

THE NEWS IN BRIEF.

D. W. Shedy, a well known attorney of Rockford, Ill., and Justice of the Peace, attempted suicide by swallowing a dose of laudanum. He will recover.

The celebration of the completion of a quarter of century of King Oscar's reign will be signified by a Scandinavian art and industrial exhibition at Stockholm during the next summer.

Madrid papers claim that the United States desires to ruin Spain's colonial power.

The ports have decided to decline payment of all claims for indemnity for massacres except those advanced by Americans.

Emperor William addressed the officers at the military school at Hanover and cautioned the soldiers to act in a more friendly manner toward civilians.

It is said that Emperor William is considering the advisability of recalling all the officers whom he loaned to the Chinese government for the purpose of instructing the Mongolian warriors in the arts of civilized warfare.

Oscar Caspades, an American citizen, has been denied a civil trial at Matanzas.

A. J. Boyce, proprietor of the Boyce machine shop and enameling works at East Liverpool, O., has assigned. Assets are estimated at \$40,000 and liabilities at \$20,000.

The firm of Calloway, Walker & Miller, dealers in general merchandise at Bosobel, Wla., has made an assignment. William H. Pittman, cashier of the State Bank is assignee.

Klinefelter & Freeman, machinery dealers of Sibley, Ia., have assigned to C. W. Lister for the benefit of creditors. The assets scheduled over \$15,000; liabilities over \$11,000.

J. S. Nye, hardware and implement dealer at Princeton, Ia., has failed.

An Italian named Corsetto has invented an apparatus which enabled him to remain under water eighteen hours. Owing to an accident to the apparatus, however, he came near being asphyxiated.

Going to Raise Cain in China.

Chicago, Dec. 7.—Regarding a London cable to the effect that a prominent Chinese resident of that city had stated that in the United States there was a powerful society of Chinese the object of which was to depose the present dynasty in China and make a republic of the country, Wong Chung Foo, editor of the Chinese News, of this city, says it is true and that in the very near future the society will begin operations. The same news comes from New York.

Dashed into an Electric Car.

Leavenworth, Kan., Dec. 8.—A Burlington plug train ran into an electric car at the Choctaw crossing, smashing the front part of the electric car and severely injuring Captain Montgomery of the pension department of the soldiers' home at Fort Leavenworth, and Thomas Haskins, a member of company D of the institution. The other passengers escaped injury.

THE MARKETS.

New York Financial.

Money on call was easy at 1/4 per cent; prime mercantile paper, 1/2 per cent; sterling exchange was easier, with actual business in bankers' bills at 48 1/2 @ 49 1/2 for demand and 48 1/2 @ 49 1/2 for sixty days; posted rates, 48 1/2 @ 49 1/2 and 48 1/2 @ 49 1/2; commercial bills, 48 1/2.

Silver certificates, 85 1/2; sales, \$5,000; bar silver, 65 1/2; Mexican dollars, 50 1/2.

United States government bonds firm; 4's registered, 109 1/2; do. coupon, 109 1/2; 4's registered, 109; do. coupon, 109 1/2; 3's registered, 95; Pacific Coast 7's, 95 1/2.

Chicago Grain and Produce.

Chicago, Dec. 7. Following were the quotations on the Board of Trade today: Wheat—December, opened 77 1/2; closed 77 1/2; May, opened 80 1/2; closed 80 1/2; July, opened nominal, closed 76 1/2. Corn—December, opened 23 1/2; closed 23 1/2; May, opened 23 1/2; closed 23 1/2; July, opened nominal, closed 22 1/2. Oats—December, opened 19 1/2; closed 19 1/2; May, opened 19 1/2; closed 19 1/2; July, opened nominal, closed 18 1/2. Pork—December, opened 10 1/2; closed 10 1/2; May, opened 10 1/2; closed 10 1/2; July, opened nominal, closed 9 1/2. Lard—December, opened 10 1/2; closed 10 1/2; May, opened 10 1/2; closed 10 1/2; July, opened nominal, closed 9 1/2.

Produce—Butter—Extra creamery, 23c per lb; extra dairy, 19c; fresh packing, 20c; Eggs—Fresh, 22c; old, 20c; Poultry—Turkeys, 10c; chickens, 8c; geese, 7c; ducks, 6c; Potatoes—Burbank, 2 1/2c; Adair, 2c; Redskin, 1 1/2c; Sweet potatoes—Illinois, 1 1/2c; per bbl. Honey—White clover, 10c; 13c per lb; extracted, 10c; Apples—Common to fancy, 8c @ 10c per bbl.

