P. CLYDE & CO., Gen'l Agts. 12 South Delaware Avenue, Philadelphia, Pa.

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