DENTON JOURNAL.

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GRAIN WANTED!

HAVING connected myself with Messrs. GILL & FISHER, Grain Exporters, of Baltimore, Md., and having control of the NEW GRAIN ELEVATOR at Queenstown, I am prepared to give

SPOT CASH FOR GRAIN

at Queenstown and all Stations on the Queen Anne's Railroad, for account of the above-named firm. The following gentlemen have been appointed by me to buy and receive grain: M. M. Price, at Queenstown and Wye Mills Sta.; J. E. Bramble, at Willoughby Sta.; W. F. Pennington, at Queen Anne and Hillsboro; Eugene Lynch, at Downes Sta.; W. H. Anderson, at Denton; H. C. Hobbs, at Hobbs Sta.; W. R. Peters, at Hickman; M. L. Blanchard, at Blanchard Sta. Bags furnished on application to any of the above-named gentlemen. Elevator accommodations at Queenstown will be extended to anyone desiring the same on payment of one-half-cent per bushel for grain delivered by cars, and one-and-a-half cents per bushel by wagon delivery. Free Storage for ten days; one-quarter cent per bushel for each additional ten days or fractional part. A share of your patronage is earnestly solicited. **D. SMITH**, for GILL & FISHER.

HEADQUARTERS
—FOR—
AMMUNITION!

Shells loaded and empty, by the dozen or hundred. A full line of
PRIMERS, WADS,
LOADING IMPLEMENTS,
GUNNING COATS,
SHELL BELTS,
Smokeless Powder and Black Powder, Shot in all the various sizes.

PRICES LOW ON THESE GOODS.

For instance, loaded U. M. C. Co.'s Nitro Shells, the best, at 28 cents per box of 25—two wads on powder and one on shot. All goods in the same proportion. A few

Breach-Loading Guns,

which will be sold at a bargain, fully guaranteed.

Sept 18, 1897. W. J. BLACKISTON.

1897 SPRING—SUMMER 1897

SPECIALLY PREPARED
MT. AIRY FERTILIZER
FOR TOMATOES.

IN MAKING THE FORMULA for this brand, the greatest caution has been used and the materials used are exactly what the Tomato plants need. This we know, after having same fully tested by the Growers of this crop. We have spared no pains to make this brand especially adapted to Tomato culture. We have fine reports from its use alongside of other Fertilizers. It produced extra fine crops that paid well for its use. We intend keeping it full up to its present high standard, and will see that all the materials used are of the very best in every respect. If you grow any Tomatoes, give this brand a trial, and you will use no other. Scores of growers send voluntary testimonials.

For Potatoes and Truck Use
PIEDMONT POTATO MIXTURE,
MT. AIRY GARDEN TRUCK FERTILIZER,
PIEDMONT SPECIAL TRUCK FERTILIRER.
For Berries,
PIEDMONT ROYAL AMMONIATED BONE AND POTASH.
And for Corn the Regular
FARMERS' - MIXTURE.

The Agricultural value of any Fertilizer is measured by the value of the increase of the crop produced from its use. We use in the manufacture and compounding our goods only such materials as after an experience of 25 years in the Fertilizer business, we know will not only give the crops a good start, but will also furnish them with food that will be a help to them the entire season. We have all the latest improvements in our Factory and are finely situated both far Railroad and Water shipments, and can manufacture and handle our goods as cheap as any factory, and we can offer our brands as cheap as any house in the city, giving same goods made from the same high-grade materials.

FRANK W. REDDEN, General Agent,
DENTON, MARYLAND.

MEMBERS CORN AND FLOUR EXCHANGE.

W. F. TOWERS & CO.,
(Successors to J. H. Coulbourn & Co.)
WHOLESALE COMMISSION MERCHANTS,
Grain, Hay, Live Stock, Butter, Eggs, Poultry, Potatoes, Fruit, Wool, Etc.
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THE OLD STAND
123 South Charles Street, - - Baltimore, Md.
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FRUIT AND PRODUCE COMMISSION MERCHANTS,
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Fruits and Vegetables, Maryland Peaches and Sweet Potatoes.

STEAMBOAT SCHEDULES.

Wheeler Transportation Line
DAILY STEAMERS FOR
Great Choptank, Trappe and Tuckahoe Rivers.