Chicago Live Stock.

Chicago, Dec. 7. Live Stock—Prices at the Union Stock yard today ranged as follows: Hogs—Estimated receipts for the day, 4,000; sales ranged at \$2.70 @ 3.30 pigs, \$3.10 @ 3.30 light, \$2.90 @ 3.00 rough packing, \$3.10 @ 3.30 mixed, and \$3.00 @ 3.30 heavy packing and shipping lots. Cattle—Estimated receipts for the day, 17,500; quotations ranged at \$5.50 @ 7.00 Christmas steers, \$5.00 @ 6.15 choice to extra shipping steers, \$4.80 @ 5.00 good to choice do., \$4.20 @ 4.50 fair to good, \$3.50 @ 4.00 common to medium do., \$3.00 @ 3.30 butcher, \$2.80 @ 3.00 stockers, \$3.35 @ 3.50 feeders; \$1.75 @ 2.00 cows, \$3.40 @ 3.50 heifers, \$1.75 @ 2.00 bulls, oxen and stags, \$3.50 @ 3.75 Texas steers, and \$2.75 @ 3.00 veal. Estimated receipts for the day, 10,000; sales ranged at \$2.35 @ 2.65 western, \$1.50 @ 2.00 Texas, \$1.50 @ 2.00 native and \$2.50 @ 3.00 lambs.

East Buffalo Live Stock.

East Buffalo, N. Y., Dec. 7. Dunning & Stevens Live Stock Commission Merchants, East Buffalo, N. Y., quote as follows:

Cattle—Receipts, 175 cars; market about steady for light handy and heavy steer cattle; prime steers, \$4.00 @ 4.50; good to choice, \$3.40 @ 4.00; fair to medium, \$3.30 @ 3.80; choice fat heifers, \$3.50 @ 4.00; common light to good, \$2.90 @ 3.30; prime fat cows, \$3.25 @ 3.60. Hogs—Receipts, 222 cars; market dull and 10c higher; lower Yorkers, \$3.25 @ 3.75; mixed packers, \$3.20 @ 3.30; heavy and medium, \$3.10 @ 3.20; light Yorkers, \$3.20. Sheep and lambs—Receipts, 80 cars; market dull and lower; prime native lambs, \$4.75 @ 4.85; fair to good, \$4.25 @ 4.70; culls and comming, \$3.75 @ 4.25; good to choice mixed sheep, \$3.40 @ 3.60; common to fair, \$3.15 @ 3.35; culls, \$2.40 @ 3.50; heavy fat ewes, \$3.25 @ 3.40.

St. Louis Grain.

St. Louis, Dec. 7. Wheat—No. 2 red cash elevator, 90c; track, 91 1/2 @ 92 1/2; No. 3 hard cash, 89 1/2 @ 90 1/2; December, 89 1/2; May, 89 1/2 @ 90 1/2. Corn—No. 2 cash, 21 1/2 @ 22 1/2; December, 21 1/2; May, 21 1/2 @ 22 1/2. Oats—No. 2 cash, 20c bid; May, 20 1/2 @ 21c bid.

Milwaukee Grain.

Milwaukee, Dec. 7. Wheat—No. 3 spring, 90c; No. 1 north, 90c; No. 2, 89 1/2 @ 90c. Corn—No. 2, 22 1/2 @ 23c; No. 3, 21 1/2 @ 22c. Oats—No. 2, 20 1/2 @ 21c; No. 3, 19 1/2 @ 20c.

Detroit Grain.

Detroit, Dec. 7. Wheat—Cash within, 20c asked; cash red, 20 1/2 @ 21c; December, 20 1/2; May, 20 1/2 @ 21c. Corn—No. 2, 22 1/2 @ 23c; No. 3, 21 1/2 @ 22c.

WHAT A CHILD WANTS TO BE

Girls Desire to Teach, Boys to Handle Tools, When Grown Up.

Children in their early teens have strange ambitions. From 2,500 replies to the question, "What would you like to do or be when you grow up?" it is recorded in the annual report of the department of instruction in New York that among the girls 88 per cent wanted to be teachers, 24 per cent milliners, 11 per cent clerks and stenographers, 8 per cent housekeepers, storekeepers, nurses and servants, each 2 per cent; artists, 1 per cent; then follow missionaries, musicians, factory hands and those who hope to be wives and mothers, each about three-fourths of 1 per cent. It is indeed a poor showing for the desire for motherhood. What is wrong with our schooling system that most young girls make up their minds that they would like to be teachers, and that only three-fourths of 1 per cent of them express any interest in being a wife and mother?

