



EVENING BULLETIN.



"HEW TO THE LINE, LET THE CHIPS FALL WHERE THEY MAY."

VOLUME 1.

MAYSVILLE, FRIDAY EVENING, MAY 5, 1882.

NUMBER 141.

KEY WINDING WATCHES

CHANGED TO

STEM WINDERS.

J. BALLENGER at Albert's China Store adjoining Pearce, Wallingford & Co.'s Bank. ap146md

J. C. PECOR & CO.,

—AGENTS FOR—

BUIST'S Garden Seed

A fresh supply just received.

NO OLD SEED,

All this year's purchase. Call and get a catalogue.

WALL PAPER

—AND—

WINDOW SHADES

Every style and pattern, as cheap as the cheapest. Give us a call and examine our stock. ap211y J. C. PECOR & CO.

THIS SPACE IS RESERVED FOR

JOHN WHEELER'S

DAILY MARKET.

F. H. TRAXEL,

Baker and Confectioner

The only manufacturer of PURE STICK CANDY in the city. Orders for weddings and parties promptly attended to. my5dly

THE

DAILY BULLETIN.

Published every afternoon and delivered in this city, the suburbs and Aberdeen by our carriers, at **6 CENTS** a week.

It is welcomed in the households of men of both political parties, for the reason that it is more of a newspaper than a political journal.

Its wide circulation therefore makes it a valuable vehicle for business announcements, which we respectfully invite to our columns.

Advertising Rates Low.

Liberal discount where advertisers use both the daily and weekly. For rates apply to

ROSSER & McCARTHY,

Publishers.

JOB WORK

Of all kinds neatly, promptly and cheaply done at the office of the **DAILY BULLETIN**,

NEW DRESS GOODS

in Plaids, Checks and Surahs,

NEW PARASOLS, NEW FANS,

job lot DRESS GOODS, reduced from 25 to 15c ap141yd H. G. SMOOT,

LANGDON'S

—CITY BUTTER—

CRACKERS.

For sale by all grocers. ap213md

I AM DAILY RECEIVING

NEW DESIGNS IN

China and Glassware,

which I will sell very low. Clocks repaired. my5dly G. A. McCARTHEY.

BLUEGRASS ROUTE.

Kentucky Central R. R.

THE MOST DESIRABLE ROUTE TO

CINCINNATI.

ONLY LINE RUNNING

FREE PARLOR CARS

BETWEEN

LEXINGTON AND CINCINNATI.

Time table in effect March 31, 1881.

Leave Lexington.....	7:30 a. m.	2:15 p. m.
Leave Maysville.....	5:45 a. m.	12:30 p. m.
Leave Paris.....	8:20 a. m.	3:05 p. m.
Leave Cynthia.....	8:55 a. m.	3:40 p. m.
Leave Falmouth.....	10:00 a. m.	4:46 p. m.
Arr. Cincinnati.....	11:45 a. m.	6:30 p. m.
Leave Lexington.....	4:35 p. m.	
Arrive Maysville.....	8:15 p. m.	
Free Parlor Car leave Lexington at.....	2:15 p. m.	
Free Parlor Car leave Cincinnati at.....	2:00 p. m.	

Close connection made in Cincinnati for all points North, East and West. Special rates to emigrants. Ask the agent at the above named places for a time folder of "Blue Grass Route." Round trip tickets from Maysville and Lexington to Cincinnati sold at reduced rates.

For rates on household goods and Western tickets address
W. C. SADDLER,
Agt., Maysville, Ky.
C. L. BROWN,
Gen'l Pass. and Freight Agt.

TIME-TABLE

Covington, Flemingsburg and Pound Gap RAILROAD.

Connecting with Trains on K. C. R. R.

Leave FLEMINGSBURG for Johnson Station:	
5:45 a. m. Cincinnati Express.	
9:15 a. m. Maysville Accommodation.	
3:25 p. m. Lexington.	
7:02 p. m. Maysville Express.	

