# R&G CORSETS NEVER STRETCH

The moderately straight front R & G No. 397 was and is the corset of comfort with the essence of style. It is straight enough for the prevailing vogue and curved enough to conform to healthful anatomical lines. Every R & G Corset is sold with the understanding that it must give satisfaction to the wearer or the dealer will supply a new one free of cost. More than eleven thousand dealers now sell R & G Corsets, and every dealer will get them for you if you ask him. There are seventy styles and sizes—your style and size among them. In addition to the popular 397, 197 and Empire, we make real straight front corsets to retail at from $1.00 to $2.50.

R & G CORSET COMPANY,
363 BROADWAY, NEW YORK.

(fe 8-F 11 t)


### STOPPING A RUNAWAY ENGINE.

**The Difficult Task Done Easily on a Down Grade by a Gravel Train.**

(New York Sun.)

"In the spring of 1890 while I was running the gravel train on the Pecano mountain," said the fat engineer, "we were on the gravel pit switch one day when the telegraph operator brought me a despatch from the superintendent reading something like this:

"Conductor and Engineer Extra 44, Gravel Pit:

"'Engine 169 is running away down the mountain closely following No. 1, the fast Western express. Get in between them and stop the 169 some way.'

"No. 169 was a new compound locomotive. I knew it would be no easy thing to corral her. We could throw the gravel pit switch against her, but that wouldn't cause her to jump the track as the switch was connected with the main track by a split switch with the points facing west. The runaway engine coming down the mountain would dash through the points, break them and not leave the rails. 169 had much larger driving wheels than the class of engines then hauling passenger trains and if she left Pecano two miles behind No. 1 she'd probably make up a mile in the seven-mile run down to the gravel pit. From Pecano down it was a general down grade for about twenty-five miles and unless something got in between them No. 169 woud surely butt into No. 1 before they reached the bottom. I didn't see where I was going to have much of a show with the small drivers of 44, but it was worth a try at any rate.

"When No. 1 whizzed by the gravel pit switch we slipped out right behind her. In the excitement our conductor forgot to cut our engine off from the cars of sand and when I glanced back as we pulled out on the main line and saw that I had seven loaded gravel cars tagging on behind me, I used some pretty hot language. Here I was handicapped with these cars and going to try to catch a runaway. We could not hear the flying 169 rumbling through the cuts coming down the mountain after us.

"About four miles below the gravel pit switch the down grade eased off, and for a mile or so was a trifle against a train going west. If I could keep ahead of 169 till she struck this piece I thought it would slacken her speed sufficiently to allow me to let her come up against us and climp back over her running board and stop her, but those cars of sand were against this plan. However, I knew that if the big machine did ram us we fellows on the engine would have more chance to get out alive than if we only had a light engine and 169 ran into our tank.

"I jerked the throttle of my engine wide open after we were fairly on the main track, and the small drivers of 44 seemed to leap from the rails, but notwithstanding the fact that we soon attained a good speed the runaway engine was rapidly gaining on us. I had to watch the flying engine coming behind and No. 1 ahead, and I determined that if we got too uncomfortably near the passenger train I would stop my engine, jump off and let things take care of themselves.

"The last time I glanced back it seemed to me that 169 was almost onto us. Then we shot around a sharp curve, and she was lost to view. When we were nearly around the turn I heard some kind of crash, and I thought sure 169 had caught our rear end. I shut my eyes expecting that the whole combination would go down the bank the next instant. We kept on going, however, and when we struck straight track again I looked back over the train to see what had cracked. I discovered that soft sand was falling from our last car and piling up on the track behind us at a rapid rate. The dumping apparatus on the car had come down, not being able to withstand the terrific shaking caused by our speed, and we were strewing the sand along between the rails.

"When 169 struck these piles of dirt she slowed up perceptibly. This gave me an idea. I called to the fireman to take charge of the 44, and taking a monkey wrench I hustled out on those cars. One by one I loosened the dumps so that the sand fell.