On and after January 1st, 1897, steamers will leave Pier 5 Light Street Wharf daily except Sundays at 7 p. m., for Oxford, Trappe, Cambridge, Chancellor's, Secretary, Clark's, Choptank, Lloyd's, Dover Bridge, Kingston, McCarty's, Ganey's, Todd's, Downes', Towers', Williston, Tuckahoe Bridge, Reese's, Coward's, Covey's, Hillsboro and Queen Anne.

Arriving at Oxford the following morning in time for connection with the Delaware & Chesapeake R. R., and at Cambridge with the Cambridge & Seaford R. R.

Returning will leave Hillsboro, Mondays, Tuesdays, Wednesdays, Thursdays and Fridays at 10 a. m.; Covey's 10.30; Coward's 11; Williston 1 p. m.; Ganey's 1.30; McCarty's 2; Kingston 2.15; Dover Bridge 2.30; Medford's (Choptank) 4; Clark's 4.15; Cambridge 7; Trappe 8.30 and Oxford 10, stopping at intermediate landings, arriving in Baltimore early the following mornings.

Steamer leaves Hillsboro Sundays at 6 a. m.; Coward's, 7 a. m.; Williston, 8 a. m.; Medford's (Choptank) 10.30 a. m.; Cambridge 12.30; Trappe, 1.45 p. m.; Oxford 3 p. m., arriving in Baltimore at 8.30 p. m. Sundays.

Freight received until 6 p. m. daily for all landings.

E. E. WHEELER, Agent,
Pier 5 Light St., Baltimore.
B. B. COHEE, Agent at Williston.

Baltimore, Chesapeake & Atlantic
RAILWAY CO PANY.
BALTIMORE, THIRD HAVEN AND GREAT CHOPTANK RIVER ROUTE.

The magnificent side-wheel iron steamers Avalon and Jopps will leave daily alternately except Saturday, as follows:

Denton, 12 m.	E. N. Market, 3.30
Lyford's,	Oyster Shell Point,
Williston,	Cambridge, 6 p m.
Two John's,	Kirby's,
Turkey Creek,	Oxford,
Kingston,	Bellevue,
Dover Bridge,	Double Mills,
Hog Island,	Easton, 9 30 p. m.
Windy Hill,	Oxford, 10.30 p. m.
Choptank,	Tilghman's Island.
Wright's,	

Arriving in Baltimore at about 5 o'clock next morning.

Returning, the steamers will leave Baltimore from Pier 4 Light St. Wharf, at 7 o'clock p. m., daily, except Sunday, for all points named, and arriving at Easton about 3.00 a. m.; Oxford, 3.45 a. m.; Cambridge, 5.00 a. m.; East New Market, 7.00 a. m., and Denton at 11 o'clock a. m.

Connections at Easton, Oxford and Cambridge with railroads for all points.

Freight taken at low rates and carefully handled. Grain bags furnished and grain delivered at elevators.

For further information apply to

WILLARD THOMSON, Gen'l Man., 241 South Street, Baltimore, Maryland.
JAS. E. BYRD, Agent, 302 Light St., Baltimore, Maryland.
Z. T. HUTCHINSON, Agent at Denton.

The Steamer Greensboro
(CAPT. D. S. BROCKWAY, MASTER,)

Will ply between GREENSBOROUGH and BALTIMORE Weekly, touching at all landings between Greensborough and Denton.

On and after July 4, steamer will leave for Baltimore every Monday

FREIGHTS MODERATE.
CAPACITY AMPLE

The patronage of our merchants and farmers solicited that this line may be made a success. Full information by inquiring of

GEORGE F. DILL, AGENT,
D. S BROCKWAY. MASTER, Greensborough, Md.
Or HARRY A. ROE, AGENT, Denton, Md.

☞Large granaries always ready to receive grain.

Chester River Steamboat Comp'y

On and after Monday, May 3rd, 1897, the steamer EMMA A. FORD will leave Chestertown at 7 a. m. on Monday, Wednesday and Friday stopping at Rolph's, Booker's, Quaker Neck, Queenstown and Kent Island.

☞Leave Queenstown 8.45 a. m.

Returning will leave Baltimore at 3 p.m.

Round-trip tickets from all points, $1.00, good until October 15, 1897.

On Monday, April 12, the steamer Gratitude will leave Centreville daily, except Sunday, at 7 a. m., for Baltimore. Will leave Baltimore daily, except Sunday, at 2.30 p. m., for Centreville.

GEORGE WARFIELD, President.

DELAWARE AND CHESAPEAKE RAILWAY.