Leave JOHNSON STATION for Flemingsburg on the arrival of Trains on the K. C. R. R.:	
6:23 a. m. 4:00 p. m.	
9:48 a. m. 7:37 p. m.	

For Ripley, Dover, Higginsport, Augusta, Chillicothe, Foster, Moscow, New Richmond and Cincinnati.

MORNING MAIL..... E. S. MORGAN, Master
F. A. BRYSON and ROBY McCALL, Clerks.

Leaving Maysville at 11:30 a. m. Arriving at Cincinnati at 5 p. m.

Vanceburg, Rome, Concord, Manchester and Maysville Daily Packet.

HANDY..... BRUCE REDDEN, Capt.
R. L. BRUCE, Clerk.

Leaves Vanceburg daily at 5 o'clock a. m. for Maysville. Leaves Maysville at 1:30 p. m. Goes to Ripley Mondays, Wednesdays and Friday. Connects at Manchester with stage for West Union. For freight or passage apply on board.

UPPER OHIO.

Cincinnati, Wheeling and Pittsburg. DAILY 5 P. M. PACKET LINE.

J. N. WILLIAMSON, Sup't, Office 4 Pub. Lan'g. Monday..... SCOTIA—F. Maratta. Tuesday..... ST. LA WRENCE—Wm. List. Wed'y..... KATHIE STOCKDALE—Calhoon. Thursday..... HUDSON—Sanford. Friday..... ANDES—C. Muhleman. Sat'y..... EMMA GRAHAM—H. Knowles. Freight received on McCoy's wharftboat, foot Main st., at all hours. J. Shearers & Co., Roase & Mosset, Agents.

ATLANTIS.

A Ship-Captain's Strange Discovery in the Atlantic.

NEW ORLEANS, La., April 24.—The British steamship Jesmond has arrived at this port from Messina with a cargo of fruit. Captain Robson reports a remarkable discovery. He says that about two hundred miles to the westward of Madeira his attention was called to the singular appearance of the sea. The water had a dark, muddy look, and was covered with dead fish as far as the eye could reach. They were of several species, among them being noticed mullet, cod and bass. Soon after entering this field of dead fish he observed a faint smoke on the horizon nearly ahead on the course of the vessel.

Early next morning the captain was awakened by the second officer, and informed that land had been sighted in the course of the steamer. He was greatly surprised at this information, knowing that there was no land in this part of the Atlantic. Upon going on deck, however, he found that the report was correct. The dim outlines of an island, broken by mountain peaks, were visible even without the use of a glass. Above it hung a cloud of smoke. The water was more turbid than on the previous day, and the shoal of dead fish thicker.

Captain Robson deemed it advisable to take soundings, not expecting, however, to get bottom, as the charts show a depth of from two thousand to three thousand fathoms in that portion of the Atlantic. For some time the sounding was without result, suddenly the line brought bottom at fifty fathoms. When about four leagues distant from the island the Jesmond came to anchor in seven fathoms of water. The island was located 25 degrees 40 minutes west, 25 degrees north. Captain Robson determined to make an exploration of the strange land. The yawl was lowered and the captain and one of his officers were rowed to the island. A landing was effected on the low coast of the western border, where a convenient harbor was found for the yawl. The captain and several of the crew with some difficulty ascended the declivity. The promontory seemed several miles in length, and joined an extensive plateau, which sloped gently back to a chain of mountains at a great distance off, from which rose light columns of smoke. The surface of the ground was covered with pumice stone, and volcanic debris, and entirely destitute of vegetation. It was a desolate scene, where not a single living thing was perceived.

The captain and his company started on a tour inland, but soon found their progress impeded by yawning chasms. It was, therefore, determined to return to the beach and inspect the island from that side. While examining the base of the cliff where the rock was fractured and twisted as if by some tremendous convulsion, and disclosed a bed of breccia, a surprising discovery was made by one of the sailors. On thrusting the prong of a boathook into the loosened mass of gravel, he dislodged a stone arrowhead. Excited by this incident, the search was continued, and other articles of stone were discovered. A large excavation was made, and it was ascertained that the opening led between the crumbling remains of what must have been massive walls.