"You see we were using old coal dumps to haul the sand and gravel in, thus doing away with a lot of shovelling. When we wanted to unload the cars, we'd just unfasten the dump so that the sand fell from them in piles. Not deep enought seriously to damage 169 when she struck them, but just so they would retard her progress. These piles of sand on the track acted wonderfully as a brake, and when I had emptied the last car the big compound was barely moving.

"Signalling my fireman to slow up our train, I dropped off and had no difficulty in getting on the tank of 169 when she passed me. I found her throttle partly epened, but it was enough to let her gain sufficient headway from the yards to carry her to the top of the down, where she ran under her own momentum.

"The men soon removed the piles of sand from the track, and we coupled 169 on to the gravel train. With myself in charge of the new compound and the fireman running 44 we made a triumphant trip back up the mountain to the Pecano roundhouse."

**Color in Dining-Rooms.**

(Harper's Bazar.)

Those ugly apartment-house dining-rooms, with their imitation oak woodwork, can, for all their hopelessness, still be transformed into delightful interiors. The wood-work can be painted white, and the walls repapered; the floors can be stained, and a rug put down. Suppose that the dining-room in this way be made blue and white, that the china be blue and white, and that the chairs are white. Immediately a new tone is given! The sideboard, table, and chairs, on the other hand, may be of mahogany. Canton china can be used in decoration; blue denim turned wrong side out for the sake of its color can, if preferred, be used instead of paper on the walls, or again as a tablecloth, and for curtains.

When the yellow woodwork must remain as it is, a greater difficulty is encountered; red-covered walls will never tone with it. Certain shades of green are possible, and certain shades of blue used with tact. The yellow tones, however, are preferable, the natural burlaps, or the burlaps fixed and brushed with gold. Then there are papers rich and warm in reds, browns, and yellows, which would be very beautiful as far as color is concerned, but which might prove to be too rich for simple surroundings. In the finer, larger apartments these colorings would be most appropriate, the decorations and appointments of sumptuous houses being proper to such places. Such a dining-room might have its woodwork of black oak, its walls covered with tapestry, in which green predominates; the black oak chairs would be also covered with tapestry, and the curtains would be made of the same material.


# French Lingerie==

Hand-Made, Hand-Embroidered.

Smart Effects in Imported Underwear,

Just here—fresh, dainty, unmistakably Frenchy—a rare lot, a gem collection, with all the delightful foreign features, exactness of detail, perfection of execution, charming productions in hand-embroidery on finest, soft-finished Nainsook—made after the most recent patterns and correct in every detail. You probably have never seen their equal in Richmond. A short look will heighten your appreciation for really fine work.

**$2.50 Per Garment to $8.**
**Matched Sets, each, to $25.**

Fourqurean, Temple & Co.


## SUBSIDY BILL AGAIN.

**M'LAURIN, OF SOUTH CAROLINA, FOR AND MORGAN AGAINST IT.**

## BILLION-DOLLAR SESSION NOW.

**Billion-Dollar Congresses Gone Out of Fashion—Post-Office Bill Passes House—Fast Mail Provision Retained.**

WASHINGTON, February 7.—The Senate had both day and night sessions to-day. The pension appropriation bill, carrying $144,000,000, was passed, after a few minutes' consideration. The ship-subsidy bill was then taken up, and Mr. McLaurin (Democrat) announced his intention of supporting the bill, and Mr. Morgan (Democrat) opposed it in vigorous language.

Mr. McLaurin, of South Carolina, presented the certificate of re-election of Hon. B. R. Tillman as a United States senator.

The bill to pay travel allowances on discharge from the volunteer army to officers and enlisted men of the Eleventh Cavalry and Thirty-sixth and Thirty-seventh regiments of infantry, who entered the military service of the United States in the Philippines, was passed. The House has also passed the bill.

The Senate also passed the following bills: Establishing a first-order light near Hillsboro', Fla.; providing for the erection of a public building at Charlottesville, Va. and making an appropriation of $100,000 therefor.

The pension appropriation bill was then taken up and passed. The ship-subsidy bill was then taken up.

M'LAUREN ON SOUTHERN NEEDS.