NORTH. Mail.	NORTH. Pas.		SOUTH. Mail.	SOUTH. Pas.
A. M.	P. M.		A. M.	P. M.
6 45	1 40	Oxford,	11 53	7 47
6 55	1 50	Trappe,	11 42	7 37
7 08	2 07	Easton,	11 24	7 20
7 18	2 17	Chapel,	11 12	7 08
7 24	2 24	Cordova,	11 04	7 02
7 31	2 33	Queen Anne,	10 54	6 55
7 42	2 43	Ridgely,	10 44	6 46
7 52	2 54	Greensboro	10 34	6 36
8 03	3 04	Goldsboro,	10 24	6 26
8 10	3 11	Henderson,	10 16	6 19
8 17	3 18	Marydel,	10 08	6 12
8 23	3 24	Slaughters,	10 00	6 06
8 26	3 27	Hartley,	9 57	6 04
8 36	3 37	Kenton,	9 48	5 56
8 45	3 46	Clayton	9 38	5 47
A. M.	P. M.		A. M.	P. M.

Connect at Clayton with Delaware Division of P. W. & B. R. R.

H. F. KENNEY, General Sup't.
J. B. HUTCHINSON, General Manager.
R. L. HOLLIDAY, Superintendent.

Money to Loan.

I have now on hand for loan on first mortgage, the following sums $1000, $1000, $500, $300.

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DEALERS IN FIRST-CLASS
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—AND—
CONTRACTORS AND BUILDERS,
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Prices on all goods warranted to be as low as those offered by city dealers. Mr. Murphy, a builder of long experience, will have charge of the practical work, and satisfaction guaranteed in every particular

FRANCIS KELLY & CO.
No. 103 Market St.,
WILMINGTON, . DEL.

Offer for sale FINE OLD WINES, BRANDIES, GINS and RYE WHISKIES.

Orders by mail or express will receive prompt attention [9 1 1yr

For Sale or Rent

For 1898—My Store-House and Granary at Nichols. Terms reasonable. Postoffice, and telephone connection. Call on or address, FRANCIS NICHOLS.
Nichols P. O., Md.

I have also a good farm for sale on easy terms. There are 60 acres—40 arable and productive; 10 in timber. Buildings good. The location is excellent, being very near to church, school and postoffice, and in a good neighborhood.
6 12 4 FRANCIS NICHOLS.

GROCERY AND FEED STORE.

I have opened in the room lately occupied by Mr. Charles Stevens, opposite Masonic Building, a stock of
GROCERIES,
FLOUR AND FEED,
MEATS, ETC.
I solicit a share of the public patronage. As I will sell
For Cash
my prices are the very lowest.
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FOR THE SALE OF
Fruits, Poultry, Eggs, Oysters, Fish, &c
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Formerly Buck's Hotel—Renovated with all Modern Appliance.
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FOR SALE!

The leading varieties of Apple, Peach, Pear, Plum, Cherries, Small Fruits, etc., for sale by

A. G. GELLETLY & CO.,
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Good Ingrain Carpet, 29c. per yard.
Heavy Brussels Carpet, 48c. per yard.
For the asking, we mail you, free of all charges, our new Colored Carpet Catalogue, which shows all goods in lithograph colors. You can make your selections as well as if you were here at the mill, and save from 50 to 60 per cent. profit you are paying your local dealer. If you wish quality samples of carpet, send 8c. in stamps. We also issue a general catalogue of Furniture, Draperies, Bedding, Stoves, etc., which we mail free of all charges.

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Please mention this paper.

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Collections and all professional business promptly attended to.

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Will practice is the courts of Caroline and adjacent counties.

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Auctioneer,
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Will sell property in Caroline or any of the adjoining counties.

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Offers his professional services to the public.

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Will practice also in Caroline, Talbot and Kent county.

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Close attention will be given to all business entrusted to my care.

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All business entrusted to my care will receive prompt attention. Collection of claims a specialty.

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Office at residence of Dr. Enoch George, Main Street.

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MAIN OFFICE: EASTON, MARYLAND
Will practice at Preston on Mondays; Denton on Tuesdays; Federalsburg, second and fourth Thursdays; East New Market, first and third Thursdays.
Best work guaranteed. Gas administered.

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Ridgely, Maryland.
Contracts taken in Caroline and adjoining counties. Thirty-three years experience. Plans and specifications cheerfully furnished. Best of references from Caroline, Talbot and Dorchester counties.

