THE TIRELESS CABLE

And the Machinery That Carries It on Its Never-Ending Journey.

Great Exponents of Force Seen in the Seventh Street Powerhouse.

Models of Constructive Genius in a Model Power Establishment.

The Ingenious Arrangement by Which the Cable Tension Is Regulated.

Sunday is exhibition day at the new powerhouse on East Seventh street. On that day, as a rule, the balcony encircling the interior of the vast engine room is filled with people, curious to witness the working of the great plant, and many are the questions George Larkin, the engineer, has to answer as to the weight of that fly-wheel, the length of stroke by the piston-rod, the number of revolutions per minute, etc. All are answered, however, and the sight-seers leave the place carrying with them a lasting impression of the great power represented therein. There are but few larger machinery plants in the West, and certainly none more perfectly appointed in every detail. Behind the scenes, however, the public is not admitted, and it is only by a trip through the various departments that the extent of the institution, its convenience in arrangement and the wonderful simplicity of the contrivances by which the tireless cable is kept gliding along on its endless journey, can be correctly gauged. The first thing which attracts the attention of the visitor after entering the spacious engine room, is the tremendous size of the driving wheels, of which there are two; although one of them only is used, the other being reserved for any emergency such as a breakdown. Inquiry develops that the wheels are twenty-four feet in diameter, and weigh 60,000 pounds each. The number of revolutions made each minute is fifty-four, and they have never stopped

EVEN FOR A SINGLE INSTANT,

since the machinery was first set in motion, and never will stop except by accident or for the making of repairs which render a stoppage necessary. The engines which furnish the motive power for the whole plant are by the E. P. Allis company, of Milwaukee. There are two engines, acting independently, each of them with 750 registered horse power. The driving gear occupies the space between the big wheels is by Poole & Hunt, of Baltimore. Attached to the gearing is a modern friction clutch, patented by the same company, the purpose of which is to enable the engineer to at once stop the entire plant by throwing it out of gear. The grip is 750 horse power, and is controlled by the operative with one stroke of a lever and the output of scarcely more strength on his part than would be necessary in reaching up to scratch his head. The size of the engine room is sixty by eighty feet, the largest in the state. Next comes the coach house with dimensions both ways of 180 feet. Here are sixty tracks, capable of holding cars enough to supply Chicago with a three minute service. Running transversely is a transfer track, upon which are two transfer trucks for shifting cars from one track to another in the house. There are sixty cars and grips in the service on this line, each of which was designed by engineer Clift Wise, especially for the line on which they are used, and built by the Le Clede Car company, of St. Louis. Mr. Wise did the entire engineering, and superintended the construction of the new road, and the smoothness with which every thing has run since steam was first admitted to the cylinders is

A CERTIFICATE OF MERIT

in itself. Farther back, still on the same floor, is the repair shop, 80 feet wide by 120 long. Here are six forges, a thirty-five horse power Westinghouse engine, blowers, punches, shaping machines, a steam hammer, and all the paraphernalia of a blacksmith and repair shop on a gigantic scale. Then down stairs to where the ever restless cable winds and twists about the myriad guide wheels and drums, and where six tremendous furnaces keep up a perpetual roaring from week's end to week's end. The boilers, of which there are three, with a horse power of 225 each, were made by the Babcock-Wilcox company, of New York. They are of a peculiar make known as water-tube boilers. Their peculiarity consists in the tubes, of which there are 120, six inches in diameter, in each boiler. This arrangement secures almost absolute immunity from danger of bursting boilers, as if through any defect in its construction, one of the tubes should burst, the effect would not be very serious, and the 119 other pipes, each of which is virtually a separate boiler, would remain intact. There is also in the boiler room a Reynolds heater for bringing water to the same temperature as that in the pipes prior to its admission thereto. This invention is also arranged in such a manner as to absolutely purify all water before it reaches the pipes, thereby obviating the encrustation, so common a source of trouble and annoyance to boiler men. The purifying process is simply that the water is brought to a temperature of 280 deg., which is a temperature sufficiently high to cause all impurities in the water to

SINK AS A SEDIMENT

and leaves none to cake upon the interior of the pipes. The success of the plan has been well demonstrated previously, though never more fully than in this instance, when after the water in the pipes has been at a temperature of 340 degrees, which secures eighty pounds steam pressure, since the fires were lighted, there is no sign of caking on the interior of the pipes. The device for steam heating the building is that of George Larkin, the engineer, and at a test made recently it was found to be a most practical one. The exhaust steam from the engines is used for this purpose. Sixty tons of coal are consumed by the furnaces every twenty-four hours.

Through a long dark passage the way is led, and the visitor suddenly emerges in the department known as the Shive room. The cables leave this room after passage round immense wheels and shives direct to the street, leaving through an opening in the upper end over a small wheel known as the guide shive, and returning after the accomplishment of its journey to Wabasha street and back, through a similar opening in the lower end, whence it is carried round a diverging shive, thence to the driving drums, round which three wraps are taken, thence over the tension shive, back again over a similar diverging shive to the first, and thence again to the street, with gathered force for a new trip.