Mr. McLaurin, of South Carolina, spoke in support of the bill, basing his advocacy of the measure upon the theory that its passage would benefit the cotton-growing interest of the Southern States. He cited the action of the Southern Cotton-Spinners' Association at Charlotte, N. C., in urging legislation of the character proposed in the pending bill. He contended also that anything that would stimulate American shipping would benefit not only the cotton-growing interest, but all other agricultural interests.

The resolutions adopted at Charlotte, he said, typify the sentiment of the entire South, and presaged a return of the old prestige and prosperity of that section.

Mr. McLaurin referred to the effect of the civil war upon the South, and said that the time had come to put aside the animosities aroused by that struggle, and to take up the interests that were characteristic of the old South.

WILL NOT AID SHIPPING.

Mr. Mallory said in reply to Mr. McLaurin that his opposition to the bill was based upon the opinion that it would not do what it professed to do in aiding American shipping.

Mr. McLaurin said he himself felt that the bill gives too much to high-speed vessels, and he hoped it would be amended.

Mr. Morgan, of Alabama, asked Mr. Allison for an estimate of the total appropriations for the next fiscal year.

Mr. Allison said he thought a fair estimate would be $760,000,000.

BILLION-DOLLAR SESSIONS NOW.

Mr. Cockrell, of Missouri, thought the tide was rising rapidly. "We are getting into a very rapid current of expenditures," said he.

"Yes," said Mr. Hale, "the tide is gaining rapidly, but before we know it we will have a billion-dollar session, instead of billion-dollar Congresses, concerning which we heard so much talk, a few years ago."

Mr. Hale went on to say that the military budget of the United States, including the expenses of the army and the navy, and the payment on account of pensions, would amount to $400,000,000. "Nearly twice as much," he said, "as is paid by any European country."

MORGAN ON SHIPPING BILL.

Mr. Morgan then spoke for five hours.

Mr. Morgan urged that the shipping bill be committed to the committee, to be recast, in order that constitutional and other imperfections might be corrected. It was not advocated on its merits, but as a party measure, he said.

"A measure cannot become a party measure," suggested Mr. Allison, of Iowa, "until we know what it is. As it stands before us now, it is merely the measure of a committee, and is subject to such amendment and changes as the Senate may determine."

OUR SHIP-YARDS BEST ALREADY.

Mr. Morgan expressed the opinion that the American ship-yards now, without any assistance, were the best in the world.

"Do you not think," asked Mr. Hale, that if the naval ships built in our yards were put to the test of actual conflict, they would prove themselves to be the best ever constructed?"

"They have proved that," replied Mr. Morgan.

TRADE CONFLICT WITH BRITAIN.

Referring to the competition likely to arise between the United States and foreign nations, when this government should vote a subsidy to American ships, Mr. Morgan declared it would result in a commercial conflict between the United States and Great Britain, in which the field batteries of the two countries would be arrayed against each other. He was inclined to think the United States might be worsted in such a conflict, because of the immensely superior sea-power of Great Britain.

Mr. Morgan pleaded for the adoption of the Clay amendment to the subsidy bill, authorizing negotiations for a right of way for the Nicaragua canal. Much as he opposed the shipping bill he indicated a purpose not to oppose it if the Nicaragua amendment were added, and provision made that Congress should have power to repeal the shipping act at any time.

At 5:30 a recess was taken till 8 P. M.

NO QUORUM AT NIGHT.

When the Senate reconvened, at 8 o'clock, the galleries were crowded.

Mr. Jones, of Arkansas, immediately sugested the absence of a quorum. Thirty-six senators responded to their names—not a quorum.

Mr. Jones instantly moved that the Senate adjourn, but withdrew the motion when Mr. Sewall, of New Jersey, demanded that the absentees be called.

The presence of only forty-one senators—four less than a quorum—was developed by the call.

PROTEST AGAINST NIGHT SESSIONS.

The attendance of forty-six senators was secured at 8:15, and Mr. Teller, of Colorado, entered an earnest and emphatic protest against the holding of night sessions with a view to advancing the shipping bill.

Mr. Jones, of Arkansas, declared that night sessions were not in the interest of public service.

