HAVING A FINE TIME.

MEMBERS OF HARDWARE CONVENTION IN LOVE WITH RICHMOND.

SOME IMPORTANT WORK TO-DAY.

Election of Officers and Selection of the Next Meeting-Place—The State of Trade Greatly Pleasing to the Delegates.

Nothing could well exceed the enthusiasm of the delegates to the National Hardware Association over their reception in this city. Yesterday was largely occupied with social, rather than business, exercises, and the members spent the whole afternoon in driving about the city, and visiting the various places of interest.

Every member of the organization seen by a Dispatch writer last night expressed the same sentiments of unqualified admiration at the generous hospitality extended, not alone by the members of the trade, but by the people of the city at large.

This is the first year that ladies have been invited to attend a convention of the association, and the result has been so eminently satisfactory, and has brought together so many ladies, that it has been tacitly decided that to hold conventions without the presence of the fair sex hereafter would be like giving "Hamlet" with the Prince of Denmark left out.

That it has added to the pleasure in the social features of the convention days, of course, goes without saying, but the fair visitors have displayed not a little interest in the proceedings of the body, and last night the attendance at the collocution was very large.

TO-DAY'S BIG FIGHTS.

Interest centres about the decisions to be arrived at to-day anent the election of officers and the next place of meeting. There is but one opinion expressed as to the choice of a president, and that favors Mr. J. B. Bindley, who has filled the chair with so much distinction throughout the year past. No other name is heard, and the honor will doubtless be conferred a second time on Mr. Bindley, who is admired by every member of the association.

The question of selection of the next meeting place will not be so easily settled. The manufacturers are anxious that Hartford, Conn., shall be selected, as it is in the centre of the manufacturing district. The jobbers wish to go farther West, so that the meeting will be nearer their territory, and still another faction favors the selection of New York, as many of the members who have not seen that city wish to enjoy the privilege.

FINE BUSINESS OUTLOOK.

One reason for the enthusiasm, which is so manifest through all the proceedings of the convention is doubtless due to the particularly bright prospects that lie before the trade. The keynote was sounded at the collocution held last night, when the discussion turned upon the question of market conditions, and the point was raised whether or not present values are on a reasonably sound basis. The questions were discussed at considerable length by the following members: Messrs. W. T. Graham, of the American Tin-Plate Company; F. L. Clarke, of the American Steel Hoop Company; H. R. Towne, of the Yale & Towne Manufacturing Company; W. H. Matthai, secretary of the National Enamelling and Stamping Company; the president of the Canadian Hardware Association, and many others.

Every speaker expressed the firm conviction that the present values were fixed, and that there would be no depression. This argument, which was a source of special delight to the jobbers present, was based on the immense increase in American exports, the wonderful vitality manifested, now that the election is over, and the hope that American products would "follow the flag."

The discussion at the morning session was "The Proper Basis for Computing Cost." The speakers urged that cost should include all outlay for merchandise, and be computed on each lot of any article traded in separately. A part of the cost of doing business should be applied by apportioning to each department its pro rata of general expenses in addition to the fixed charges for that department.

THE WORK TO-DAY.

The programme arranged for to-day provides for the election of officers first thing after the opening exercises. The next business will be the arrangement of the next seat of the convention, and the morning discussion will be "How Can We Aid Those in Charge of Sales Departments?" Miscellaneous business will follow.

At the afternoon session the new officers will be introduced and installed, after which there will be a general discussion. At night the closing function of the meeting will take place in the annual banquet. This is usually a very elaborate affair, and the present will be no exception to the general rule.

Very pretty souvenirs were given away last night as the delegates left the hall after the collocution meeting. The principal one was a small thermometer, handsomely decorated and enclosed in a neat box.

A TALLY-HO PARTY.

G. Harvey Clarke, president of the A. B. Clarke & Son Hardware Company, of this city, at 3 o'clock gave a tally-ho party yesterday afternoon to a number of delegates to the convention. The drive included a trip to Lakeside and back by the Ginter place, ending at the Deep Run Hunt Club, where the guests were entertained. The guests included the following: Colonel Eschelman, former commander of the Washington Artillery, New Orleans; Samuel Disston, Philadelphia, Pa.; T. J. Atkins, of Sargent & Co., New York; Charles H. Parsons, of P. & F. Corbin, New Britain, Conn.; A. W. Stanley, of Stanley Rule and Level Company, New Britain, Conn.; George Hart, of Stanley Works, New Britain, Conn.; W. A. Walkley, of Peck, Stow & Wilcox Manufacturing Company, New York; Charles Clarke Adams, of Boston; D. W. Simpson, Wilcox Manufacturing Company, Illinois.

DEATHS AND FUNERALS.

Three Well-Known Ladies Passed Away—Funeral of Mr. Benson.

Mrs. Annie Johnston, wife of Mr. W. F. Johnston, died yesterday, after a long and painful illness, which she endured with Christian fortitude. She was in the 29th year of her age. Mrs. Johnston was the daughter of Mr. and Mrs. C. W. De Maine. She is survived by her husband and one child.

Mrs. Nannie W. Hunter died at 4:15 o'clock yesterday afternoon at her residence, No. 526 north Fifth street; aged 66 years. She is survived by three children—Messrs. George and Ernest Hunter and Mrs. James B. Mosby.