THE TENSION ARRANGEMENT,

practically the pulse of the entire plant is a simple though ingenious arrangement. Over a pit running the full length of the apartment is a long, low truck running on rails. Upon this are other rails and another truck, to the end of which is attached a cast-iron cage hanging by a heavy chain into the pit below. In this cage is kept a weight of about ten tons. When any slack occurs in the cable it is at once taken up by the weight, and the upper truck runs back on the lower one until the cable is brought to its original tension. The cables stretch greatly as they are used, and when the slack becomes too great to be handled easily by the tension trucks, another wrap is taken round the drums, on which provision is made for eight wraps. Before reaching the street the cable is run through a vat containing a preparation of pitch, red ochre and oil, with which it is coated to save wear and tear and obviate noise and rattling, so noticeable in a new cable. The departments are each in charge of men

WELL VERSED IN CABLE LORE,

and to whom the, to an outsider, complicated arrangement, is the very acme of simplicity. The chief engineer, George Larkin, has two aides: D. Schroekinstein, first assistant, and Mike Sweeney, second assistant; the boiler room being in charge of George Fellows. In the mechanical department, George Thompson is master mechanic, having under him a corps of blacksmiths and helpers.

The cable department is looked after by F. Johnson, while E. P. Morgan signs his name as roadmaster. Col. Barr is everywhere at once, making a tour of the whole cable system of the city every day, and exercising a mild supervision over the working of the whole thing. It is a notable fact that on a crowded street like Seventh, a line of rapidly running cable cars has been started and maintained thus far, without an accident of any kind sufficiently serious to be worthy of mention.

THE RAILWAY WORLD.

NO CHANGE IN THE OUTLOOK,

The B. & O. and Pennsylvania Are in the Fight to Stay.

CHICAGO, July 6.—When the Chicago committee of the Central Traffic association met to-day to further consider the situation in the light of the Baltimore & Ohio's reduction in the rate on corn and wheat, there was no change in the outlook. The Pennsylvania company had refused to withdraw its notice. Its tariff was already out and announcing that the reduced rates inaugurated by the Baltimore & Ohio would go into effect on the Pan Handle and the Pittsburg, Fort Wayne & Chicago lines July 10. During the forenoon the Pennsylvania issued a supplementary tariff applying the rates to Boston and other New England points. Notwithstanding this state of affairs the committee, after a full discussion of the situation, decided not to meet the action of the Baltimore & Ohio and the Pennsylvania at once, some of the members preferring to wait for further instructions from the managers of their lines and others holding off until after the meeting of the joint committee next Wednesday. The Times to-morrow will say:

It is evident from the attitude of the Pennsylvania that it has entered the fight for what there is in it, and with it will naturally go the Vandalia and all the feeders of the system. The same basis will be put into effect from St. Louis, Peoria and other junction points. At present it will apply only to corn and wheat, but if the Michigan Central and the Chicago & Grand Trunk meet the reduction they will apply the rates to all kinds of grain and grain products. A meeting of the trunk line presidents will be held in New York Monday, when an effort will be made to induce the Baltimore & Ohio to withdraw its reduced rates. There is not much liklihood that the effort will be successful, as it is generally believed that the Baltimore & Ohio has made big contracts with shippers at the reduced rates and cannot recede from its position until they are fulfilled.

CUT OF FORTY PER CENT.

The Alton's Reduction of Rates Will Result in General War.

CHICAGO, July 6.—It developed today that the Chicago and Alton's notice of a proposed reduction in rates from Kansas City to Chicago applies not only to cattle, but to other commodities as well. The idea is to make the rate on cattle 22 cents a hundred, instead of 27½ cents as at present; on dressed beef, 23½ cents instead of 28; on packing house products, 18 cents instead of 20; on live hogs, 18 instead of 25. Furthermore the Alton proposes to make a reduction in the minimum carload weights of 1,000 pounds on cattle, and 2,000 pounds on sheep. The notice of these contemplated reductions will be considered at the meeting of the Western Freight association Tuesday. It seems safe to say that when the proposition is voted upon, it will be defeated, and that the Alton will then give the required ten days' notice of its intention to put the reduced rates into effect regardless of what its competitors may decide to be the proper thing. President Stickney, of the Chicago, St. Paul & Kansas City, has notified Chairman Walker of an intention to extend the special commodity rates to the Missouri river. These rates went into effect between Chicago and St. Paul last Friday, and as they apply to Marshalltown, Ia., on the line of the St. Paul & Kansas City road, the officials of the road contend that they must also apply them to Des Moines, which will make it necessary to extend them to St. Joseph. The significance of this cut, if carried out, would seem clear—a reduction of about 40 per cent in Missouri river rates by all the lines. Tuesday the interstate association, as well as the Western Freight association, will meet, and tremendous, but almost hopeless, efforts will be made to clear away the war clouds. The Rock Island proposes to bring suit against the Chicago & Alton on the charge that the latter company has violated the interstate commerce law in accepting a lower rate on cattle shipments to Chicago, when originating beyond the Missouri river, than it accepts on such business origiuating at Kansas City. The charge will also be formally made that the Alton has violated its agreement, and Chairman Walker will be asked to take action.