Mr. Chandler said that during Mr. McLaurin's speech to-day there were only five Democratic senators in the chamber.

"There are only five Democratic senators present now," suggested Mr. Aldrich.

Mr. Tillman, of South Carolina: We have got enough to attend to you. (Laughter).

OF NO BENEFIT TO AGRICULTURE.

Mr. Allen argued that the agricultural interests would derive no benefit from the enactment of the bill.

Mr. Butler contended that the bill would increase ocean freight. He said if the bill would do what was claimed for it (which he did not believe), he would vote for it. The interests behind the bill would not permit it to be made in the interest of the public at large.

Mr. Jones suggested no quorum, but fifty-five senators responded to the roll-call.

Mr. Turley, of Tennessee, asserted that the men who were to derive benefits from the measure had been well fixed.

THE TILLMAN PITCHFORK.

Mr. Tillman said that owing to committee work he did not know much about the measure, but "it seems that the further we go the louder it stinks." He said the International Navigation Company had received from the government $2,700,000 for the use of four of its ships as auxiliary cruisers from April to August during the Spanish-American war.

Again, when Mr. Tillman broke into Mr. Turley's speech, the Chair demanded that he observe the rules of the Senate.

"I beg the Chair's pardon," said the South Carolina Senator. "I'm simply worked to death, getting up at 7 o'clock in the morning, and seeing that such steals as this do not go through. I'm a little off to-night, but I'm near enough on the handle to fight this measure another month."

An element of comedy was interjected into the proceedings at this point, the participants in the bright colloquies and flashing repartee being Senators Turley, Tillman, Spooner, Chandler, and Pettigrew. The scene developed from the vain efforts of the Chair (Mr. Beveridge) to induce senators to gain his recognition before addressing the Senate.

TELLER-FRYE SPAT.

Mr. Teller made the concluding speech. He criticised Mr. Frye for not answering, as he had promised, the speech of Mr. Turner.

"The Senator from Maine," retorted Mr. Frye, hotly, "will interpret his own duty, without any assistance from the Senator from Colorado."

ALDRICH AMENDMENT ADOPTED.

The pending Aldrich amendment, providing that vessels of eighteen knots and over shall receive a subsidy of 1 6-10 cents per gross ton, was adopted.

Mr. Jones moved to adjourn. On call of the yeas and nays, the motion was defeated—20 to 22.

Mr. Jones immediately made the point of no quorum, and a roll-call followed, showing only thirty-nine senators present.

Mr. Frye then moved an adjournment, and at 11:10 o'clock the Senate adjourned.

**House of Representatives.**

The post-office appropriation bill, debate on which has consumed almost an entire week in the House, was finally passed to-day. The debate hovered about three topics—railway-mail pay, pneumatic-tube service, and special fast-mail facilities—but it bore no fruit.

The amendment to reduce the amount of railway-mail pay was ruled out on a point of order; the amendment to continue the pneumatic-tube service in New York, Boston, and Philadelphia was abandoned, with the purpose of making the fight in the Senate, and the motion to strike out the appropriations for special mail facilities was defeated.

Mr. Moon, of Tennessee spoke against the special-facilities proposition. He said if the people of his district should deliberately and knowingly instruct him to vote for this subsidy, he would throw down his commission and walk out of the House. (Applause.)

Mr. Fleming, of Georgia, a member of the Joint Postal Committee, closed general debate with an argument along the lines of the minority report submitted by him, in favor of certain modifications and reductions in the rates of railway-mail pay.

VOTE ON AMENDMENTS.

The first vote was taken upon the amendment of Mr. Burke, of Texas, to strike out the appropriation of $193,000 for special mail facilities between New York and New Orleans. The amendment was defeated—73 to 123.

The vote on the amendment to strike out the appropriation of $25,000 for special facilities between Kansas City and Newton, Kan., was beaten without division.

The committee then rose.

The opponents of the appropriations for special facilities carried the fight into the House, where there could be a recorded vote. Mr. Swanson moved to recommit the bill, and upon that motion he demanded the previous question. As only one motion to recommit is in order, this cut off Mr. Burke, who desired to move to recommit, with instructions to strike out the appropriation for special facilities. The ayes and noes were demanded and ordered upon the demand for the previous question. The previous question was ordered—160 to 82.