Miss Hannah O'Keefe died at 6:15 o'clock yesterday evening at the residence of her brother, Mr. James O'Keefe, 220 Temple street; aged about 40 years. Another brother, Mr. John O'Keefe, and a sister, Mrs. Michael Ferriter, survive. The parents of the deceased are both dead.

The funeral of Mr. Henry G. Benson, who died last Wednesday, will occur this afternoon at 4 o'clock from Grace Episcopal church, and the interment will be in Hollywood Cemetery. Rev. Landon R. Mason will officiate. The following will act as pall-bearers: Active—Messrs. Polk Miller, H. A. Coleman, Neely Grigg, George Roberts, P. T. Conrad, E. A. Catlin, H. L. Valentine, Lewis Hill, —— Peticolas, Toney Miller, and W. M. Taliaferro. Honorary—Dr. I. H. White, Judge L. L. Lewis, Messrs. L. W. Burruss, W. S. Forbes, George Jarvis, Majors C. S. Stringfellow and Robert Stiles, Messrs. Mann S. Valentine, Wray T. Knight, Dan Talley, Colonel J. B. Purcell, James E. Harvey, J. W. Pegram, and C. C. Walker.

The funeral of Mr. James King, who died in Washington, will take place from the residence of his mother, No. 1518 west Broad street, this afternoon at 3 o'clock. Interment at Shockoe Hill.

COTTON-SPINNERS MEET.

A Star-Chamber Affair—Reply from Commission Men Received.

CHARLOTTE, N. C., November 22.—The meeting of the Board of Directors of the Southern Cotton-Spinners' Association to-night was a star-chamber affair. The members present were Dr. John H. McAden, president; George B. Hiss, secretary; R. S. Reinhardt, of Lincolnton; R. R. Hay, of McAdensville; A. C. Miller, of Shelby, and J. C. Smith, of Newton.

It is admitted that at this meeting the report of the Committee on Concentration was received. This committee reported on the plan of handling the products of the southern yarn-spinners by a limited number of northern commission-men. The board was in session from 7:30 to 10:30 o'clock, and, on adjournment, it was announced that a resolution had been passed that no information whatever as to the proceedings should be given to the press. It was admitted to the Associated Press representative that the reply from the commission-merchants had been received, but what action was taken up on it by the board was not stated.

"This is the first meeting of the board yet held," said one of the members, "of which we have had absolutely nothing to say. So far as you or anybody else outside the meeting can find out, we did nothing at all."

THE SOUTHERN REACHES ST. LOUIS

It Purchases the L., E. & St. L. Road for $4,030,000.

LOUISVILLE, KY., November 22.—The Louisville, Evansville and St. Louis railroad, commonly called the Air Line, was bought at public sale to-day, by the Southern railway, at Huntingburg, Ind., for $4,030,000. Judge Wood, of the United States Court, is expected to confirm the sale at Indianapolis to-morrow, but the Southern railway will not assume control until January 1st.

The only bidders were Francis L. Stetson and Victor Morawetz, of New York, representing the banking firm of J. Pierpont Morgan & Co., and the Southern railway.

To pay for the road the new purchaser will immediately issue $10,000,000 of Southern Railway, Air-Line Division, bonds, at 4 per cent.

In securing the Air Line the Southern railway gains an entrance to St. Louis, thereby placing it on an equal footing with the Baltimore and Ohio Southwestern, the Louisville and Nashville, and other roads entering Louisville and the South having terminals at St. Louis.

In addition to this, new and valuable territory is opened up to the Southern railway in both Indiana and Illinois.

THE TORNADO OF TUESDAY.

One Person Carried Away, and No Trace of Him Found.

NASHVILLE, TENN., November 22.—The latest reports from the districts swept by Tuesday's storm show that seven persons lost their lives in Williamson county. One more death, that of Clayton Lucker, has occurred near Columbia, making the total in that section twenty-four.

Three members of the Ellis family, at Walnut Lake, Tunica county, Miss., were killed. Clarence Thomas, living near Corinth, Miss., was carried away by the wind, and no trace of him has been found.

In Arkansas, six dead and twenty-five injured have been reported. The victims are principally negroes.

FEW ADDITIONAL CASUALTIES.

MEMPHIS, TENN., November 22.—Communication between most places struck by Tuesday afternoon's storm has been restored, and reports so far indicate that there will be few additions to the casualty list from Tennessee and Northern Mississippi, owing to the scattered population of the country districts. The most property loss was incurred on the cotton plantations, but no estimate can be made.

GENERAL STRIKE FOR TAMPA.

It is Ordered for Monday, But Union Men Revolt.

TAMPA, FLA., November 22.—On account of the differences between the two cigar-makers' unions here, which led to a serious riot last week, and the failure to bring about an agreement by the International Union's refusing to comply with all of the articles submitted by the Arbitration Committee, the Trades' Assembly to-day formally ordered a general strike of all organized labor in the city, to begin Monday.

The general strike will seriously paralyze business here if it is carried into effect. There has been an open revolt on the part of the majority of the union men to-day, and they declare that they will not go out Monday. Few cities have labor so well organized as has Tampa. The strike would take out carpenters; brick-masons, machinists, painters, plumbers, tinners, wood-workers, engineers, electric-workers, box-makers, trimmers, and everything outside the cigar industry. Union men generally declare that if the assembly does not rescind the order for a strike on Monday they will abandon their unions and appeal to the national officers. They would at the time, however, be treated as "scabs" by those striking, and this would create trouble.

