

HEIR TO A BIG FORTUNE

LUCK OF JOHN WILLIAMS, AN EX-JOCKEY.

He becomes, with His Brother, Joint Owner of an Estate Valued at \$7,000,000—A Modern Romance—How the Money Came to Him. [Philadelphia dispatch.]

John Williams, coachman for E. C. Howell, of Bristol, is a happy man. He has just become heir to half of an estate of \$7,000,000. He recently returned from a trip to California, where his uncle, Theodore Luderick, died, leaving his estate to John and his brother, William, who lives at Blackburn, N. Y. They are each to receive the interest on the \$7,000,000 for forty-five years, when the principal will be paid to them.

Theodore Luderick, the wealthy descendant, came to this country from Metz, Germany, in 1846, at the beginning of the gold excitement in California. He went to that State with only a little money. He went into the mining business and began to make money. He had previously been in the gold and mining business in Australia. As soon as he reached California he began to accumulate iron, gold, silver, lead and copper ore and sold it at an enormous profit. In 1876 he was worth \$10,000,000, but during the panic of 1877 he gave away \$3,000,000 among the poor. He has left several millions to charitable institutions in this country. He was a bachelor and was 88 years of age when he died—last August. He had been retired from business for three years.

John, the coachman, was seen by a reporter in his snug little room in Mr. Howell's barn. He said that he and his brother would receive the interest on \$7,000,000 for forty-five years, when they would receive the principal. His uncle left \$5,000,000 in personal property, consisting of bonds and mortgages, and \$2,000,000 in real estate. The interest on \$7,000,000 at 5 per cent. would be \$350,000 annually, and he would, therefore, have an income of \$175,000 a year. When asked what he intended to do with so much money as that, he replied:

"I am going to follow my uncle's example. I have great desires to give to the poor. I expect to spend \$60,000 or \$70,000 yearly for orphans, Sisters of Charity, hospitals, etc. I expect to travel about five years. I expect to see all parts of the world, if it costs me \$8 or \$10 a day. I don't know what I shall do after I get through traveling. I shall not go into any business, and probably shall not do anything. I shall use good, sound sense and stay with my employer until such time as the estate is settled up, which will be about eighteen months from now."

Williams has had a very romantic life. He was born at Fleetwood, Pa., May 6, 1863. He is the son of William and Martha Williams. His mother is dead, but his father is still living. "I have made myself," said Williams, in giving a sketch of his life. "From my boyhood up I have lost no time, have met all classes of men, and have traveled over the United States more than five times. I am a professional horse-jockey, and have been groom and rider fifteen years, off and on."

Williams said that his brother William, who is to share the estate with him, is 14 years old, and is home at Blackburn with his father.

PUBLIC DEBT STATEMENT.

Figures shown by the Document Issued on the 1st.

The following is the public debt statement for October:

INTEREST-BEARING DEBT.
Bonds at 4% per cent. \$ 69,826,000
Bonds at 4 per cent. 568,759,900
Bonds at 4 per cent. 102,170

Aggregate of interest-bearing debt exclusive of U. S. bonds issued to Pacific railroads. \$638,685,070
Debt on which interest has ceased since maturity. 1,750,985

DEBT BEARING NO INTEREST.
Legal-tender notes. \$34,681,016
Old Demand notes. 56,035,885

National bank notes. 56,035,885

Redemption account (deposited in Treasury under act of July 10, 1860). 56,035,885

Fractional currency, less \$8,375,934

Estimated as lost or destroyed... 6,911,510

Aggregate of debt bearing no interest, including national bank fund deposited in the Treasury under act of July 14, 1860. 174,183,515

Silver certificates. 311,654,571

Currency certificates. 6,370,000

Treasury notes of 1860. 8,069,014

Aggregate of certificates offset by cash in the Treasury. \$300,576,030

Aggregate of debt, including certificates of July 31, 1860. \$1,530,669,523

Decrease in bonded debt during the month. 42,316,240

CASE IN BANCAUX.

Reserved for redemption of United States notes, as of Jan. 14, 1875, and July 12, 1882. \$100,000,000

For redemption of gold certificates issued. 177,183,571

For redemption of silver certificates issued. 311,173,571

For redemption of currency certificates. 7,370,000

For matured debt, accrued interest, and interest due and unpaid. 6,769,671

For balance of interest anticipated under department circulars. 12,529,325

Total cash reserved for above purposes. \$674,606,433

AVAILABLE FOR OTHER PURPOSES.

Fractional currency and minor coins not full legal tender. \$20,768,834

National bank notes. \$51,297,975

Redemption account (deposited in Treasury under act of July 14, 1860). 975,75

National bank fund deposited in the Treasury under act of July 14, 1860. 19,000

Total. 90,222,406

Debt, less cash in the Treasury Sept. 30, 1860. 870,759,900

Debt, less cash in the Treasury, Aug. 30, 1860. 875,856,060

Net increase of debt during the month. \$4,582,923

Newspaper Paragraphs.

