

TOWNS IN RUINS.

Resistless Sweep of Forest Fires in Northern Wisconsin.

Life and Property Go Down Before the Flames—Some of the Heavy Losses—The Terrible Disaster at Phillips—Other Forest Fires.

STORY OF THE DISASTER.

ASHLAND, Wis., July 30.—Loss of property approximating \$3,000,000 and heavy loss of life, the extent not yet known, though at least fifteen persons met death at Phillips Friday, is the record of the forest fires which have swept northern Wisconsin. It is almost a certainty that some of the lone homesteaders scattered throughout the burning timber have perished in the flames unless they have in some marvelous way escaped the suffocating flames and smoke.

Estimate of Property Losses.

The losses now seem to be: The city of Phillips entirely wiped out. The city of Mason practically destroyed, with White River Lumber company and 30,000,000 feet of lumber.

Headquarters of the Ashland Lumber company near Shores Crossing entirely wiped out. Special train of the Chicago, St. Paul, Minneapolis & Omaha, consisting of sixteen cars and locomotive, all burned, broke through burning bridge near Ashland Junction.

Camps of Thompson Lumber company burned at White River.

Two bridges on Wisconsin Central railroad, one near Chelsea, another near Phillips, both on main line south of Ashland.

These are the estimated losses, specifically, so far as known:

Lumber plants.....	\$1,000,000
Phillips residents.....	1,250,000
Mason.....	700,000
Thompson Lumber company, of Washburne.....	2,000
Ashland Lumber company.....	6,000
Shores Crossing residents.....	4,000
Two bridges C. St. P. M. & O. railroad.....	10,000
Two bridges Wisconsin Central.....	10,000
Homesteaders.....	250,000

The Disaster at Phillips.

PHILLIPS, Wis., July 31.—Out of a town of 700 buildings but twenty-seven are left standing. Driven by the increasing wind the fire swept the southwest limits of the city Friday afternoon. Across the miles of swamp where the water was from 6 to 12 inches deep it could be heard roaring for an hour. The firemen were forced to use dynamite. This stopped the progress of the fire, after the north end of the city had been destroyed, including the box factory of the John R. Davis Lumber company and the school-house.

Perished in the Lake.

Driven frantic by the rushing gale of flames, the families of James Locke, Frank Cliss and Dave Bryden gathered hurriedly in their arms all their possessions that they could and made for a floating bathhouse that was tied to the town bridge near the box factory. The ropes were cut and the occupants thought the gale would drive them across the lake where the flames would not reach them, but the raft was a rickety affair and overloaded, and most terrible of all, the fire seemed to create a current of air that pulled them directly towards a great pile of burning lumber on the lake shore. The raft began to sink, and with death by fire facing them on one side and drowning on the other, the boats were resorted to, but in the gale they capsized almost instantly, and all perished with the exception of Mrs. Cliss, who was found floating Saturday morning on the opposite side of the lake, clinging with desperation to a boat.

Another cyclone of fire struck the western side, sweeping through the main business and residence portion of the city, destroying the rest of the Davis company's plant. The path of the fire took in the city hall, courthouse, county jail and the Wisconsin Central depot and swept everything to the lake. Gov. Peck and his staff arrived from Madison Sunday morning. A dozen cars of provisions have arrived from various cities, and the organization for relief has been completed. Gov. Peck met with the committee at the town hall and offered many suggestions.

Other Fires.

The forest fires were still raging to the north and west of here Monday morning, and several small stations between here and Ashland were reported to have been wiped out. Fires of greater or less extent raged between Channing and Prais, Mich., on the Lake Superior division. Lumber camps on the Gibson and Toleen spurs of the road, 4 miles west of Channing reported destroyed and fires running rapidly through the woods in that part of the country. All trains on the Wisconsin Central road in the section of the country where the fire is raging held at various points or picking their way through the burned-over sections slowly and with frequent stops.

Girdled by Fire.

PHILLIPS, Wis., July 31.—For miles around here the forest fires continue to burn. Early Monday morning a fire to the northeast swept in on the back track and threatened to destroy the poor farm, the fair grounds and all of the timber along the east shore of the lake. An alarm was sent in from the farm and 150 men from Phillips with buckets, shovels and axes were sent to fight the fire. They reached the scene none too soon. The fire was coming over the hills with a roar, and in a short time with the freshening wind blowing from the east would have swept through the poor farm and burned the sick and crippled men who are inmates of the place. A fire brigade arrived also from Prentice. It stretched over a territory a quarter of a mile wide, and fought fire by cutting the brush around the farm and backing it. After several hours' work the danger passed.

Nothing Left to Burn.