MOTION TO RECOMMIT LOST.

The motion to recommit was then defeated—33 to 79—and the bill was passed.

The Speaker laid before the House certified copies of the electoral vote in the several States, excepting those of Colorado and Tennessee. The vote will be counted at a joint session of the House and Senate February 13th. The Speaker appointed Mr. Grosvenor, of Ohio, and Mr. Richardson, of Tennessee, to act as tellers on behalf of the House upon that occasion.

The Senate amendments to the Military Academy bill were disagreed to, and the bill was sent to conference.

The bill for the adjudication of the Spanish war claims was sent to conference.

DIPLOMATIC BILL.

The diplomatic and consular appropriation bill was then taken up in Committee of the Whole. It carries $1,808,808.

Mr. Adams, of Pennsylvania, took advantage of the latitude allowed in general debate to discuss generally the broader scope of American diplomacy. The committee rose without action.

At 5:25 P. M. the House adjourned.

**Dr. Thomson at Union Station.**

Dr. Edward Thompson spoke to a large audience last night at Union-Station Methodist Episcopal church. He took the position that the United States of to-day should eliminate a very large proportion of its Sunday labor, and could do it without commercial loss, and would do it with great gain to humanity.

To-night he speaks in the Third Presbyterian church, corner of Twenty-sixth and east Broad streets.


**STRANGER THAN FICTION.**

**A Remedy Which Has Revolutionized the Treatment of Stomach Troubles.**

The remedy is not heralded as a wonderful discovery nor yet a secret patent medicine, neither is it claimed to cure anything but dyspepsia, indigestion, and stomach troubles, with which nine out of ten suffer.

The remedy is in the form of pleasant tasting tablets or lozenges, containing vegetable and fruit essences, pure aseptic pepsin (government test), golden seal, and diastase. The tablets are sold by druggists under the name of Stuart's Dyspepsia Tablets. Many interesting experiments to test the digestive power of Stuart's Tablets show that one grain of the active principle contained in them is sufficient to thoroughly digest 3,000 grains of raw meat, eggs, and other wholesome food.

Stuart's Tablets do not act upon the bowels like after-dinner pills and cheap cathartics, which simply irritate and inflame the intestines without having any effect whatever in digesting food or curing indigestion.

If the stomach can be rested and assisted in the work of digestion it will very soon recover its normal vigor, as no organ is so much abused and overworked as the stomach.

This is the secret, if there is any secret of the remarkable success of Stuart's Dyspepsia Tablets, a remedy practically unknown a few years ago, and now the most widely known of any treatment for stomach weakness.

This success has been secured entirely upon its merits as a digestive pure and simple, because there can be no stomach trouble if the food is properly digested.

Stuart's Dyspepsia Tablets act entirely on the food eaten, digesting it completely, so that it can be assimilated into blood, nerve and tissue. They cure dyspepsia, water brash, sour stomach, gas and bloating after meals, because they furnish the digestive power which weak stomachs lack, and unless that lack is supplied it is useless to attempt to cure by the use of "tonics," "pills," and cathartics, which have absolutely no digestive power.

Stuart's Dyspepsia Tablets can be found at all drugstores, and the regular use of one or two of them after meals will demonstrate their merit better than any other argument.


## ACROSS JAMES RIVER

**THOSE INTERESTED IN NEW ELECTRIC ROAD TO MEET.**

## HAVE NEW FURNITURE FACTORY.

**The Old Cedar-Works Building is Being Filled Up—Juvenile Horse-Thieves Flogged in Court—Other Items—Personals and Briefs.**

The committee from the Board of Supervisors of Chesterfield county, appointed to confer with the Commonwealth's Attorney of the county, Mr. E. H. Wells, and any others interested, will hold a meeting at the law office of Mr. Wells on next Tuesday morning at 10 o'clock. Every one who is affected by the franchise who has any grievance to make is requested to attend the meeting at that time. The Board of Supervisors held a meeting on Wednesday and discussed the franchise at some length.