A number of articles were exhumed, such as bronze swords, rings, hammers, carvings of heads and figures of birds and animals, and two vases or jars with fragments of bones, and one cranium almost entire.

The most singular thing brought to view was what appeared to be a mummy, contained in a stone case. It was so incrustated with volcanic deposits as to be scarcely distinguished from the rock itself. Much difficulty was experienced in dislodging the sarcophagus, which was finally taken out whole, and, with the fossils, transported to the steamer.

Captain Robson would have continued this investigation, but as the aspect of the

weather became less favorable, and he could not afford to spend more time at the island, he sailed for this port. He considers that the new island was raised from the sea by volcanic action, and that the fish were killed by the poisonous gases from the volcano. The captain thinks that the new land is a section of the immense ridge known to exist in the Atlantic, and of which the Azores and Canaries are a part. He took pleasure in exhibiting the fossils and curious articles of which he was the fortunate finder. The carved heads are in the Egyptian style of sculpturing, being distinguished by the veil or hood which characterizes Egyptian figures. The urns and vases are spherical, with large mouths, and upon them may be discerned inscriptions in hieroglyphics. The edges of the axes and arrow or spearheads are blunted and jagged. The sword is a straight weapon of bronze, with a cross-hilt. Captain Robson proposes to send the relics to the British Museum at London upon his return to Liverpool.

Dowry of a Hindoo Bride.

One of the daughters of Meer Goolam Baba, Nawab, of Surat, is about to be married at Surat. The procession which carried the bride's dowry to the bridegroom's house was worthy of special mention. A number of elephants, horses, carriages and palkees led the procession. After them came a number of female servants, all in snow-white clothes, each bearing in her hands a covered tray. About fifty youths followed with rose-water decanters of silver on silver salvers. Then came five hundred colliers, some with magnificent bedsteads, with curtains, pillows, &c.; others with swings, benches, boxes, cupboards of various designs, sofas, chairs, tables, and, in short, all the paraphernalia of a modern house. These were followed by seventy-five women, each carrying a tray of sweetmeats. One hundred men with cooking utensils brought up the rear. Some of these men carried on their heads basket-loads of lamps, wall-shades, chandeliers, &c.

The Paris Register relates this romantic history: "Some twenty years ago a poorly-clad boy entered the office of the secretary of the Society of Fine Arts at Pesh, and asked to see the incumbent. He was told by a clerk that the important functionary was absent. 'Never mind,' said the boy, 'he would not know me if he were here, and I might just as well leave my petition with you. I should be glad of some pecuniary aid to enable me to pursue my career as an artist, and I beg you to say a good word for me to the secretary.' The society had a meeting a few days later, and the secretary on re-entering the office, said to the clerk: 'I advocated the case of your protegee—he has had sixty florins granted him. What is the formula usually put in the protocol?' 'A mediocre talent,' was the reply. 'Well, then, write: A mediocre talent, to which not more than sixty florins could be granted.' The young aspirant took the money and went to Vienna, where, but a few weeks after, he exhibited a painting for which he received 120 florins. This first success was reported to the society at Pesh, and on hearing of it the secretary remarked: 'That young fellow seems to have had more in him than we thought.' The 'mediocre talent' of twenty years ago is now the laurel-crowned hero of Pesh—his name is Michael Munkacsy."

THE American Government is at present constructing some iron lighthouses. One of them, which is nearly finished, is at White Rock, Narragansett Bay. It is made of iron, and consists of a pile-work foundation in three sections, each about six feet high, with forty piles for each section. The lighthouse, which is erected above the pile work, consists of four sections, and is surmounted with the lantern. The height of the whole construction is about sixty-three feet above the level of the water. Other iron lighthouses are to be constructed at Connecticut and at Border Flatts, Fall River.