Phillips is now the safest place in this section for the simple reason that there is nothing to burn except the earth and a few straggling trees on the outskirts of the town. The people of Phillips scattered to all points in the surrounding country and are coming back slowly. It will be impossible to say how many have been lost until all still alive return and the

noses are counted. Some of the eye witnesses of the fire say numbers of people who sought safety on the logs in the lake just off the shore must have been overcome by the heat and drowned.

Kindness of Neighboring Towns.

The people of Prentice have been extremely generous. Every house in the town has been open to the people of Phillips who wish to avail themselves of this shelter. They are all crowded, as the Wisconsin Central has carried the fire sufferers free from here to Prentice and return. The Central has also carried free the families of all sufferers who wished to leave Phillips for any point on the line.

The relief continues to pour in here from all points of the state. Eighteen full carloads have been received thus far. The donations of provisions and clothing which have been received have come from:

Weyauwega, Unity, Chippewa Falls, Eau Claire, Portage, Stevens Point, Montello, Coloma, Loyal, Marshfield, Colby, Milladore, Auburndale, Prentice, Rib Lake, Merrill, Rhinelander, Hewitt, Spencer, Oshkosh, Milwaukee, Dale, Amherst Junction, Sheridan, Stockton, Neenah, Waupaca, Wausau, Watertown, Ashland, Washburn and Fifeield, all in Wisconsin; Chicago, Ill., and Bessemer, Mich.

Arising from the Ashes.

The work of rebuilding Phillips has begun. The Shaw Tannery company has ordered in the lumber to rebuild its plant and it will begin to arrive today. Twenty shanties to shelter the unfortunate people were run up Monday, and the work of cleaning away the debris of the fire has commenced in all sections of the city.

Many of the people are undecided whether they should remain at Phillips or go elsewhere to seek their fortunes. If the Davis Lumber company would not rebuild its plant the town would be deserted. Mr. Davis in an address to the people Monday announced the company will rebuild.

A GRAVE CONDITION.

Quotations from R. D. Dun & Co.'s Weekly Review of Trade.

NEW YORK, July 28.—R. D. Dun & Co.'s weekly review of trade says:

"The heavy outgo of gold, the fall of the treasury reserve and of the price of wheat to the lowest point on record, and the increasing uncertainty about the tariff have entirely overshadowed other industries. Business delayed for months by the great strikes now crowds the railroads and swells returns and gives the impression of revival in business. But it is not yet clear how far there is an increase in new traffic distinguished from that which had been merely blocked or deferred. In some branches there has been more activity but in others less, because events early this week led many to infer that no change of tariff would be made."

"Wheat has found the lowest depth and has sold below 55 cents, making the monthly average at New York the lowest ever known. Corn was stronger, with accounts of injury to part of the crop, and the exports are trifling. Cotton declined a sixteenth of 7 cents, though reports from plantations were small. Textile industries have been perceptibly stimulated, according to dealers, by disagreements which many suppose will prevent change of the tariff and there has been more buying of cotton goods, with slightly higher prices for a few, notwithstanding the closing of some important mills. The stock of such goods is on the whole quite large. In woollens the goods famine, which clothes prepared for themselves by deferring orders, is such that imperative necessities now keep most of the mills at work and purchases of wool for immediate use are large."

"For the week failures have been 349 in the United States, against 285 last year, and 39 in Canada, against 23 last year."

GEN. PLEASANTON DIES.

He Passes Away at His Home in Philadelphia.

PHILADELPHIA, July 28.—Gen. Augustus J. Pleasanton, known as "Blü Glass" Pleasanton, died Thursday night. He was a brother of Gen. Alfred Pleasanton, the famous soldier.

[Augustus J. Pleasanton was born in Washington eighty-six years ago and graduated from the United States military academy in 1828. He enlisted in the Pennsylvania militia and at the outbreak of the civil war was made commander of the home guard of Philadelphia. He was the originator of the theory that the sun's rays when passed through blue glass were highly stimulating, not only to vegetation but to the health and growth of animals.]

Ruin Rampant.

MINNEAPOLIS, Minn., Aug. 1.—A spark from a passing locomotive started a fire in the large lumber yard of the Shevlin-Carpenter company on the west river bank Monday afternoon. It proved to be the third big blaze in the history of the city. It destroyed 25,000,000 feet of lumber, the office of the Shevlin-Carpenter company and twenty-five freight cars, the round-house, and the gas works of the Chicago, St. Paul, Minneapolis & Omaha Railway company. The loss is \$500,000, and the insurance will amount to \$350,000. The Omaha company is protected by a blanket insurance.

Nebraska Corn in Danger.