Ballast.

Sunday closing is agitating the minds of the railroads. An effort has been made to have all the city ticket offices closed on Sunday, but has so far proved fruitless. At present they all keep open from 11 a. m. to 1 p. m., except the Northern Pacific, which keeps open till 4 p. m. The Northern Pacific did not see its way clear to closing, so the Manitoba declined to do so. The Minneapolis & St. Louis refused to close if the Manitoba did not, and so it went. The consequence is that the offices will remain open as heretofore. This seems absurd, as any one who wants to travel that day will travel just the same, buying their tickets at the union depot. It is very doubtful if any of the roads would lose any business by closing.

There is now no doubt of the 66-cent rate going into effect on the lake and rail lines on the 15th. The certainty of it depended upon whether the "Soo" line would put the 85-cent all-rail rate in, but this is now certain, and in goes the 66-cent rate. The local freight agents of the Chicago lines still swear at the commodity rate, but cannot avoid it. They have little to say on the B. & O.'s cut, as it does not materially affect their business, but are universally apprehensive of the effect of the commodity tariff.

A meeting of the Northern committee of the Western Freight association was held in the Omaha general offices yesterday, when a large amount of routine business was transacted.

The Omaha road will take its dining cars off the Omaha and Kansas City train, as they are rendered useless by the late time of leaving and the early hour of arriving.

A special train on the Northern Pacific, which arrived from California at 2 p. m. yesterday, brought 200 excursionists, under charge of Raymond Whitcomb.

It is reported in railroad circles that D. R. McGinness, advertising agent of the Manitoba, has been and gone and got married.

J. W. Stapleton, superindendent of the James river division of the Milwaukee at Aberdeen, was in the city yesterday.

W. B. Sheardown, general ticket agent of the Milwaukee & Northern at Milwaukee was in the city yesterday.

F. A. Whitmore, assistant general freight agent of the Kansas City, is in the city.

The Western freight association will meet at Chicago next Tuesday.

Points on the Coast

Of Maine are reached with only one change by the Soo Line.

STUDIES IN HOSIERY.

Origin of the Neat Limb Covering in the World's Hosiery.

Effects Resulting From Careless Manipulation of the Dress.

The Various Kinds of Hosiery and the Limbs They Cover.

Stockings for Men and Hosiery for Women in the Past.

San Francisco Chronicle.

One of the beguilements of a rainy day on a busy thoroughfare like Kearney or Market street is a study of the world in stockings. Then it is that the multicolored and artfully designed patterns in the windows of the hosiery establishments show to more or less advantage in conjunction with shappely or unshapely ankles and well-fitting or ill-fitting shoes. To be bien chaussee, as the French say, is no inconsiderable part of a woman's attractiveness on the street, and it may be added that attention to such matters is about as sure an indication of habitual neatness in the wearer as any test that could be devised by a critical wooer in estimating the faults and failings of a future wife. Seediness always commences at the extremities, and slatternly habits betray themselves in the same direction.

A Chronicle reporter, while musing on these matters, chanced to meet one of those cheerful peripatetic philosophers who, having long retired from active duty in the world, plays the part of an active and interested observer, a "snapper up of unconsidered trifles," as the immortal bard hath put it. In five minutes he had surrendered at discretion to the old gentleman, while the latter babbled of stockings and hose lore till it seems that volumes might be filled with his revelations.

He began by pointing out, with copious passing illustrations, that no two women managed their skirts alike in passing over a muddy crossing. "There is," said he, "the neat and graceful way. The skirt is lightly seized a few inches below the hip and drawn back, while raised just sufficiently to enable the back of the skirt to clear the ground. The petticoat is not disturbed, and if anything at all is revealed it is merely the tip of the shoe, with perhaps an inch of neatly-stockinged ankle. But look at yonder case—the dress is snatched up in front a foot or more, petticoat and all. I venture to say that Big Bertha would meet with a formidable rival there, and you will notice how the ankles bulge over the top of the shoe, a peculiarly ungraceful sight. Other women will walk a whole block with their dresses raised a foot or more behind, in blissful ignorance of the fact that they are indeed the cynosure of all eyes and the theme of unalloyed mirth to the corner loungers."

It was inferrable from the old gentleman's remarks that he had at one time been in the hosiery business and had made the subject a special study. He was manifestly cynical on the supposed aversion of young ladies to display in such matters, and sententiously remarked that if such aversion existed he would like some explanation of the fearful and wonderful patterns in the hosiers' windows. "There are," he said, "pink, yellow, sage green, blue, lavender, garnet, and with the calf of the limb picked out with broad stripes or in a different color from the foot. And all this in anticipation of a muddy day, you know." The old gentleman's eyes twinkled merrily.