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DEWEESE & OWENS,
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Office in the Court House.
Mortgages foreclosed, estates settled and prompt attention given to all business entrusted to us.
Will practice in the State and Federal Court.
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JAMES SWANN,
REPRESENTING
The Best Life & Fire Insurance,
DENTON, MARYLAND.

For Sale.

About Forty Thousand Good Bricks at half-price for cash.
9 11 3t J. D. WILSON, Brick Mills, near Denton.

RAILROAD BURDENS.

Not the Stocks Nor the Bonds, but the Car Weights.

An ordinary passenger car on a steam railroad costs from $4,000 to $5,000 and weighs 38,000 pounds, or 19 tons. A mail car, which costs from $2,000 to $2,500 and is shorter by about one-quarter than the ordinary passenger coach, weighs 32,000 pounds, or 16 tons. A baggage car without the baggage in it weighs 28,000 pounds, or 14 tons, and costs about as much as a mail car. A sleeping car is more expensive than any of the others, and it weighs a good deal more too. A plain, simple but durable sleeping car costs anywhere from $6,000 to $10,000, and an ornate, elaborate, luxurious sleeping car with observation attachments, literary annex and culinary department costs anywhere from $10,000 to $20,000. The average weight of a sleeping car is from 40,000 to 44,000 pounds, or from 20 to 22 tons.

A full train in motion, as a little figuring will show, is no light affair. The ordinary weight of the railroad locomotive for passenger service, inclusive of tender, but not of fuel in the tender, is 40 tons. One baggage car weighs 14 tons, and one mail car 16 tons, bringing up the weight of the locomotive and the baggage and mail cars to 70 tons. Six passenger cars at an average of 19 tons each weigh 114 tons, so that the total weight of a train made up of a locomotive and eight cars would be 184 tons, or 368,000 pounds, exclusive of the weight of baggage, of the fuel carried, passengers and mail matter.

Pulling 184 tons along rails at the rate of 50 miles an hour or more is an achievement which has not been easily brought about, and the more the problem is studied the more clearly it is understood how far the mechanical work on railroads has been pushed. There were, by the last figures reported, 36,000 locomotives in use on American railroads, 26,000 passenger cars and 8,000 mail and baggage cars. These figures seem large until compared with the number of freight cars on American railroads, and then they seem insignificant, for the number of freight cars in use is 1,250,000.

Freight cars, among railroad men, are divided into four classes—flat cars, such as are used for the transportation of stone, machinery and lumber; box cars, such as are used for the transportation of grain, fruit and ordinary merchandise; stock cars, such as are used for cattle, and coal cars, such as are used for the transportation of coal and oil—those used for oil being supplied with tanks. The average weight of a flat or gondola car is seven tons. The car costs from $300 to $400. Box cars weigh a ton more and cost $100 more each. Stock cars weigh eight tons each on the average. Coal cars weigh three tons each. It costs about $200 to build coal or oil cars, and they are designed to carry five tons apiece. The weight of 50 coal cars is 150 tons, and of their contents, if all filled, 250 tons, which, with locomotive and caboose added, make 420 tons as the weight of a train. It may be said roughly that the weight of loaded trains, passenger, coal or freight, ranges from 200 to 550 tons. The lighter the train the greater the speed. That's the railroad rule.—New York Sun.

Why He Was Courageous.

"I think," she said hesitatingly and with downcast eyes, "that you'd better speak to papa."

"Sure," he replied promptly. "That's dead easy. The only thing that troubled me was the interview with you."

"You're not afraid of papa?" she said inquiringly, opening her eyes in astonishment.

"Afraid!" he exclaimed. "Why should I be?"

"Really, I don't know," she answered, "but it's usual, you know."

"Oh, I suppose so!" he answered in the offhand way of the man of the world. "With inexperienced men there would be nothing surprising in it, but I have taken the precaution to loan him money, which is still unpaid."

Then it was that the beautiful girl realized that she had caught a genuine financier for a husband.—Chicago Post.

Dad Clarke's Order.

Ball players thrive on good food when they are traveling. Some of them go through the bill of fare at the big hotels like hungry tramps at a cottage door. Several years ago the New Yorks were in Louisville. Dad Clarke and Eddie Burke were sitting at the table together, and Eddie said to Dad:

"You give the order."

Dad picked up the "programme" and was confronted with a long list of French dishes which Dad would not have attempted to pronounce for big money.