OMAHA, Neb., July 27.—For more than two weeks no rain has fallen and there has been an excess of sunshine. Wednesday a hot wind from Kansas swept over the state like a blast from a furnace and corn blades are curled close. The stand that promised so well a month ago now promises a total failure unless rain comes before the end of the week. Many fields are already beyond salvation. The drought is unprecedented in its severity in this vicinity.

Killed by the Heat.

NEW YORK, July 28.—T. S. Wright, of Chicago, the general attorney of the Chicago, Rock Island & Pacific railroad, was prostrated by the heat Thursday night and removed to the New York hospital, where he died. He was the son of Judge Wright, of Des Moines.

Shipments of \$4,000,000 in Gold.

NEW YORK, July 30.—The firms of Lazard Freres and Heidelbach-Ickelheimer company will each ship \$1,000,000 gold on to-day's steamer. Ladenburg, Thalmann & Co. will ship \$500,000. The prospects are that at least \$4,000,000 will go.

Many Killed by Earthquake.

BELGRADE, July 28.—Earthquake shocks have been felt in Macedonia, Old Serbia and eastern Bulgaria. Many houses at Vabra, Bulgaria, have been damaged and a number of people have been killed as a result of the shocks.

BLASTS OF DEATH.

Eight Men Killed by Explosions at Various Points.

Three Slain at a Quarry in a Chicago Suburb—Two Miners Meet Death in California—An Exploding Locomotive Kills Three.

DEATH AND RUIN NEAR CHICAGO.

CHICAGO, Aug. 1.—An explosion occurred in a building occupied by the Western Electric company at the stone quarries of Dolese & Shepard, half a mile east of Hawthorne, at 11 o'clock Tuesday morning, in which three men were killed and three injured.

The dead are F. Corbin, Scott Clark and Richard Clark, his son. B. H. Rudd and an unknown man were probably fatally injured. The bodies of the three men who were killed were scarcely recognizable when they were picked up blackened and torn and limp. Holes were torn and burned in bodies, legs and arms, and the hair on the heads of two of the dead men was nearly all singed off. The poor victims presented a deplorable, revolting but pitiable sight.

That one of the injured men will die as the result of his hurts cannot be doubted. He was torn and mangled in a frightful manner and lacerated flesh hung from his face where he had been dashed into the stone the great engine was crushing into bits.

Mr. Rudd and Mr. Corbin, his assistant, were making experiments with a powerful explosive called Ruddleite, an invention of Mr. Rudd. Clark and his son were in the dynamo engine room, which was constructed in the side of the quarry pit just beneath the room in which Mr. Rudd and Corbin were at work. It is not definitely known how the accident happened, but it is believed the boiler of the dynamo engine blew up and the fire set off the explosive with which Mr. Rudd was experimenting.

There were four explosions. The first did but little damage, but the second completely wrecked the building and the third and fourth were so violent that windows were blown out of dwelling houses at Crawford station, nearly a mile northeast of the quarries, and in houses in Hawthorne, half a mile west. The bodies of Clark and his son were hurled nearly a hundred feet out into the quarry pit, which at that point is 30 feet deep. Corbin's body was thrown through the front door of the building and landed near the railway tracks 20 feet away. Of the 400 men working in the quarries at the time nearly every one was blown off his feet, but none was injured. Bates and Stevenson jumped to their feet and started to run away, when two more explosions came, quite as violent as the second.

For the last two years C. H. Rudd has been making experiments with his invention in behalf of the Western Electric company at Dolese & Shepard's quarries. The explosive was prepared in iron tubes 10 feet long and 2 inches in diameter. These huge cartridges were discharged by means of electricity.

WINNIPEG, Man., Aug. 1.—A shock accident occurred on the Canadian Pacific at Field station, resulting in three deaths. A freight train left Field, east bound, having an engine both front and rear until the train had passed a steep grade known as "the hill." The boiler of the rear locomotive burst, blowing the engine into atoms, and instantly killing Engineer Wheatley and Fireman Hunt. A brakeman George Kemp, on the rear car was fatally injured by flying fragments and died Tuesday.

SONORA, Cal., Aug. 1.—The explosion of thirty-five pounds of giant powder in the Golden Gate mine Tuesday morning caused the death of Lafayette Carr and John Mangram, two experienced miners who had been sent to the 400-foot level to do some blasting.

SENT HOME.

Part of the Militia on Duty at Chicago Recalled.