"The truth is that the best of women are a little vain of the shape of their ankles and limbs, and every pair of stockings made is constructed with a view to hide defects and enhance the curve of beauty where it exists. Take a well-formed limb and a regular scale of proportions will be found. Say 10½ inches in circumference at the ankle, the calf will be 13½, the garter point 14½, and so on. A large calf is by no means an element in a beautiful limb, as you will see by examination of the old statues.

The old gentleman then furnished some pointers on the stocking in history, reminding the interviewer that socks for men are quite a modern departure, and that the veterans of 1812 wore stockings, every man of them. "It is decidedly interesting," he said, "if not entirely instructive, to look into the history of stockings. So far as civilization and civilized usages must be considered, the anterior history of this country is that of the land which furnished the bulk of its colonists. And so it becomes a matter of pertinence to Americans to learn that while the Scotch Highlanders from the days of Agricola to the battle of Killiecrankie looked with scorn upon garments of any sort, at least in the heat of battle, the Southern or Belgic Britons were clad like the Gauls, in cloth of fine wool, which included a covering for their limbs also. But the days of distinctive hose for the Highlander and South Briton were days of slow development."

In the time of the Anglo-Saxons drawers reaching half-way down the thigh and stockings meeting them were alluded to by Saxon writers under the dames of brech and hose. In France the femoralia or drawers of Charlemagne were of linen. The Monk of St. Gall speaks of "tibialia vel coxalia" (stockings or drawers) of linen of one color, but ornamented with precious workmanship. It is evident from the context that the writer meant long drawers, or hose and drawers in one, like the bracæe of Cæsar's Gauls.

Skin hose and leather hose are also mentioned by Saxon writers, and may mean a species of buskin, or short-boot now and then met with, or literally, leathern stockings. Over these stockings were worn bands of cloth, linen or leather, commencing at the ankle and terminating a little below the knee, either in cross rolls or crossing each other sandal-wise, as they are worn to this day by the people of the Abruzzi and the Appenines, and in some parts of Russia and Spain. In some of the ancient Saxon illuminated manuscripts a sort of half-stocking or sock, mostly like the Saxon socca, is worn over the hose instead of the bandages. It is generally bordered at the top, and reminds one of the Scotch stocking, which, probably, from the red cross-gartering imitated upon it, is a relic of ancient Saxon or Danish dress. Saxon laborers are generally represented barelegged, but seldom barefooted.

In the days of the Norman and Plantagenet kings the costume for the nether extremities consisted of drawers with long stockings, or pantaloons with feet to them, called by the Normans "chausses." The Saxon word hose occurs in a wardrobe roll of King John's time. Cloth stockings, embroidered with gold, are among the articles of dress ordered by Henry III. for his sister Isabel. In the reign of Edward I. the hose were richly fretted with gold and variously colored silks.

The reign of Edward III., which gave birth to the fanciful conceit of the Order of the Garter, has naturally set the authorities to work on the matter of appendages with which garters are associated. It is worth while to mention that such high authorities as Sir Elias Ashmole, Sir Walter Scott and Sir Samuel Meyrick attach not the slightest importance to the story of the Countess of Salisbury and the king's apt remark, "Honi sot qui mal y pense," as he picked the garter up. It is to be remembered, too, that in this reign and for long centuries afterward hose, and possibly garters, were worn by the sterner sex.

Camden, the historian, says that Edward III. gave forth his own garter as the signal for the battle of Cressy. But no indication of such an article occurs upon any monument or illumination of the period; the chausses or long hose being attached to the doublet, or at least ascending to the middle of the thigh, where they were met by the drawers. It is quite likely, however, that garters were worn by the ladies of the period, whose hose were in shape precisely as stockings of the present day, as may be seen from an illumination of the time of Edward II.

In the time of Richard II. a fresh departure was had in the direction of pied hose. It is expressly stated by Camden that the men of the day wore hose of two colors, or pied with more, which they tied to their cloaks, without any breeches.

In the reign of Richard III. the historian is careful to state that the nobility wore hose, or long stockings (the Norman chausses), tied by laces to the doublet. At the coronation of Richard that monarch is expressly stated to have worn hose of crimson satin.

But the most amusing and interesting epoch in the history of hosiery is reached in the reign of that Richmond who vanquished the crook-backed wearer of the crimson hose. In the days of Henry VII. it is noted by contemporary historians that the dress of the English people was so fantastical that it was even difficult to distinguish one sex from the other. In a manuscript of this date the chamberlain is commanded to provide for His Majesty "a clene sherte and breche, a pretty cote, a doublette, a stomacher, hys hosen, hys socks and hys schoen." When bluff King Hal succeeded his father the close hose, fitting exactly to the limbs—in fact, the Norman chausses—were again revived under the name of trousses.