It is admitted now by the International cigar-makers that fully 300 of their members have already joined the Resistancia Union. Their officers say the prospects are that the union will be wiped out before the strike occurs. All officers of the union fought strongly to have the articles of agreement accepted as presented by the Resistancia, but they were swept away by the restless element, who demanded that their wishes be agreed to by the Resistancia people.

THE WOMAN'S BICYCLE RACE.

Miss Brandon at One Time Even With Miss Gast.

NEW YORK, November 22.—In to-night's cycling racing at the Clermont-avenue rink, Miss Brandon pulled up one lap in the first mile on Miss Gast, and during the next ten miles gained another lap, making her at that time even with the leader, Miss Gast. In the second hour, Miss Gast made a spurt and Miss Brandon was pocketed, several of the other riders interfering. In consequence, Miss Gast gained a lap while Miss Brandon was unable to get through the interference.

The score: Miss Gast, 319.3; Miss Brandon, 319.2; Mrs. Lindsay, 314.8; Miss Davis, 311.4; Mrs. Bayne, 307.16; Miss Pethard, 249.7.

3,106,665 PEOPLE IN MISSOURI.

958,800 in West Virginia—1,551,270 in Mississippi.

WASHINGTON, November 22.—The population of the State of Missouri as officially announced to-day, is 3,106,665, against 2,679,184 in 1890. This is an increase of 427,481, or 15.9 per cent.

The population of West Virginia is 958,800, against 762,794 in 1890. This is an increase of 196,006, or 25.6 per cent.

The population of Mississippi, as officially announced to-day, is 1,551,270, against 1,289,600 in 1890. This is an increase since 1890 of 261,670, or 20.2 per cent.

The population in 1880 was 1,131,597, showing an increase of 158,003, or 13.9 per cent., from 1880 to 1890.

Sue the Mayor.

NEWPORT NEWS, VA., November 22.—(Special.)—Chief-of-Police Harwood this evening entered suit against Mayor A. A. Moss for $1,000 damages. The suit is the result of the numerous charges which the Mayor has persisted in bringing against the chief.

THE METHODISTS.

(CONTINUED FROM PAGE ONE.)

lieve his pressing necessities. Rev. C. W. Cain was the preacher referred to.

Dr. W. W. Smith secured the floor on a question of personal explanation, and again the conference was asked to consider an article which appeared in the Richmond Times of to-day, making the second article which had appeared in the Times to which the conference took exceptions.

Dr. Smith said he hated to again have to call the attention of the conference to this matter, but the article which appeared was both slanderous and untrue. He then proceeded to read the article to the conference. While it referred to Dr. Smith to some extent, it seemed to refer principally to Rev. James Cannon.

Mr. J. W. Carroll moved to appoint a committee to answer the Times.

The Bishop thought the action yesterday by the conference was right, and he advised the conference not to further advertise the matter.

Rev. R. T. Wilson then called up the report of the Committee on the Bowling Green Seminary, which had been laid aside pending the decision of the Bishop on a question of law.

Mr. Wilson said, in order to clear the desks, he would mention the points on which the majority and minority reports were agreed, and then proceeded to discuss the points on which they were not agreed.

They were agreed that the seminary should not make any effort by the distribution of cards or by canvassing to secure any portion of the twentieth century thank offering, but if there were any persons who desired to contribute to this school, of course, they were privileged to do so.

The committee disagreed as to the advisability of the conference accepting the property as a gift, to be used for school purposes.

At this point an effort was made to extend the session until the report of the committee was disposed of, but this failed, and the conference adjourned, to meet at 3 P. M.

At the afternoon session of the conference the Bishop appointed a committee to consider the colportage report. The committee has a year to consider it. Rev. F. M. Edwards, B. F. Lipscomb, J. W. Bledsoe, and R. F. Gayle were appointed.

Rev. L. B. Betty, of Richmond, read the report of the Board of Foreign Missions, which was adopted. Richmond and West Richmond districts contributed, respectively, $1,225 and $1,025; Charlottesville $750; Lynchburg, $950; Danville, $1,875; Norfolk and Portsmouth, $3,095.

When the conference adjourned its afternoon session the matter of the Bowling Green Seminary was still unsettled.

WU TING FANG AT CINCINNATI.

D. A. Tompkins on Business Between the North and South.

CINCINNATI, O., November 22.—Wu Ting Fang, the Chinese Minister, was the guest of honor to-night at the eighth annual dinner of the Commercial Club of Cincinnati. He made a characteristic speech.

Among the other speakers was D. A. Tompkins, of Charlotte, N. C. His theme was the business relations between the South and the North. He declared that slavery had robbed the South of its ancient prestige in manufactures, and this fact had dried up the southern trade formerly enjoyed by the Northwest. Slavery being dead, the South had revived, and was now leading New England in cotton, Pittsburg in iron, and with its cottonseed oil, was eclipsing Chicago in lard. He urged co-operation between the two sections of the country, in opening additional lines of communication.

THE COLORADO STORM.

Damage at Colorado Springs Nearly $200,000—No Lives Lost.