NEW FURNITURE FACTORY.

Report has it that Manchester is to have a new furniture factory. The building formerly occupied by the Richmond Cedar-Works, at Twentieth and Bainbridge streets, has been leased. It is now being fitted up for the purposes of a furniture manufacturing concern. The name of the new concern will be the Manchester Furniture Company, with Mr. C. C. Chapman as superintendent and general manager.

INTERESTING TO NEGRO BOYS.

The proceedings in the Police Court yesterday were interesting, though not amusing, to two negro boys. John Smith and Joe Rock are the youngsters given a flogging by order of the Mayor yesterday morning. The evidence was that these boys entered the shed at the rear of Mr. R. A. Bowen's store and selected from the number of horses there a couple to suit their fancy, soon mounted, and were away. Mr. Eddie Bowen followed on to the heels of the young thieves and overtook them on the River road, a few miles above town. Seeing that they would be caught, Smith, the larger of the two, left his horse and took to the woods, but was caught and escorted back to town and turned over to the police. One of the horses taken belonged to Mr. George Cole, of Swansboro', and the other to a gentleman living in Chesterfield.

PERSONALS AND BRIEFS.

J. S. Stanley, of Cincinnati, was in the city yesterday, calling on his friend, Mr. W. J. Morrisett.

Mrs. D. E. Lipscomb, who for a number of years conducted a large dry-goods store in this city, has moved back to this city, and is living at the corner of Twelfth and Porter streets.

A detective from the National Detective Agency has been in Manchester for the last two or three days looking for a colored man named John Taylor, who is charged with murdering another colored man named William Bell Saunders.

Mrs. William Cox returned Wednesday night from Summersville, Ga., where she has spent the last few weeks with her nephew, Dr. J. S. Bransford, who has been quite ill. President McKinley signed a bill only a few days ago retiring Dr. Bransford as surgeon, in recognition of his distinguished services in the Spanish war.

### WANTS THE CONVENTION.

**Wytheville Urges That It Be Held There.**

WYTHEVILLE, VA., February 7.—(Special.)—In answer to a call the citizens and Town Council of Wytheville convened in public meeting in the court-house this afternoon at 3 o'clock for the purpose of inviting the constitutional convention to meet in Wytheville.

Mr. Samuel Sayres presided. A resolution inviting the convention was passed, and State-Senator Thomas L. Tate, Hon. George A. Lambert, member of the House of Delegates from this county, and Mr. A. A. Campbell, of Wytheville, were appointed a committee to present the invitation to the Legislature.

Our people present the following as some of the reasons why the convention should be held in Wytheville: "The town's splendid summer climate, so suitable for summer work, the town being some 2,300 feet above the sea. Its hotel and boarding-house facilities are ample. The Supreme Court of Appeals will be in session here at that time, and the convention would have access to its splendid library. The new opera-house here, with a seating capacity of 700, would be a most appropriate and suitable place for the convention, and in the opera-house are splendid offices where committee meetings could be held.

### FEARED THEY WILL NOT GO.

**Blues' Waiting in Uniforms Before Deciding as to Washington Trip.**

There was a largely attended drill of Company A last evening under command of Captain L. L. Cheatwood. Sergeant Cousins was in charge of the squad drilling. Much enthusiasm was shown and great interest displayed in the trip to Washington, although it is feared that the battalion will be unable to attend on account of inability to secure fatigue uniforms in time. If this is possible, the battalion will go to Washington, as the greater majority of the men are anxious to attend. The hearty reception of the Seventieth Regiment on the occasion of the centennial celebration insures to this command a good time, should it be possible for it to attend on the 4th of March.

There will be a battalion drill next Thursday night. This will be the first drill under Major Daughtrey. At that time it will probably be definitely settled whether the battalion will go to Washington. A large attendance of the men is therefore requested.