But the orthodox hose or stockings proper are supposed to have been unknown in England before the middle of the sixteenth century. A pair of long Spanish hose was presented as a gift to Edward VI. by Sir Thomas Gresham, and Howe says that Henry VIII. never wore any hose but such as were made of cloth. In the Harleian library there is, however, preserved a record of several pairs of silk hose belonging to Henry VIII., it being even stated that he had also other pairs of satin and velvet. The same document introduces us to the word "stocking" itself, and enlightens us as to its derivation.

In the year 1658 the petticoat breeches for men made their appearance in England and the fashion was introduced from France of wearing large stirrup hose or stockings two yards wide at the top, with points through several eyelet holes by which they were made fast to the petticoat breeches. The fashion went out in the reign of William III., and the stockings were then drawn on over the breeches to the middle of the thigh. In the reign of Ann the vests were lengthened to meet the stockings and entirely conceal the breeches, the stockings being of blue or scarlet silk, with gold or silver clocks. Scarlet stockings were worn by fashionable belles, who also indulged in the practice of snuff-taking.

Mrs. Damer, the eccentric and celebrated sculptor of the days of George III., is said to have been the first female who wore black silk stockings in England. Ladies wore white stockings, even in mourning, as late as the year 1878, and white stockings are worn by two-thirds of the English women of all classes to-day, the cost and trouble of washing notwithstanding.

The bare-limbed lassies of Scotland and Ireland have attracted the eye of every American tourist. In the former case the custom, which prevails chiefly in the rural districts, is largely dictated by the practice prevalent among Scotch-women of washing heavy articles by treading them in a tub with their feet, and perhaps, also, for convenience of fording the burns or brooks in the mountainous sections. As to the Irish "colleen," stockings have been deemed a superfluity for a century past, as every historian has taken special pains to record. They might have added that the average Irish lassie, stockings or no stockings, is the most virtuous girl on the face of the earth.

LOOKING FORWARD.

Polite Females as Railway Employes in England.

One of the last places where we should naturally expect the ubiquitous female to turn up seeking for employment is a railway station. If the contemplated movement of the Northwestern directors is carried out in grim reality, women will, without doubt, says a London journal, be limited at first to the clerical department: but who can tell where the flood, once let in, will finally stop? It is possible, though, we admit, not very probable, that in the near future we may see female guards, porteresses and ticket collectoresses, not to mention stokeresses, pointswomen and lady signallers. Railway traveling, under these circumstances, might lose some of its security, but would gain a charm which must not be lost sight of in an impartial survey of the coming condition of things in the world of rolling stock. There would be a competition between the different companies to secure the services of the most beautiful damsels to "conduct" trains, and the amount of tips which these feminine guards would receive from impressionable male travellers would be simply incalculable. The scene at a great London terminus on the departure of a long-distance express would be both novel and striking. Obviously all the old pushing, shoving and rushing about would have to be given up, or we should have porters in hysteries, and the engine driver declaring that it would be impossible for her to start the train unless her smelling bottle were fetched by the stokeress. Then an immense advance in railway platform manners would be at once noticeable, and we are not sure that the experiment is not worth trying, just for the sake of this change, and nothing else. Who would not be willing to risk a collision or two on the line if perfect politeness could be guaranteed from the railway working staff? The old familiar methods of apostrophizing porters would, of course, have to be given up. Instead of the frantic "Hi! you fellow!" or "I say, porter," which can at present be heard on every side, we should have requests that such-and-such lady "would have the kindness to step this way," or "would it be troubling you too much to ask for a foot warmer?" Gentlemen whose luggage had unfortunately been left behind, while the porteress who ought to have put it in the van was carrying on a flirtation with a too-fascinating male passenger, would have to keep watch over their lips, and not allow any violent or improper language to issue therefrom. A difficulty, of course, would arise when the question of hoisting heavy boxes on to the cabs and into vans arose: but we cannot suppose for a moment that gentlemen would be so ungallant as to allow women to do this sort of work for them. In the good time comidg, "every man his own porter" will be the prevalent moto; and what will happen to poor, unprotected females arriving at a station with several trunks and bulky portmanteaus we should prefer not to surmise. It stands to reason that lady porters would rather wait on a gentleman traveler than on one of their own sex, and we fear that, however advantageous the new arrangements might be—except as regards luggage—to the sterner half of humanity, the female part of it would soon clamor for a return to a regime of good strong men porters with no nonsense about them, able to carry half a bullock if necessary, and whose only weakness is a pardonable desire for a modest tip.

A Thing That Takes Work.

New York Weekly.

Minister's Wife—You haven't been out of your study an hour this week. What is the matter? Minister—Some of the congregation say my sermons are too long, and I've been trying to write a short one.

Merchants known to have no flies on. Choose this page to advertise on.

THE EAGLE AGAINST A TIGER.

The Interesting Experience of a Venturesome Yankee at Monte Carlo.

Liverpool Post.