COLORADO SPRINGS, COL., November 22.—The damage by yesterday's storm will approximate $200,000, and is due entirely to destruction by the wind. Electric-light and telegraph-wires are still strewn across the trolley-wires in many places, and street-railway traffic will not be resumed until some time to-morrow.

About 100 houses and business buildings are damaged, and many trees were uprooted. No lives were lost in the storm.

Operations in Luzon.

MANILA, November 22.—A detachment of 100 men from Companies I and M, Twenty-fifth United States Infantry (colored), under Captain O'Neill, made a clever capture of thirty insurgents, with rifles, supplies, and 100 rounds of ammunition, in a camp east of San Marcolino, which the Americans charged at daybreak. Among the rifles captured were a few Krag-Jorgersens, which the insurgents had recently secured. Several of the Filipinos were wounded.

Captain Gulick, with sixteen men of the Forty-seventh Infantry, had a sharp encounter with insurgents concealed in a block-house near Binosongan. The insurgents fired a volley from thirty rifles, on the approach of the Americans, wounding two, one mortally. The firing soon became hot on both sides. With nine men, Captain Gulick swam the river, gained the hillside, routed the enemy, and incidentally killed several bolomen.

The same party, with a score of comrades, drove the insurgents from Bulasan, where they were entrenched. The detachment killed four and captured five in two days.

Numerous reports from minor engagements and captures in Southeastern Luzon have arrived here, in letters brought by steamer.

The Philippine Commission has passed the bill for the civil government of townships in the province of Benguet, first adopting a few minor amendments suggested by Filipinos.

Chinese Bad Faith.

LONDON, November 23.—Dr. Morrison, writing to the Times from Pekin, Tuesday, says:

"The appointment of Yu Chang as Governor of the province of Hu Pei has been cancelled. This was due to the strenuous British protest. Ching Hsing, Treasurer of the province of Ho Nan, who has been appointed in his place, is regarded as almost equally objectionable.

"The foreign envoys have agreed that the consistent bad faith which the Chinese have shown in disseminating abroad misleading intelligence shall be recorded in the preamble to the conjoint note.

"It is reported that Chinese troops have repulsed a German expedition, but no details have been received."

New Cotton-Mill for Charlotte, N. C.

WASHINGTON, November 22.—In speaking of the naval militia, the report of Assistant Secretary of the Navy Hackett says: "For local defence a well-organized naval militia ought never to be dispensed with. As at present constituted, some States take a proper interest in the work. That the work itself is of value, and is susceptible of being made of still greater value, will not be disputed. The subject of a naval reserve deserves the earnest consideration of the department, and will be acted on in the near future. The need of a reserve force is clear in the mind of every friend of the United States navy, and the time is near at hand when appeals should be made to Congress to enact appropriate legislation for the establishment of a well-founded system."

Cuban Convention to Be Public.

HAVANA, November 22.—There was a large attendance of the public at to-day's session of the Cuban Constitutional Convention, in the Marti Theatre. An animated discussion took place over the question whether the sessions are to be public or private. The final vote stood 19 for public sessions and 10 for private ones.

Progress was made in the adoption of the remaining rules.

Cuban Fraud Prosecutions.

HAVANA, November 22.—Messrs. Conant & Wright, who have been acting as counsel in the prosecutions growing out of the post-office frauds, have received official notice to turn over to the Fiscal all papers and other evidence bearing upon the case in their possession.

It is said that Horatio Rubens will be assigned to take charge of the prosecutions, and that in the case of Charles F. W. Neely, proceedings will be vigorously pushed.

National Irrigation Congress.

CHICAGO, November 22.—The National Irrigation Congress, which began its ninth annual session here last night, got down to business to-day. President Elwood Meade, of Wyoming, presided. The Committee on Resolutions was instructed to draft a memorial showing the importance of the reclamation of the arid lands in the United States. Letters were read from Governor Roosevelt and General Miles, and a number of papers were presented.

Charleston and West Carolina, R. R.

CHARLESTON, S. C., November 22.—The annual meeting of the stockholders of the Charleston and Western Carolina railroad, a branch of the Atlantic-Coast Line, was held here to-day. President J. B. Cleveland, of Spartanburg, was re-elected, and Harry Walters was elected vice-president.

Directors—D. A. P. Jordan, of Greenwood, S. C.; O. C. Fleming, of Laurel, S. C.; J. W. Dowdy, of Augusta, Ga.; Avery Patton, of Greenville, S. C.; J. B. Cleveland, of Spartanburg, S. C., and Harry Walters and B. F. Newcomer, of Baltimore.

New Cotton-Mill for Charlotte, N. C.

CHARLOTTE, N. C., November 22.—A new $100,000 cotton-mill, with 10,000 spindles and 300 looms, was announced for Charlotte to-day. E. A. Smith is president of the company; J. P. Wilson is a large stockholder. The machinery for the mill was purchased a month ago. The location is on the Hayes property, three miles west of Charlotte. W. B. Smith Whaley, of Columbia, S. C., is the engineer, and furnishes the building and equipment plans.

President Pardons W. F. Carter.

COLUMBUS, O., November 22.—President McKinley granted a pardon to-day to W. F. Carter, who is serving a two-year sentence from Georgia for the embezzlement of post-office funds.