**The Church Hill Home.**

The Church-Hill Branch of the Woman's Christian Association held a regular meeting at the home, 2803 east Franklin street, Thursday afternoon at 4 o'clock. The meeting was well attended, and several matters of importance were disposed of. In the absence of the president, Mrs. Snelling, who was detained by sickness, Mrs. Klyne, the vice-president, presided. Reports from the chairmen of various committees were presented. These showed a steady increase of interest in the work, which, while yet in its infancy, bids fair to be a most useful, as well as helpful, branch of Christian labor.

The Board of Managers are most gratefully appreciative of the kindness of those who remembered the home donation day, February 1st. Those who did not contribute on that day are reminded that an opportunity is presented them to donate any articles of housefurnishings, provisions, etc., which will be gladly received at the home at any time. The home is sadly in need of a sideboard, and it is hoped that some one will generously donate one to the cause. It is a need felt ever since the opening of the home, and the ladies feel that this want, known to a generous public, will soon be relieved.

**Mr. W. Clifton Hughes Dead.**

Mr. W. Clifton Hughes died at 2:30 o'clock Wednesday morning at his home, at Twenty-eighth and M streets, after an illness of several months. Mr. Hughes was unconscious for forty-two days before his death.

His death was due to a complication of diseases. Deceased was 38 years of age, and had been engaged in the business of paper-hanging since his 16th year. Mr. Hughes is survived by his parents, his brother, John T. Hughes, and his widow. The funeral took place from the house at 3 o'clock yesterday afternoon.

Old papers for sale at the Dispatch Office at 15c. per hundred.


# Surprise Special Sale No. 226.

MEN'S OXFORD FREIZE AND BLACK MELTON

# ULSTERS

Extra heavy weight, proper lengths and with large storm collars. On sale beginning to-morrow and ending Monday night—

**$5**

**Young Men's, 16—19, $4.50**

MEN'S HEAVY WINTER SUITS AND OVERCOATS, $7.50, $10, $12, $15.
YOUNG MEN'S SUITS at $2.50, $3.50, $4.50, and up to $12. Every one of reliable quality and correct styles. For ages 16 to 19.
BOYS' KNEE-PANT SUITS are on sale at $1.48, $1.98, $2.48, and up to $3.

| | | |
|---|---|---|
| Boys' Seamless Stockings.....10c | Men's Plaid Mufflers—silk.....39c | Men's Heavy Winter Caps.....25c |
| Men's Alpine Hats.....69c | Men's Warm Wool Gloves.....25c | Boys' and Men's Unlaundered Shirts..35c |
| All Shapes Linen Collars.....8c | Men's Work Shirts....25c | Hats of very excellent grades.....98c |
| Heavy Ribbed and Fleeced-Lined Underwear.....48c | Men's Shop Caps.....5c | Boys' Kid Mitts.....39c |
| New Novelty Hemstitched Handk'ch's 5c | Boys' Corduroy Pants..35c | New Styles Fancy Shirts.....98c |

THE DOUBLE GUARANTEE—MONEY BACK IF ANY PURCHASE FAILS TO PLEASE, and ALL CLOTHING REPAIRED FOR ONE YEAR FREE.

**FLYER--To-Morrow Only--Saturday:**

**New Style Silk Shield Bows, to be worn with the High Turn-Down Collars, - - 10c**

# THE GLOBE

....BROAD AND SEVENTH STS.


### ANTS OF WICKED WAYS.

**Some Too Lazy to Move Themselves. Many Slaveholders.**

(New York Sun.)

Science is after all your real iconoclast. Not content with toppling the busy little bee off her pinnacle of virtues, it goes on to attack the ant, for so long held a pattern and moral of thrift.

Ants, say the wise men, have about every bad trait of humanity—they are lazy, greedy, tyrannous, given to conquests, and coveting the territory of their neighbors. Along with the territory they oftener than not take the neighbors themselves, holding them ever after in slavery.

Just how this comes to pass is something of a puzzle. There are 700-odd species of ants duly classified. Several of these species, say observers, must possess hypnotic power, since they attack, subjugate, and reduce to slavery other species which are much bigger, stronger, and more populous in the nests.