I entered the gaming saloon immediately after a gentleman who had the air of a Yankee, and was no little surprised to notice an official in swell uniform approach the American, and with a shrug of the shoulders in pure French style, intimate that visitors are not allowed to wear their hats whilst within the precincts of that sacred room. Of course, the "wide awake" was immediately put into a place for safe keeping. From this little incident the Yankee was very much observed, but in the course of thirty minutes he became quite a hero. He soon approached the roulette table and observed the play closely, but apparently could not make up his mind for a venture; and, in succession, he made a tour of all the roulette tables, but did not stake even a five-franc piece, which is the smallest coin accepted. Finally he had his attention quite riveted to the gaming-table, where trente et quarante is the order of the day. This game is worked by a distribution of ordinary playing cards. Here the minimum stake is a Napoleon, and piles of gold are laid all over the table. Our Yankee friend inquired the highest stake the croupier would allow to be placed on the table, and was informed by a gentleman standing close to him that the amount was nearly equal to £500 in English money. I may here remark at this game no odds are given; therefore the winners receive the exact sum staked—of course, in addition to the money ventured. "Well," said our Yankee visitor, "I guess I'll go for the swag," and go he did; and, to the amazement of the entire company, he came off a winner. The first winnings were coolly placed in his pocket, leaving his first stake on the table for another venture. The cards were again dealt out, and again he was on the successful color. Once more the winnings were placed in safe keeping.

By this time the American was a man to be envied, and others followed his example. The third venture had an immense pile of notes and gold on the same color that the man from the New World had been so lucky with; and again it proved the trump card, and, much to the amazement of players in other parts of the saloon, a hearty cheer greeted this announcement, and the "bank" was broken. But those who are acquainted with Monte Carlo will know that the breaking of the bank is only of short duration—viz.: whilst the croupier goes to headquarters for another supply of the "ready." On the croupier's return down went the Yankee again and again, until he had made hazards ten times, and each time to the fullest extent allowed by the rules of the establishment; and his extraordinary run of fortune made him the winner each time. The period had now arrived for a change of croupiers, which takes place at regular intervals during the day. Our hero of the hour, noticing this move and not quite understanding its purpose, turned to the retiring croupiers and remarked: "Thank you, gentlemen; this is the first time I have had the pleasure of playing this game, and I assure you it shall be the last." And he quietly retired from the room, a richer man by nearly £5,000 than when he entered about half an hour previously.

REVOLUTION IN MEREANTISI

Gayly Colored Coats at the Countess de Kersaint's Ball.

New York World.

The noble Faubourg St. Germain has again proved that it still exists by sending forth a command—a decree—that hereafter all seigneurs, illustrious by their birth, shall abandon the simple black evening coat and adopt the habit de couleur. This is not the first attempt to free men from the tyranny of the black coat that makes them all resemble croquemorts, or, in the opinion of artists, magpies. Twenty years ago, it seems, a cry of revolt was heard in all France, a conspiracy was formed, all whose word was considered law in the fashionable world enrolled themselves as members, the Faubourg and the Tuileries promised co-operation, and the journalists announced to the world the condemnation of the black coat. The choice of color was left to the taste of each member of the conspiracy, but only twelve or fifteen men had the courage to appear at fetes in any color but black. After some weeks these found their number sadly diminished, and the following season all resumed the traditional black coat.

Since the jeunesse doree has tried "pink" coats and brown coats, and it was thought a few years ago, when the young Duke de Morny was married, that he had influence sufficient to introduce the blue coat for ceremonious occasions, but his fashion, instead of being followed, was ridiculed. It is a risk to attempt any transformation at the present day, but the Countess Raoul de Kersaint, nee Mailly-Nesle, sure of her position, beauty and wealth, invited all her friends to a ball at her residence in the Boulevard de la Tour-Maubourg last Monday evening, and stipulated that every man should wear a coat of color. Gen. de Gallifet and a few ambassadors only had permission to appear in simple black, but seventy of the most prominent Frenchmen, many of them past middle life, responded to the request of the charming young hostess, and for once the marvelous creations of Worth, Felix, and Morin-Blossier passed unnoticed.

The Countess de Kersaint wore I know not what gown, but the Count de Kersaint had a coat of the most delicate shade of lilac. The Duc de Luynes wore pale mauve with pearl gray revers; Count de Nalbonne led the german and was much noticed for his terra cotta coat; Count Koziebrodski and Prince Schonberg, attaches of the Austro-Hungarian embassy, were in dark chestnut; Count Potocki in salmon color; Prince Radziwell in pale blue; Prince de Cystria, sky blue; Duc de Mouchy, blue coat with gold buttons; Comte de Lucinge-Faucigny and Comte de Polignac, fraise ecrasee; Comte de Puiseux in bleu de France coat, with silver buttons like those worn by officers attached to the person of Charles X.; Vicomte Gaigneron, blue coat; Marquis de Castellane in chestnut, and his sons in pearl gray; Comte de Mensdorff in pale blue; Prince de Sagan in snuff-colored coat; Marquis de Croix, black coat with red collar and cuffs; Duc de Lorge, violet coat; Prince de Leon, brown coat and gray trousers; Baron de Villamil, a magnificent old-gold coat with the most wonderful shades and reflections.