Carter was chairman of the State Populist Committee of Georgia and postmaster in a small town. It was charged that he used a portion of the funds for political purposes.

Carter is suffering from a complication of diseases.

Dr. Curry Speaks in Alabama.

MONTGOMERY, ALA., November 22.—Hon. J. L. M. Curry, general agent of the Peabody and Slater funds, on invitation, addressed the State Legislature to-day. He spoke on education.

Telegraphic Briefs.

San Francisco.—A report from Santa Barbara says five people were killed there by the upsetting of a stage.

New York.—The overdue Atlantic Transport Liner Marquette, from London, November 8th, was sighted east of Fire island.

New York.—Madame Sarah Bernhardt, M. Constant Coquelin, and their large company of actors, arrived, on L'Aquitaine.

Washington.—Captain McGowan has been ordered to Key West, where he will become commandant of the Key West Naval Station, succeeding Captain Impie, who is transferred to San Francisco.

Washington.—The estimates of the Department of Agriculture for appropriations for the next fiscal year aggregate $4,659,050, an increase of 10 per cent. over last year.

Jacksonville, Fla.—Bishop M. M. Moore, the well-known colored preacher, who has been ill for some time with a complication of diseases, has been given up by his physicians, owing to his advanced age.

Memphis, Tenn.—Lumber firms, whose mills are located on Wolfe river, the northern boundary of the city, suffered damage estimated at more than $300,000 by the overflowing of Wolfe river during the night.

Fall River, Mass.—The schooner Frank W. McCullough, Captain Brink, from Wilmington, N. C., arrived. The schooner was overdue, having been blown out of her course. No material damage was suffered, however.

Southampton, England.—The Red Star Line steamer Friesland, Captain Nickels, which sailed from New York November 7th for Southampton and Antwerp, passed Hurst Castle in tow of tugs. The Friesland's rudder was disabled.

London.—The Norwegian bark Eliezer, from Wilmington, N. C., for London, which put into St. Michael's, Azores, in distress, has rudder damaged, decks swept, boats smashed, and upper works leaking. A portion of her cargo was jettisoned on the voyage.

New York.—Although storm-tossed and delayed by adverse winds and rough seas, the big White Star liner Oceanic arrived, but a few hours behind her regular time of arrival. She saw nothing during her trip of the belated North German Lloyd liner Kaiser Wilhelm der Grosse, due at New York Tuesday.

Dublin.—At a meeting of the directors of the United Irish League, John Redmond presiding, a resolution calling on Irish members of Parliament not to attend the House of Commons in December, but to stay at home and make a success of the convention for perfecting the Nationalist organization, was unanimously adopted.

Washington.—Secretary Hay, for the United States, and Ambassador Azpiroz, for the Government of Mexico, signed a treaty further extending the time allowed for the survey and definition of the water boundary between Mexico and the United States. There have already been several extensions, in each case, for a year, but the present arrangement will continue until the work can be concluded.

There They Are.

(Philadelphia Record.)

This story was told by a Philadelphia man who dislikes nothing so much as to be asked questions:

"My little girl is very fond of sea-shells," he said, "and, having been called to Atlantic City, on business the other day, I took advantage of the opportunity to run down to the beach to see if I could pick up a few. I was strolling along the sand, gathering a few shells and pebbles, which I placed in my handkerchief, when along came one of those old idiots who ask questions with their mouths which their eyes could answer. He smiled upon me and said: 'Fine day, isn't it? Are you gathering shells?' 'No,' I snapped back, saying the first thing that popped into my mind. 'I'm looking for a set of false teeth I lost while I was in bathing.' He expressed his sympathy, and then his face lit up as his eye caught sight of a pink and white object on the sand. 'Well, I declare! Here they are now!' he exclaimed, and, sure enough, he picked up a set of false teeth lying at his feet.

"I was too surprised to do anything but grab them and put them in my pocket. The funny part of it is that I never had a tooth pulled in my life. I wonder whom that false set belongs to."

How Jackson's Words Became Historic.

(National Magazine for November.)

The famous expression of President Jackson, "By the Eternal, this Union must and shall be preserved," first found popular expression in a cartoon, and it is doubtful if the stormy words would have become so prominent in the traditions of the country if it had not been for the cartoon showing the proud Calhoun bowing for pardon before the imperious "Old Hickory."

There is something of the spirit of gallantry in the portraits represented in the cartoons of seventy years ago. The features were not coarsely distorted as to-day, but were made easily recognizable and as true a likeness as a dakuerreotype could furnish. Even in the manner of dress, the "claw-hammer" attire was always maintained punctiliously.

Linens for Thanksgiving.

Another of our Importations from Belfast.

A Better, Bigger Showing at Lesser Prices Than We've Had Before.

These have the snowy brilliancy of true Irish bleached flax, and their shimmering, satiny softness would make a worthy foundation for the most sumptuous table settings, and add zest to the appetite of an epicure. They come as the others we've sold you and pleased you with—from the source of supply—from Belfast direct. They are bought by an expert and they are linens to last. We are first hands on this side, so you get them at one profit. You'll say that's small when you see the value in these:

Table Damasks.