CHICAGO, Aug. 1.—Mayor Hopkins sent a telegram at noon to Gov. Altgeld recommending that eight companies of the First regiment on duty at various points along the Illinois Central railroad within the city limits be withdrawn from service. Three companies of the First will be retained at Pullman under the command of a major. The Second regiment, which is in service in the stock yards district, will be kept in the field for some time yet, the mayor indicating that neither they nor the troops at Pullman would be recalled until the strike had been declared off. Gov. Altgeld during the afternoon complied with Mayor Hopkins' request.

INVESTIGATE THE STRIKE.

The Labor Commissioners Will Meet in Chicago August 15.

WASHINGTON, Aug. 1.—The labor commission appointed by President Cleveland to investigate the cause of the recent strike will hold its first meeting in the post office building, Chicago, on August 15. Railroads, labor organizations and citizens having a personal or patriotic interest in the right solution of the question to be inquired into and who cannot attend the public hearings are requested by the commissioners to present their views and suggestions in writing to the commission prior to the public hearing.

To Abolish National Banks.

WASHINGTON, Aug. 1.—Representative Boen (Minn.) has introduced a bill to abolish national banks. He would make it unlawful to charter a bank or provide additional currency for those already chartered and directs the secretary of the treasury to withdraw all deposits of public money from the banks and return them to the treasury.

Camden Denies It.

WASHINGTON, Aug. 1.—Before the senate investigating committee Senator Camden denied all knowledge of the order for sugar stock said to have been given by him.

DEBS MAKES A SPEECH.

Synopsis of an Address Delivered in His Native Town.

TERRE HAUTE, Ind., July 31.—There were 1,800 persons in the opera house Sunday night to hear Eugene V. Debs, and 1,000 more could not get in. When the familiar figure of the American Railway union president appeared on the stage there was loud and long-continued applause. A synopsis of his remarks follows:

Mr. Debs began his speech by saying that as a general proposition he is opposed to strikes but there are times when not to strike is to accept degradation. "We are a striking government," he added. "Every star in the flag represents a strike." The revolutionary fathers struck against tyranny and for liberty. If all employees had been treated fairly there would have been no labor organizations. He said he had done all he could to prevent the Pullman strike. Then followed a narrative of the efforts of committees to secure arbitration.

Mr. Debs followed with the story of the American Railway union national convention and its efforts to secure redress for the Pullman employees, but the company would make no concession and the convention by a unanimous vote decided to haul no more Pullman cars. The charge that he had ordered the strike, he said, was absolutely false. In all of his connection with organized labor he had not advised a man to leave his employment. The railway managers met and decided to support the Pullman company in the fight it was making on its employees.

"The managers also decided to destroy the American Railway union," said he, "but that is a contract they would like to sublet now." The American Railway union, he said, simply followed the example of the managers by combining for mutual protection.

Mr. Debs said it had been printed that he was a foreigner and an anarchist. He was proud of the fact that he had been born and reared in Terre Haute. He had no patience with violence in any form. He said it could be proved that at the time of the Buffalo switchmen's strike the companies caused cars to be burned so they could have the militia called out.

"When the truth is known it will be found that the American Railway union was in no wise responsible for arson or any lawless acts. With the aid of soldiers the managers finally succeeded in operating their roads in a manner."

Workingmen would no longer be supplicants. They would take what was their right, not in an unlawful manner, but they were the people and this was a people's government. He spoke of the failure to enforce the interstate commerce law against the corporations, which called up the same law against workingmen. He denied that he was to be branded as an anarchist because corporations defied the law. He urged his hearers to bear in mind that they must use the power of the ballot.

He hoped there would never be another strike. He had about made up his mind never again to be connected with a strike. He would do his striking at the ballot box. He did not have much faith in public opinion, but when it gets right the A. R. U. strike would be overwhelmingly vindicated, and he was content to wait for that time.

Whatever action might be taken at the coming A. R. U. convention, the strike of Pullman would go on. There was no ending to that. Pullman must be whipped. He admitted that when a strike was ordered it invited lawlessness, but as there never was a strike without a cause why should not the corporations take their share of the responsibility of rioting. When section men were cut to 67 cents a day, as they were on the Louisville & Nashville, the railway managers who made that cut were the real anarchists.

He said no word as to the future of the strike, but in his story of it he spoke of it in terms indicating that he thought of it as a thing of the past. He said in closing that if a penalty attached to his actions he would accept his fate like a man. He would not shrink his responsibility for his acts.

SUNK THE SHIP.

A Big Steamer Crushes Into a Schooner in the Detroit River.

DETROIT, Mich., Aug. 1.—The whale-back steamer, Pathfinder, ran down a schooner, which proves to be the Glad Tidings, on Detroit river between Mammy Judy and Grassy Island lights about 3 o'clock Sunday morning. It is believed that the crew of four on the sunken boat were drowned, as not a vestige of the wreck can be seen. When the Pathfinder struck the schooner, a quantity of rigging and canvas fell across the steamer's bow, but nothing was seen whatever of the schooner after the disaster and it is supposed that she went down instantly.