Each costume was completed by knee breeches, silk hose and low shoes with diamond buckles. We might have believed ourselves at a Trianon ball, but alas! it was a court ball without a court. Will this caprice last? Will it prove contagious? Women now monopolize the right of spending fabulous sums in dress. Is the costume of man to enjoy its day of extravagance? Are we to return to the follies of the last century, when man's toilet was much more costly than than of women? Mme. de Maintenon, arranging the expenses of D'Aubigne's household, allowed him 3,000 francs a year for his attire, and to his wife only 1,000 francs a year. We look with envy on the brilliant costumes and magnificent stuffs worn by our ancestors and criticise severely the cylindrical hat and ungraceful dress of the present generation, but who will have the courage to wear lace jabots, satin knee-breeches and velvet coats?

In former times costume was the exterior sign of social hierarchy now impossible for any one to revive. It was the mark of caste for a high dignitary of the court, or an ambassador, had a costume far surpassing in magnificence that of an ordinary courtier, who, in his turn would not condescend to the comfortable velvet coat of the country gentleman. Revolutions and changes of fortune broke down barriers, reversed the order of things, and merchants and magistrates insolently clipsed the splendor of the most noble families. The despair of the nobles reached its might when little shopkeepers were stuffs of gold and silver, covered themselves with diamonds, and carried swords. The great did all in their power to "hold their own" against this invasion; one ambassador oedered a coat of silver cloth embroidered with golden arabesques and lined with fur. That alone cost 25,000 francs. Another ordered twenty-five coats, one more magnificent than the other and carried them nll to the court of Peter the Great. Peter was not appreciative of this splendor, for he remarked: "What a bad tailor he must have! He has not yet found a coat in which he can be at ease."

Charles X., when the young Comte d'Artois, had a coat each button of which was a small watch, and those were the days when watches were not manufactured as at the present time.

FORTUNE IN CARDS.

Chicago Mail.

DIAMONDS.

Ace—Ring or parcel.
King—Fair man, generally married man.
Queen—Fair woman, married or single, according to next card.
Jack—Fair young man, always single.
Ten—Money; falseness, when next to a face card (male).
Nine—Enjoyment.
Eight—Parcel.
Seven—Money.
Six—Small sum of money.
Five—Children.
Four—Marriage.
Three—Surprise.
Two—Visitor.

HEARTS.

Ace—House, or large building.
King—Red-haired man.
Queen—Red haired woman.
Jack—Red-haired young man.
Ten—Proposal either of marriage or business.
Nine—Wish card.
Eight—Pleasure.
Seven—Friend.
Six—Gaiety.
Five—Company.
Four—Strange bed.
Three—Strange country, or a drive.
Two—Kiss, or short journey.

CLUBS.

Ace—Letter.
King—Brown-haired man.
Queen—Brown-haired woman.
Jack—Brown-haired young man.
Ten—Deep water; long journey.
Nine—Crosses.
Eight—Disappointment.
Seven—Trouble.
Six—Eating or drinking.
Five—Falsehood; deceit.
Four—Table.
Three—Tears.
Two—Little space of water.

SPADES.

Ace—Steamer, if point is up; parcel, if point is down.
King—Very dark man.
Queen—Very dark woman.
Jack—Dark young man.
Ten—Sickness at a distance.
Nine—Anger.
Eight—Anger or disturbance.
Seven—Vexation.
Six—Anger or vexation.
Five—Death or drunkenness.
Four—Sick bed.
Three—Disappointment.
Two—Little vexed, or a coffin.

A judicious amount of shuffling, wishing desperately hard, and cutting into three parts, with a retentive memory as to the meanings of the several cards, and a strong desire to have everything "come out" as one wishes it, will enable one to tell her own fortune and "sell" herself (for nothing), which is better than paying 50 cents or $1 to some wandering Gypsy to do the same thing!

Prevalence of Brigandage in Italy.

It is, perhaps, just as well that the majority of the American and English visitors have too small an acquaintance with the Italian language to be able to master the contents of either the Roman or provincial newspapers. Otherwise their peace of mind would be seriously disturbed by the startling number of crimes recorded therein. At no time within the last fifty years have brigandage, murder and every kind of robbery prevailed to such an extent as at present—a fact probably due to the intense misery and destitution of the lower classes. According to the Epoca, one of the most trustworthy newspapers of the metropolis, no less than 100 robberies, many of them attended by violence have taken place on the Genoa to Ventimiglia section of the Riviera railroad—a line much frequented by Americans when on their way from Nice, Cannes, and Monte Carlo to Italy. It is but a few weeks ago that the eldest son of the Swiss consul at Mentone was murdered while traveling from Ventimiglia to Genoa, the body having been rifled of all valuables, and in the spring of last year an American artist named Goodall was robbed and dangerously wounded by a couple of strangers who were traveling in the same compartment with him along the line in question.