All Linen, full bleached, 60-inches wide; per yard 50c

All Linen, full bleached, 60-inches wide, heavy; per yard 55c

All Linen, full bleached, extra fine; special, per yard 65c

All Linen, full bleached, extra heavy, 65-inches wide; per yard 75c

Fine Damasks: Special grades, 72-inches wide; double Damasks, $1.25; extra heavy, $1.00; fine at.. 85c

Fine Double Damasks, 72-inches; special values at $1.50 and $1.33

Plain Damasks, satin finished, the fancy of fashion and very elegant, two grades—one very good, 72-inches, at $1.25; one extra fine, 50 inches; per yard $2.25

Hemstitched Centre Cloths.

Plain fine linen, nicely hemstitched and perfectly bleached, 24x24 inch sizes, in five stages of value, 37½, 40, 50, 65 and 75c

Hemstitched Damask—Tray Cloths.

35c 37½ and 50c. for 18x27 inch All-Linen Damask Tray Cloths.

75c and $1.00 for 18x27 inch extra fine, heavy Damask Tray Cloths.

Hemstitched Tray Cloths.

Good stout linen, evenly and smoothly hemstitched, full sizes, 18x27 inches, an extra special; each 25c

Table Napkins.

$1.00 per dozen for 5-8 size good All-Linen Napkins.

$1.25 per dozen, special prices, 5-8 size, All-Linen Napkins.

$1.50 per dozen, extra heavy, 5-8 size, All-Linen Napkins.

$2.50 $3.00, $3.50 for 5-8 size, extra fine double Damask Napkins.

$3.00 per dozen for heavy 3-4 size, All-Linen Napkins.

$3.50 and $4.00 per dozen for extra values in 3-4 size, fine Napkins.

$5.00 to $7.50 per dozen, for 3-4 size, extra heavy double Damask Napkins.

Fringed Doylies.

$1.00 per dozen for 16x16 inch full Bleached Fringed Doylies.

$1.25 per dozen for 16x16 inch Whipped Fringed Doylies.

$1.50 and $1.75 for 16x16 inch extra fine Whipped Fringed Doylies.

$2.00 $2.50, $3.00, $3.50 and $5.00 for special grades in 16x16 inch fine double Damask Whipped Fringed Doylies.

Fourqurean, Temple and Co.

TRAVELLING IN OLDEN TIMES.

Incidents of the Stage Coach Era—Picturesque Scenes Described.

(For the Dispatch.)

In looking over statistics of the past, the following items pertaining to the mode of travelling by our forefathers may not be uninteresting in this age of "rapid transit." The first advertisement respecting transportation is to be found in Andrew Bradford's Philadelphia Mercury of March, 1732-'33. It is as follows:

"This is to give notice unto gentlemen, merchants, tradesmen, travellers, and others, that Solomon Smith and James Moore, of Burlington, keepeth two stage-wagons, intending to go from Burlington to Amboy, and back from Amboy to Burlington again, once every week or offt'er, if that business presents. They have also a very good storehouse, very commodious for storing of any sort of merchants' goods free from charges, where good care will be taken of all sorts of goods."

OTHER LINES.

About this time, also, there was a line run by the way of New Brunswick, and in 1734 the first line via Bordentown (once called Boyden Town) was established, running from South river, the proprietor of which would be at New York "once a week, if wind and weather permit, and come to the old slip." In 1744 the stage-wagons between New Brunswick and Trenton ran twice a week.

In 1750 a new line was established, the owner of which lived at Perth Amboy. He informed all gentlemen and ladies, "who have occasion to transport themselves, goods, wares, or merchandise from New York to Philadelphia," that he had a "stage-boat" well fitted for the purpose, which, "wind and weather permitting" (that never-forgotten proviso), would leave New York every Wednesday for the ferry at Amboy on Thursday, where on Friday a stage-wagon would be ready to proceed immediately to Bordentown, where they would take another stage-boat for Philadelphia, nothing being said (very wisely) as to the time they might expect to arrive there. He states, however, that the passages are made in forty-eight hours' less time than by any other line. This was probably the case, for the route was so well patronized, even from the first, that in 1752 they made a trip twice a week, instead of once, endeavoring "to use people in the best of manner," keeping them, as it will be seen, from five to seven days on the way!

COMPETITION.

The success of this line seems to have caused some opposition in Philadelphia by a new line, which professed to go through in twenty-four or thirty hours, but really required the same number of days as the other. Great expectations were placed in the first transfer boat between Amboy and New York, which was described as having "a fine, commodious cabin, fitted up with a tea-table and sundry other articles."

In 1756 a stage line between Philadelphia and New York, via Trenton and Perth Amboy, was established, intending to run through in three days. This was followed in 1765 by another, to start twice a week; but nine years had worked no increase of speed. The following year a third line of "good stage-wagons," with "the seats on springs," was set up, to go through in two days in summer and three in winter.

These wagons were modestly called "flying-machines," and the title soon became a favorite one with all stage proprietors. These latter lines ran by the way of the "Blazing Star Ferry," which put an end to the old Amboy route.

From 1765 to 1798 attempts were made by the Pennsylvania Legislature to raise funds by lottery for shortening and improving this great thoroughfare, but without success. Governor Benjamin Franklin alluded to them in a speech to the Assembly in 1768, in which he said: "Even those lines which lie between the two principal trading cities in North America are seldom passable without danger and difficulty." Such being the condition of the roads, it was a great improvement to have John Mersereau's "flying-machine" in 1772, leaving Paulus Hook three times a week, with a reasonable expectation that passengers would arrive in Philadelphia in one day and a half. This time, however, was probably found a little too short, for in 1773-'74 two days were required by him.