"Come here," yelled Dad to the waiter, "and don't be swelling up in that dress suit!" Then Dad put his forefinger on the bill of fare and let it slide slowly down past the various names.

"Gimme some o' that.
"Bring me a lot o' that.
"I want plenty o' that.
"Lug along a dish o' this.
"Gimme a pile o' that stuff and have it good. See?"

"Wee! Wee!" said the waiter, who turned inquiringly to Burke. Eddie waved him off with the imperious request:

"Bring me the same."—New York Sun.

An Inconsistent Theorist.

"Down with monopoly!" exclaimed the grocery man indignantly. "That's my sentiment every time, and I don't care who hears it!"

"There is no doubt that the trusts are exercising a tremendous power in the business of this country," replied the man who had come in to get a package of smoking tobacco.

"It is a shame and a disgrace. They are forcing down prices so that it is almost impossible for the small dealer to make a living. It makes my blood boil to think of the way in which they stamp out competition!"

"How do they go about it?"

"Why, sir, if they find that somebody's goods are being sold instead of theirs, they will cut the price of their commodity so as to bring it lower than the other firms, and so leave him no ground to stand on! That's where the dealer's profit goes. Take, for instance, that package of tobacco. I used to get 15 cents for that."

"How much do you want for it now?"

"Ten cents."

"Ten cents! That's as much as Bobson charges. He has the reputation of being the dearest man in the neighborhood too."

"Does Bobson only charge 10 cents?"

"That's all."

"Are you sure?"

"Positive."

"All right. You take it along for 8 cents. When the day comes that I can't undersell Bobson, I'm ready to go out of business!"—Washington Star.

Rat and Ferret.

A big rat that made its home under the carnivora house in Central park was caught in a large wire trap. To kill the rat a ferret was turned into the cage. The battle that ensued stirred all the sporting blood in the veins of those who watched it.

The rat was 8 inches long and in the pink of condition. The ferret was fat and beefy. The antagonists eyed each other warily. Then the rat attacked the ferret. His teeth were cleverly evaded, and he was chased into his corner.

Some close infighting followed, the animals being clinched and struggling vigorously. The ferret scored first blood, biting the rat between the eyes. But the ferret's fat had begun to tell, and his wind was almost gone. The rat did not give him a chance to rest and soon had the blood streaming from a wound in his side.

The ferret became desperate and rushed his enemy all over the ring. A clinch followed with the animals rolling all over each other, fighting for death. The ferret suddenly saw an opening and sank his long incisors in his antagonist's throat, shaking him in fury. The rat squealed in agony and fell dead as the ferret threw him across the trap and lay down panting and weak from loss of blood.—New York World.

The Views That Greet a Traveler on the River Havel.

Imagine a broad flat bottomed boat 100 feet long with a house upon it! In the bow is a good sized saloon or sitting room, with ten windows—five on each side—and a door, half glass, leading to an awning shaded deck. From the saloon one looks down a corridor, so long and so narrow that one almost expects to see ninepins at the far end. The cabins are on each side. In the stern are a pantry and a tiny kitchen. One cabin is devoted to clothes, hanging on hooks and lying folded on the unused berths; in another is a large bathtub, utilized only as a place in which to store wine and soda water bottles. The clear river water on all sides is so enticing to bathers that tubs are not wanted.

The river Havel is full of lovely surprises. It widens out into quiet lakes fringed with rushes, where water birds chirp and whistle, build their nests and rear their young. The shore is thickly wooded with alders, white birches, limes and towering fir trees, whose somber crowns even the sunlight can scarcely brighten, though it reddens their slender boles till at sunset they gleam like copper. The acacias are in full bloom at this season. Their pure white blossoms hang high out of reach and fling such a wealth of fragrance on the air that one thinks of the lemon and orange groves of the south. Flat, sandy Brandenburg has no lovelier spot than the country surrounding Potsdam. The neighborhood is full of palaces—Babelsberg, beloved by the old emperor; the marble palace, where William II lived as crown prince; Sans Souci, on which Frederick the Great lavished so much care and treasure; the new palace, which the same Frederick built to prove that the Seven Years' war had not exhausted his resources; the house on the Pfauen insel (Peacock island), which Queen Louise loved, and Glienicke, now inhabited by Prince Leopold, the cousin of the emperor, who married the emperor's sister.

Near all these interesting dwellings, on a lakelike expanse in the midst of the charming balsamy woods, floats the anchored boathouse, swinging in the breeze, until to the inhabitants it seems as if she had left her moorings and had started on a voyage of exploration. The quiet is broken only by the singing of birds, and the persistent croak of the frogs which hide in the rushes.—Harper's Bazar.