MR. SOUTHERN is the editor of a Kansas prohibition paper.

A FLORIDA census enumerator lost half a day running down one dark and failed.

A MISSOURI peach has been found that measured 11½ inches and weighed 134 ounces.

The Government crop reports show that the average for corn is 70.1, the lowest since 1881.

A TURK in costume is the leader of the Salvation Army meetings in North Lansing, Mich.

CELESTE to the amount of 18½ tons was shipped from Kalamazoo in one day recently.

A new restaurant in Paris has served men waiters, W. & Indians and others, stranded after the Exposition.

A NEW political party has been formed in Indiana called the People's Party. Its emblem is the hammer and the plow.

The Salvation Army, every member of which must be a total abstainer, is now the largest temperance organization in the world.

NEW KIND OF AIR LINE.

SHIPS TO BE BUILT FOR AERIAL NAVIGATION.

A Chicago Company Formed for the Purpose of Building a Line of Air Ships That Will Do Away With Railroads and Steamboats—What the Inventors Say. [Chicago dispatch.]

For a week past a dozen gentlemen have gathered at the Grand Pacific in earnest discussion of a plan which sounds like a tale from the "Arabian Nights." If carried out—and it is claimed \$20,000,000 of solid cash has been paid in to say that it will be—their schemes will result in making railroad trains appear like mere stage coaches, will make the transportation of the mails almost equal to the telegraph, allow a business man to have his office in New York and yet live in Chicago with no more inconvenience than if his home were just around the corner. The tourist will be permitted to leave any point in the United States one day and arrive in Europe the next, and any one may have the opportunity of leaving the circuit of the globe in just five days.

The project was completed yesterday afternoon and to-day at Springfield the Mount Carmel Aeronautic Manufacturing Company will be chartered with a capital of \$20,000,000. Within sixty days the first air-ship is put down on the schedule to arrive in Chicago. The company is said to be backed by a powerful English syndicate, and by Eastern capitalists, both these interests having representatives at the Grand Pacific meeting. The incorporators, however, are the inventors, E. J. Pennington and Richard Butler, of the Mount Carmel Machine and Pulley Works at Mount Carmel, Ill.; W. C. Dewey, of the Grand Rapids Furniture Manufacturing Company of Grand Rapids, Mich.; E. L. Chamberlain and James A. Pugh.

The proposed air-ship, models of which the inventors claim have been successfully tested, will carry cars the size of the Pullmans and will contain fifty persons each, special cars being manufactured for quick mail and passenger service. Work will commence immediately at Mount Carmel upon the manufacture, the plant being a mammoth one covering many acres. The first building to be erected will be 800 feet square, and the contracts for it have already been let. The company will manufacture all it needs from the raw material, even to the aluminum, of which the air-ships will be almost entirely composed. This metal is not only the strongest and lightest, but by a new process owned by the company it can be made the cheapest.

The claim is made that the ship combines safety, speed, and comfort, and is so perfect as to be under the absolute control of a crew of two men. It is shaped much like the hull of an ordinary sea vessel. It has on either side and extending the entire length large wings arranged so as to turn into a parachute in case of accident. At the corners of these wings there are propeller wheels, enabling the ship to be raised or lowered at will. A large propeller wheel at the bow gives the ship power either to go backward or forward. Above the buoyancy chamber is a rudder for steering horizontally. Just in the rear of this is a smaller one to steer either to the right or left. The cabin or car is suspended immediately beneath this framework, and beneath are the storage batteries, which also act as ballast. In the front of the car is a place for the pilot, who is provided with levers for switching the electric appliances, the rudders and propellers being controlled by electricity. The inventors say the chief secret in the aerial navigation problem has been aluminum. In addition to this all the machinery is of entirely new design and of the lightest weight possible. It is also said that in order to cause the ship to fall or to be lost control of all the rudders, the wings, the propeller wheels, and the buoyancy chamber must all break at once, for any one of these would keep it suspended. But even if they should do so the automatic parachute, formed instantly by the wings, would allow the ship to descend gently to the earth, and as special cars will be made for crossing the ocean, even should this happen in mid-ocean it would float on touching the water.

Mr. Dewey, with whom a talk was had at his room at the Palmer at the close of the Grand Pacific meeting, said that not a dollar would be asked from the public until the company had complete and perfectly equipped ships in which they could ask the public to travel. Then if there was any stock to spare it might be placed on the market, but at present not a share is for sale.