THE MAIL SERVICE.

The mails, which were up to that time carried on horseback, made a little more speed than passengers, though they had been a long time in acquiring it. To Colonel John Hamilton, son of Governor Andrew Hamilton, of New Jersey, were the colonies largely indebted for the scheme by which the post-office was established. This was in the year 1764. He obtained a patent for it, and afterwards sold his right to the Crown. An attempt was made soon after to carry the mails regularly, but speed was little regarded, for in 1704, "in the pleasant month of May," a New York paper says, "the last storm put our Pennsylvania post a week behind, and is not yet come in."

In 1717 "advices from Boston to Williamsburg, in Virginia, were completed in four weeks, from March to December, and in double that time in the other months of the year"; but it is probable that the mails south of Philadelphia were not carried regularly for some time thereafter.

About 1720 the post would set out from Philadelphia every Friday, leaving letters at Burlington and Perth Amboy; arriving in New York on Sunday night, and leaving there Monday morning on its peregrinations eastward.

In 1722 a Philadelphia paper states that the New York mail post was three days behind time, and not yet arrived.

BEN FRANKLIN'S WORK.

In 1729 the mail between the two cities was only once a week in the summer and once a fortnight in winter. This continued to be the case until 1754, when Dr. Franklin became superintendent of the department, and then the condition of the mails improved materially. In October of that year notice was given that until Christmas the post would leave the two cities three times a week at 8 o'clock A. M., arriving the next day at 5 o'clock P. M., making thirty-three hours. After Christmas, owing to frequent delays in crossing New York bay, the mails fell back to twice a week, and under deep snows the trip could hardly be made in one week. In 1764 further improvements were made, and "if weather permitted," it was announced that mails would leave every alternate day, going through in less than twenty-four hours, and such was the rate to the beginning of the Revolution, which put a stop to all regular transmission.

In 1791 there were only six offices in New Jersey, being Newark, Elizabethtown, Bridgetown (now Rahway), Brunswick, Princeton, and Trenton. The total receipts of these for the year ending October 5, 1791, was but $530, of which the postmasters received $108.20, leaving for the government $421.80.

What a change has come over the face of this large country since then, and how few mail facilities our forefathers enjoyed. We wonder how they managed to exist without their daily mail brought to their door.

THE "FLYING MACHINES."

But it is the vehicle itself that should be described, which, under the high, euphonious name of "flying machines," served to transport passengers "safely and speedily." These were nothing more than open "carryalls," without springs, having wooden seats, without backs, which makes us believe that passengers in those days were lined with zinc and copper fastened, for nothing short of such a human structure could possibly have stood the jolting and jarrings, the bouncing and bumpings, over the wild, stumpy roads of that day. It is said that the "chariot" in which General and Mrs. Washington went to Philadelphia upon his election to the presidency was an instrument of torture, under which the gentle Martha lost her temper and scolded terribly, but the General fell asleep under the "shaking up" and was heard to snore audibly! Even long journeys from Boston to the Southern States would be undertaken in these "chariots," which were an acknowledged mark of aristocracy, in which the occupants would endure the torture for a month or more.

Then came the high, lumbersome stage coach, swung upon huge thongs of leather, which were scarcely better, swinging and pitching their occupants one against another, until the bruised and battered passengers would frequently get out and tramp in the mud to gain some relief.

THE ACCOMPANYING RETINUE.

A private journey in those days formed a retinue somewhat in the following order: First, "Ole marster an' mistiss" in the big carriage, followed by "marster's boy" on horseback, with a led horse for "marster" to ride when he wanted to stretch his legs; then a wagon containing several hair trunks and "mistess'" maid. The rate of progress by this procession was about four miles per hour.

The custom of carrying servants, even on a neighborhood visit, originated in Virginia, and was kept up until the abolition of slavery. What was called "spending the day," was going to a neighbor's house early in the morning, and upon the visitors being begged to stay all night, they would extend the visit to several days, when there would be much feasting for visitors, servants, horses, and all. Chaises and gigs were very frequent. The former consisted of two seats back to back, swung on two wheels, so that in going up hill the occupants would be spilled out behind, and going down hill they were spilled in front.

The gigs were called "stick chairs," and often turned over. Both were imported from England at an early date. But the trials and perturbations of these rude vehicles, especially of the high, careering stage coach, were made endurable by lively conversation, often spiced with wit and humor from some passenger, who would thus enliven the tedious hours of a weary journey.

OLD-FASHIONED STAGE COACHES.

My earliest recollections are connected with the old-fashioned stage coach, when the driver would come around, thrusting a feeble light through the little windows, to collect fares. Then an old fat resident would make a good-natured growl at the imposition of demanding pay before the passenger had anything to show for his money; at which his companion would remark, "Well, they don't often get such a good crowd as this, and they don't want any of 'em to get away."