OLD TIME TROTTERS.

A Great Race That Was Run In President Jackson's Time.

The sports of the turf were growing in popularity in the United States. The contest lay principally between the Messengers and the Bashaws, though for a time the Stars in their courses had prevailed against both. Probably all were of original Arabian stock. The Stars were slight of limb and had a tendency to contraction of the feet. The stronger Messengers were more to be depended upon for long distance trotting. The Bashaws came from Barbary, and were of near and unquestionable Arabian origin.

One of the most famous races in all the history of the turf was at this time fresh in the public mind. Hunting Park course, in Philadelphia, was the scene, the time 1831. The actors were such notable fliers as Topgallant, Whalebone, Dread, Chancellor, Collector, Lady Jackson, Moonshine and Columbus. The course was a three mile track, and there were four heats. The horses were generally docked, and the riders wore gorgeous suits of silk. "Eight such horses," says Woodruff, "and such riders had never met before, and it is doubtful whether they will again."

Topgallant, a Messenger, was nearly 24 years old, and was spavined at that. Whalebone had no pedigree, and was minus one eye. Columbus was known as the first horse that ever trotted the three mile course in less than eight minutes. He had a record of 7:58. Collector won the first heat, Topgallant the second and Dread the third and fourth.

The victor was a gelding. Up to this time all famous male trotters were doomed to be the last of their line. The era of trotting stallions was dawning. The rising hope of the Bashaws was a famous pacer, who was destined to make a record of two miles in 5:18 at the Centerville (N. Y.) race in 1835. His name was shared with the great Democratic president, and reporters for the papers divided their space equitably between the two. Even a reference to Andrew Jackson the Bashaw was not sufficiently specific in those days, for the Barbary title was one by which more than one lady of the cabinet circle had designated the executive himself.

The Barbary horse was really the Arabian horse, that had removed with his master from the desert peninsula to northern Africa. The Arabs claim that the horse was first tamed by Ishmael, the son of Abraham—or, as they style him, Ismail, ibn Ibrahim—and that their famous coursers of the present day are the descendants of the steeds of the patriarch's family. Indeed the oriental horse trader will not blush to present to you a written pedigree, if you require it, giving all the names of the sires in ascending line to the days of King Solomon. The less the traveler in Arabia is acquainted with the Arab character the more he will be impressed with these "claims of long descent."

Your true Arabian steed stands 14 to 15 hands high, with large head and deep jowl, large and gentle eyes; light neck, high wither, muscular forearm, short back, round "barrel," narrow hind quarter and high set tail. He is not always gray in color, as is popularly supposed. He is a constant galloper, a bold jumper, a docile, courageous and lovable creature. He has improved in size by his removal to Barbary, and as a consequence the Barbary type corresponds more to the American ideal.—Hubert M. Skinner in Arena.

The Industry of Fall River.

Fall River has more than one-sixth of all the spindles in the country, over one-fifth of those in New England and manufactures over three-fourths of all the print cloths made in the country. It has more spindles than any state in the United States except Massachusetts, nearly as many as all the southern states combined and more than twice as many as any other city in the country. Every working day its mills weave more than 1,400 miles of cloth, or more than two miles every minute. It produces every variety of cloth from rough linings for shoes to the finest and daintiest fabrics for ladies' dresses and from the coarsest threads to the gossamer of the spider's web, a pound of which will make a strip of lawn 30 inches wide and 60 feet long.

There are 42 corporations, operating 82 mills, employing 30,000 persons, earning $180,000 per week and producing annually from 350,000 bales of cotton more than 800,000,000 yards of cloth. Its people are cosmopolitan, there being in the city in round numbers 15,000 of American parentage, 15,000 of English, 25,000 of French Canadian, 25,000 of Irish and 20,000 of German, Portuguese, Armenian, Russian and Italian birth. The recent growth of the city has been remarkable. Founded in 1803, it had only 1,000 inhabitants, but from 1870 the increase has been marvelous. In that year it had 26,191 inhabitants; in 1880, 47,883; 1890, 74,918; in 1897, 100,000.—Textile America.

A Brilliant Thoroughfare.

Unter den Linden, Berlin, is the most brilliantly lighted thoroughfare in the world, with its triple rows of arc lamps, fed by underground wires and separated by rows of lime trees.