"When it is first presented to you," said Mr. Dewey, "it seems simply impossible—it is, really, the simplest and most practical matter in the world. Nor was there ever so great a scheme backed by a more solid business and financial aeronaut. I have no more doubt of its success than of the fact that I shall be in Grand Rapids in the morning. Of course, if successful, it will revolutionize the world, even more than the railroad or the telegraph has done. We are already in correspondence with the post-office department at Washington, and have been assured that the mails will be sent by our air-ships the moment we prove that they can go faster than the present mail trains. They have not realized the stupendous fact that in a few months a man will be able to fly over the continent Saturday night and return in time for business Monday morning."

The first car will leave St. Louis for Mount Carmel within two months, and will then come to Chicago, where the men and a few invited guests will take a day's vacation for a trip to the Pacific coast or to some other distant point.

DURING her voyage of 125 days from Calcutta to New York, the Timandra ran through four hurricanes. Oil bags hung over the bows, sides, and stern saved the ship, as Captain Mowatt verily believes.

THE outfit of a hop-picker that started from Howell Prairie, Oregon, the other day, comprised two packages of cigarettes, a bottle of whisky, a pack of cards, a pistol, and a pair of blankets.

A NEW York hotel announces that it has started a grill-room. The cashiers' desks at most hotels in Gotham are good substitutes. They grill all the fat out of a pocket-book at short notice.

It is claimed in the South that more Southern people visited Northern resorts last summer than in any previous year in the history of the country.

HUMAN FRAILTY.

We are frail creatures physically—the most robust among us. The unhealthy man or woman is in great measure incapable of benefit to society. If, for instance, biliousness, a trouble of frequency and often obstinately resisted, of ordinary duration, obstructs the functions of the liver, and the brain, the sufferer is sure to be dyspeptic. The three disordered conditions are sure to be confirmed by neglect. Under the erroneous impression that there is no hope for him, an impression in all likelihood confirmed by the doctor's diagnosis, the sufferer is apt to become negligent, may, even reckless, and that the sooner he is removed from the sphere of human endeavor the better for all parties concerned.

It is an incorporate part of himself.

His remedies, the sufferer is apt to become

negligent, may, even reckless, and that the

sooner he is removed from the sphere of

human endeavor the better for all parties

concerned.

She Can Do It.

Nobody cares whether the inhabitants of Jupiter are transparent or not, as some of the star-gazers affirm; but it would be something of a godsend in the way of wisdom to understand what process of vision a woman can see clear through a man weighing two hundred and forty pounds, with as much comprehension as she can look into a plate-glass window full of new bonnets. —*Ram's Horn.*

IPID TO THE LIGHT.

The man who tells you confidently just

what will cure your cold is prescribing

Kemp's Balsam this year.

In the preparation of this remarkable

medicine, a certain medium is used

which is said to be the best and most

restorative in the world.

It is an incorporate part of himself.

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ART CAN DO IT.

ART is long, but money is often short.

"GREAT exertions don't always end in

great results." Don't work so hard. Use

SAPOLIO and save half the labor. Sapolio

is a solid cake of Scouring Soap. Try it.

BRONCHITIS is cured by frequent small

doses of Piso's Cure for Consumption.

A MAN AT THE MAST-HEAD HAS A TIP-TOE BIRTH.

EX-TURFMAN—I'M DONE WITH THE RACE TRACK!

CLERGYMAN—WHAT, MY FRIEND, HAVE YOU AT LAST SEEN THE SINNERSHIP OF THE BUSINESS?

EX-TURFMAN—I HAVE.

CLERGYMAN—WHAT HAS BROUGHT ABOUT THE CHANGE?

EX-TURFMAN—I'VE LOST THE KNACK OF PICKING THE WINNER.—*New York Press.*

THOUSANDS OF MISERABLE AND PUNY CHILDREN HAVE BEEN RESTORED TO ROBUST HEALTH BY USING DR. BULL'S WORM DROPS. DR. BULL'S WORM DROPS ARE ADMINISTERED TO THEM BY KIND AND LOVING CARE.

MRS. MILLER, wife of the Governor of North Dakota, dropped into the office of a newspaper at Dryden, N. Y., recently, and set a couple of stickfuls of matter, as a reminder of the old days when she was a compositor in that office and the Governor was "making up" to her.

NO SOAP in the world has ever been imitated as much as Dobbins' Electric Soap.

The market is full of imitations. Be careful that you are not deceived. "J. B. Dobbins, Philadelphia, and New York," is stamped on every bar.

DR. SNYDER, Lock Box 451, Chicago, Ill.

MENTION THIS PAPER WHEN WRITING TO ADVERTISERS.

PENSIONS!

The Disability Bill is a law. Soldiers disabled since the war are entitled. Dependent widows and parents of soldiers are entitled. Widows and parents of deceased soldiers are entitled. If you wish your claim speedily and successfully presented, address

LATE COMMISSIONER OF PENSIONS, WASHINGTON, D. C.