After they have got their slaves many other queer things happen. The slaves in some nests are classified, so many told off as soldiers to defend the gates, so many for domestic duties, foraging, the care of eggs, and so on. The soldier ants are further subdivided. The larger number by constant exercise develop fierce nipping jaws and poison stings. The others in some curious fashion increase the size of their heads, especially if they happen to be considerably bigger than their masters. The big heads enable them to block a passageway against an invading foe.

Exceptionally elastic slaves are transformed into living honey bottles. They are found with abdomens enormously distended, and full of the honey dew the working slaves bring in. Honey dew, be it said, is a secretion of the aphides, or plant lice, which the ant swarms keep in herds within the nest.

Ants are passionately fond of honey—indeed, of all sweet juices. They are, further, fond of mushroom, and grow them within their nests. They also cultivate certain species of orchids, and bring about distinct modifications of the plant form, stinging the young tender stems so fiercely that they will become almost globular and distill a thin semi-saccharine juice, which the ants no doubt regard as rare wine. One particular species of orchid, indeed, is so infested with a virulent stinging ant that the collection of it is very dangerous. The minute the plant is touched all the ants swarming over it rush to the point of attack. That is, however, less curious than the fact that the orchid will not flourish without the ants, but withers away after a feeble straggling year's growth.

Some few among slave-holding ants remain capable. The most part become utterly demoralized. They cannot build nests, care for their young, or even feed ohemselves. Not a few when the slaves have chosen and built a new nest ride to it upon a slave's back. One species is noteworthy for having only slaves for workers, yet never containing within the nest any slave eggs or young.

As with bees, the queen ant is the mother of the swarm. Unlike bees, however, there are often several queens in the same swarm. The workers are rudimentary females. In slave-making the victors kill all the perfect ants and take home the others.

Perfect males and females have wings, which they drop as soon as the marriage flight is over. Worker ants have no wings. Worker ants, or rather slaves, and the aphiscows, by no means exhaust the list of ant dependents. They keep various smaller insects as men keep domestic animals. Just why is not yet clear. The fact remains, though, that in the crannies of some nests herds of a thousand almost invisible small creatures have been found.

A year is the average span of ant life, but some species live five years, and exceptional individuals as much as seven. All species show the liveliest concern for their eggs, ugging them up into sunshine upon fair days, and scuttling them back with them the minute the sky is overcast. Upon a fickle April day the eggs may be moved a half a dozen times. They are nearly as regardful of the aphis eggs. Indeed, throughout, they protect their milch kine, shelter them well, and take pains in rearing their young.

Hospitality is not unknown among ants. A stranger guest receives distinguished consideration. But woe to the stranger ant who comes uninvited. He is rustled and pummelled, and finally hurt mortally, unless he saves himself by showing superior fighting power or possessing a clean pair of heeels. After he is down, a mere squirming trunk, bereft of legs, unable to bite, the slaves lay hold on him and drag him outside the nest to die. Possibly it is an ant superstition that bad luck follows a stranger's death in the house.

Formic acid, the distinctive ant-product, is one of the greatest vegetable stimulants known. The earth of a nest becomes so saturated with it that some people explain the famous Hindoo mango trick by supposing that the mango seed which comes to flower and fruit before your eyes, is planted in a pot of ant-heap earth.

However that may be, it is established beyond cavil that ants of some species cultivate, and presumably fertilize their favorite foodstuffs. Cases in point are the trimmer ants and the harvesting ants, both of which abound in the State of Texas. The trimmers prune a sort of weed which is to their taste, so that it shall grow strong and sturdy. The harvesting ants go even beyond that. They clear disks several yards across round about their nests of all manner of vegetation, then plant the disks with ant rice, which they watch and tend until it ripens, letting no vagrant or alien twig show its head.

Ants are entitled to regard themselves as early discoverers of the X-ray and its mysterious powers. Sir John Lubbock experimented exhaustively as to the effect of colored light upon ants in captivity. He laid strips of colored glass over the nests, first putting the ant eggs all under one special color. In the end he determined that the ants did not much mind red light; that green light was also, in a measure, innocuous, but that invariably the eggs were hustled from underneath the violet rays. In no case was more than a single egg left there at the end of two hours, and oftener than not the removal was accomplished within less than an hour.


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