The driver now mounts his high perch, and with a "git up thar, boys," to the horses, the coach plunges into darkness, which is made more intense by two feeble side-lights. Silence reigns for awhile; then the fat resident remarks, "It's a pretty good ways up to Charlottesville, and all uphill; seems sometimes like 'twas all down hill." His companion replies, "We ain't going very fast, nurther. Why don't he git a move on them horses?"

Another passenger pipes up: "I s'pose this is the kind 'er stage in old Daniel Boone's day, whar used to run out West, an' the Indians would hold 'er up an' scalp all the passengers." A shiver would run through the crowd at this. Silence would again follow, and then the fat resident would peer out of the window just as the stage rumbled over a bridge, and remarked, "New bridge; the old one that usfter be here went down—went clear down—hind wheels of coach was on the bridge, too; tell you what, they had a narrer squeak that time; supervisors put this one up this summer; it's a good one, too." Some of the timid passengers give a sigh of relief as the stage gets off the bridge, while others laugh at the joke. Then one peeps out and says, "It must be getting 'bout day." The driver now enlivens the air with a blast from his bugle, and with a great flourish would drive up to the tavern door, beside the road. The passengers scramble out to a hot breakfast; more jokes are made; every one becomes acquainted; fresh horses are put in; the driver shouts "All aboard!" cracks his whip, and off they go for another ten miles of jolting. Oh! the good old stage days are gone forever!

Keswick, Va. E. C. M.

SAVED BY A PIGEON.

The Life of a Baby Who Was Very Ill.

An incident occurred recently in the family of G. F. March, a member of the Pacific Coast Pigeon Society, says the San Francisco Examiner, which proved to him in a most impressive manner the valuable services which may sometimes be rendered by the carrier-pigeon, and probably explains some of his enthusiasm in that direction. His little baby boy was taken slightly sick with most alarming symptoms of diphtheria. The mother, watching by the bedside of the little one, dispatched a message tied on a carrier-pigeon to her husband, at his store on Market street. In the message she wrote the nature of the child's alarming illness, and made an urgent appeal for medicine to save its life. The bird was started from the house of the family, near the Cliff House, five miles from Mr. Marsh's Market-street store.

The bird flew swiftly to the store, where Mr. Marsh received it. He read the message, called a doctor, explained the child's symptoms as his wife had detailed them in her message, and received the proper medicine. Then, tying the little vial containing the medicine to the tail of the pigeon, he let it go. The pigeon sped away through the air, straight for the cliff. It made the distance, five miles, in ten minutes, a distance which would have required the doctor three-quarters of an hour to cover. In twenty minutes from the time the mother's message was sent to her husband the baby was taking the medicine. Naturally enough, Mr. Marsh is partial to pigeons, for he considers that he owes his baby's life to one.

The Bible as an Elocutional Text Book.

(National Magazine for November.)

How few clergymen read the Bible as it ought to be read! Have we not, all of us, grown impatient ofttimes at the pulpit droning of that magnificent literature of the Old Testament—the lifeless, spiritless rendering of the splendid text? Those who heard Miss Ida Benfey at the Carnegie Lyceum in January, 1899, in her illuminating reading from the Book of Job, were made to feel the splendor of that sublime bit of Hebrew literature. "There is nothing equal to it in the Bible or out of it," was the judgment of Carlyle.

The adaptability of the Scriptures to elocutionary interpretation is almost infinite, though its demands upon the resources of the reader may well daunt even the most vaulting ambition. But professional elocutionists are coming to see the possibilities it offers. Miss Mary E. Blood, who with Miss Ida Morey Riley conducts the Columbia School of Oratory, at Chicago, gives Bible readings which are said to be examples of unique interpretations.

Sankey's Hymns in the Transvaal.

(National Magazine for November.)

But the most of the strategy of the war was originated on the Boer side by Oom Paul, and on the English side by General Roberts. It is said by those who should know that whenever the Boers followed the advice of Oom Paul they succeeded; whenever they followed any other advice they failed.

Nor are the Boers so bad as they are painted. I did not find the dirt and the hypocrisy I had expected. It seems to me that these velt folk are terribly in earnest in religion as in other things. As a clergyman, I could not have been treated better than I was by De Wet, Delarey, Botha, and the others. The psalm-singing, too, was wonderfully impressive. "Ik Heb een Vader in het Beloovde Landt"—"I Have a Father in the Promised Land" was a favorite. Moody and Sankey's hymns were in every house.

The Wife of the New Japanese Minister.

(Joe Mitchell Chapple in "The National Magazine" for November.)

Madame Takahira, the wife of the new Japanese Minister, is one of the most charming ladies of the diplomatic circle, and is deservedly popular in the society of the capital. Her style of beauty more nearly approaches the western ideal than that of any of her countrywomen who have delighted Washington society in the past, and in her adoption of American dress she displays exquisite taste. Her husband having been previously stationed at the gayest capitals of Europe, Madame Takahira has become a thorough cosmopolite, adding the charm of being a brilliant conversationalist.

Charged With Stealing a Watch.

Frank Ford, alias William Johnson, alias Bright Ford, a young white man, is under arrest at the Second Police Station, charged with the larceny of an open-face gold-filled watch, valued at $30, the property of Henry W. Fisher.

His Finger Badly Mashed.

Andrew Roy, employed at the Chesapeake and Ohio freight depot on Ninth street, had the index finger of his right hand badly mashed yesterday afternoon. Dr. Gills treated the injury.