Tourists will also have to be careful in the neighborhood of Rome, several bands of brigands, composed chiefly of ex-convicts, having made their appearance in the Campagna. Among other ways of making themselves unpleasant they have been firing into passing railway trains, fortunately as yet without hitting any one.

Rome Letter.

The Usual Conditions.

Omaha World.

Mamma—Bobby, I notice that your little sister took the small apple. Did you let her have her choice, as I told you to?

Bobby—Yes, I told her she could have the little one or none, and she chose the little one.

Do You Know

You can go from St. Paul to the Atlantic seaboard daily, without change of cars, via the Soo Line?

A Bitter Memory.

Lowell Citizen.

She (of literary tastes)—Have you seen the Bookmaker for May? It contains many valuable hints.

He (dejected)—No: I saw a bookmaker at the Coney Island races last summer, and that will do me for the rest of my natural life.

Indigestion

IS not only a distressing complaint, of itself, but, by causing the blood to become depraved and the system enfeebled, is the parent of innumerable maladies. That **Ayer's Sarsaparilla** is the best cure for Indigestion, even when complicated with Liver Complaint, is proved by the following testimony from Mrs. Joseph Lake, of Brockway Centre, Mich.:—

"Liver complaint and indigestion made my life a burden and came near ending my existence. For more than four years I suffered untold agony, was reduced almost to a skeleton, and hardly had strength to drag myself about. All kinds of food distressed me, and only the most delicate could be digested at all. Within the time mentioned several physicians treated me without giving relief. Nothing that I took seemed to do any permanent good until I commenced the use of Ayer's Sarsaparilla, which has produced wonderful results. Soon after commencing to take the Sarsaparilla I could see an improvement in my condition. My appetite began to return and with it came the ability to digest all the food taken, my strength improved each day, and after a few months of faithful attention to your directions, I found myself a well woman, able to attend to all household duties. The medicine has given me a new lease of life."

Ayer's Sarsaparilla,

PREPARED BY

Dr. J. C. Ayer & Co., Lowell, Mass.

Price $1; six bottles, $5. Worth $5 a bottle.

TO the PUBLIC.

Owing to the Great Racing Events This Week, We Offer, at Extraordinary Low Prices,

The Largest Collection —OF—

Sporting Watches, DIAMONDS —AND— JEWELRY EVER SHOWN IN THE Northwest.

$130 FOR THIS HUNTING CASE 14-carat solid gold watch, stem wind and setter, horse timer, one-fifth second fly-back and quarter hour repeater, striking the hours and quarters; made by Jules Montaundum; full ruby jeweled movement, engine-turned engraved cases, good weight and used but a short time. Pledge 114.

$50 WORTH $90—AN OPEN-FACE solid gold watch, one-fifth second fly-back, horse timer, stem wind and setter, fine nickeled movement, full-jeweled. Any one wishing an accurate horse timer should not miss this chance, as it is cheap; can time yourself while driving. Plede No. 128.

$125 — ORIGINAL IMPORTATION cost $175— A hunting-case 18-carat solid gold watch, stem wind and setter, fine one-fifth second fly-back horse timer, made by Charles Huguenin & Son, Locle, Switzerland; full ruby jeweled and solid nickel movement, extra heavy engine-turned engraved cases; has been used but a short time and shows no sign of wear, and is in complete order. Pledge No. 186.

$35 WILL PURCHASE THIS OPEN-face silver Waltham horse timer, one-fifth second fly-back, stem wind and setter, fine movement, jeweled in every bearing, and compensated balance, elegant silver cases, gold joints; has been used about a month, and cannot be told from new. Pledge No. 2000.

$63—ACTUAL VALUE $100—FOR this open-face 14-carat gold watch, stem-wind and setter; 1-5 second fly-back horse timer; fine nickel, full ruby-jeweled movement; handsome engine-turned engraved cases; almost new and guaranteed an accurate timepiece. Pledge No. 126.

$28—COST WHEN NEW $50—A DIAmond and ruby scarf pin in the shape of a horseshoe, consisting of five diamonds and six rubies, all evenly matched; skeleton gold mounting. Pledge No. 3049.

$100 WILL PURCHASE THIS HUNTing 14-carat solid gold watch, one-fifth second fly-back horse-timer; stem wind and setter; fine nickel adjusted movement, full-jeweled, Briquet hairspring; made by Jules Huguenin; elegant plain gold cases; this watch has been used but a short time and shows no sign of wear. Pledge 161.

$150—WORTH $250—A HUNTING 18 carat solid gold watch; ¼-split second fly-back horse-timer; made by Henri Jacob; fine ruby jewels, gold settings and solid nickel double-sunk dials; engine-turned engraved cases; used but a short time and shows no sign of wear. Pledge 174.

$220 FOR THIS EXTRA FINE HUNTing, 18-carat solid gold watch; stem winder and setter; 1-5 split second fly-back horse-timer, made by Leopold Huguenin, Locle, Switzerland; fine, solid nickel movement; jeweled in every bearing and adjus