Monday evening Mrs. Westphal, wife of Capt. Westphal, owner of the schooner Glad Tidings of this port, identified the rigging as that of the Glad Tidings. The crew consisted of Capt. Michael Westphal, his brother Anton, a brother-in-law of Mrs. Westphal, and an unknown sailor who shipped on the last trip.

WELLMAN PARTY IS SAFE.

The Steamer Ragnvald Jarl Spoken by a Norwegian Sealer.

LONDON, July 30.—Carl Siewers, the Norwegian arctic enthusiast, received a telegram from the captain of the Erling, a Norwegian sealer which arrived Friday at the island of Tromsø, Norway. The captain of the sealer said in his dispatch that when near Amsterdam island, in latitude 84 north, the Erling spoke the Ragnvald Jarl, the steamer which was conveying the Wellman arctic expedition to the edge of the pack-ice. The Ragnvald Jarl, in replying to signals, asked to be reported at the nearest place the Erling touched at, saying that all were well on board. The Ragnvald Jarl had been beset by pack-ice which had delayed her progress considerably. But Wellman and his party were then free of the ice and they should now be well on their way to the north pole.

SEVENTEEN SEAMEN LOST.

British Bark Wrecked and All on Board Go to the Bottom.

SAN FRANCISCO, July 27.—Word has been received here of the wreck of the British bark William La Lachure off Cape St. James, on Prevost island 600 miles from Singapore. The vessel left Singapore for Hong Kong May 4, to load at the latter port for San Francisco. She never reached her destination, and her bones are now bleaching on the rocks off Cape St. James, while the bodies of her crew are strewn along the shore or are lying at the bottom of the ocean. Out of the crew of seventeen not a man was left to tell the tale. When she went ashore is not known.

Victims of Explosions.

WOOSTER, O., July 28.—By the explosion of a traction engine, which went through a bridge near Reedsburg, Henry Barnes was instantly killed. In a similar accident near Lodi Thursday George Hart was killed.

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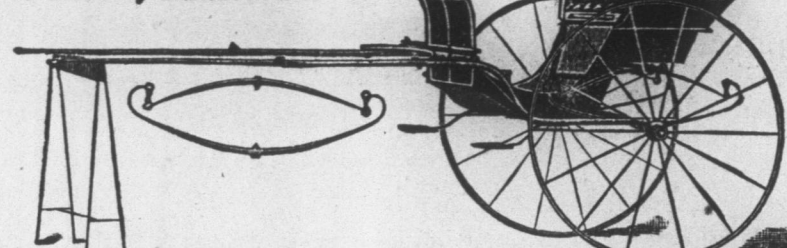


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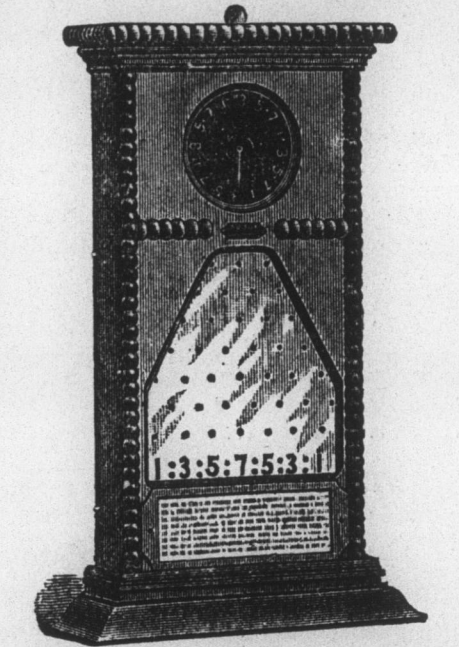
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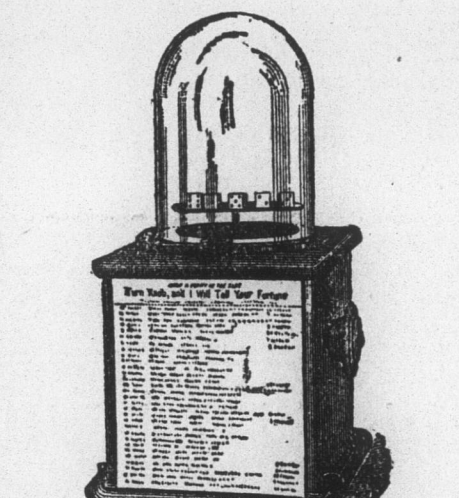
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