Among the boys who were questioned the most popular occupations related to the trades. Fourteen per cent had this preference. Next in frequency came the desire to be merchants, 12 per cent; then clerks, 7 per cent; then farmers, 6 per cent; doctors, about 5 per cent; lawyers, about 5 per cent; engineers, nearly 4 per cent; teachers and soldiers, each 3 per cent; railroad men and sailors, each 2 1/2 per cent; business, 2 per cent. The rest named 35 different occupations. It was noticed that the boys thought that an occupation that dealt with tools, plants or animals meant something that conferred power over one's fellows. Only in boys about 7 years old was there a large preference for such occupations as that of policeman, fireman or railroad man. As he grows older the average boy modifies his desire for the perilous, until at 14 he wants to be a bank clerk. There is one interesting exception to this. The ambition to be a sailor appears at 7 and increases slowly, culminating at 14.

Here is the composition of a boy of 14, parents American, his father a laborer: "When I am a man, I will go to sea and be a sailor on the stormy ocean. Then I can see strange and foreign lands and places, where no man but the sailor can go. I can go among the icebergs of the antarctic region, and I can spend a night in winter in some arctic country. The dark continent holds many joys for the sailor. He can hunt and have adventures without other cost than walking into them. Because I speak in such glowing terms of the sailor does not say that I think he has no discomforts, for what kind of life does not have its full share of the dangers and discomforts? The millionaire frets about the fact that some bank will go under. Even the poorest laborer frets, fearing he and his family will starve to death when he has no work. And now, burrah for the sailor!"

And here is a little end of the century old maid of 8, of English and American parentage, whose father is a staid minister of the gospel: "I want to marry a man that doesn't smoke, because I don't like the smell of smoke. I want to teach school where they will let me spank the children. For children knead discipline. I want to wear bloomers all the time. I want to wear a cut-away suit. Because it looks nice with bloomers. I will wear russet shoes and brown stockings. I want to have my hair cut short. Because it will be cooler."—New York Press.

THE EVANGELISTS.

Perhaps It Is For the Best That None of the Original Gospels Exists.

Some of our readers there may be who find it difficult to understand why, since God has revealed to us his will in a book, or rather in a library of inspired books, as the Bible truly is, he has not at the same time given us an infallible text. How much labor would have been saved had we possessed the autographs of four evangelists! To this we answer that, had one such autograph existed, some branch of the Christian church—possibly every branch, ourselves included—would have made an idol of the writer's parchment while neglecting its teaching altogether. We can only seek to comprehend the ways of Providence in one sphere by observing them in another. Man is the heir of all things, yet he is sent into the world to depend for food, clothing and all the comforts and adornments of life on his wife. How greatly is he thereby differentiated from the brute! How immeasurably is the educated man, and especially the scientific investigator, raised above the savage simply as the result of his own efforts!

Is it not possible that he who gave the word of life designs to quicken our interest in it by arousing afresh in each successive generation of Christians the desire to approach nearer to its sources, to remove the undergrowth of legend and tradition which has sometimes obstructed its free course, and that we are saved from the danger of finding it trite by the feeling that we possess a divine treasure which, though a gift, is not entirely independent of our own exertions for the measure in which it shall minister to our edification?—Agnes Smith Lewis in Century.

Picking Fowls.

Picking fowls may be easily and quickly accomplished in this way: As soon as the bird is dead immerse it in a pail of very hot water, the water to cover all the feathers. One minute is usually long enough to keep the fowl under hot water. Too long soaking is liable to discolor the skin. After this hot bath the feathers are so loosened that they can be almost rubbed off. The bird is then rinsed in cold water and wiped with a soft cloth. It should then be put into a cotton bag kept for this purpose and hung in a cool place. When fowls are not to be used at once, they should always be loosely rolled in cloth or paper to keep them from turning dark. Ducks cannot be managed in this way, as their feathers contain so much oil that the water does not penetrate them. —New York Sun.

A RIDE FOR A LIFE.

A BICYCLIST'S SPEED SAVES A FOURTEEN-YEAR-OLD GIRL.

Bob McCurdy of Philadelphia the Hero. He Scored the Distance and Had a Prescription in Eleven Minutes—Interesting Incident of Thanksgiving Day.

A ride for life is an expression frequently heard, but seldom are the incidents more interesting than in the story of Bob McCurdy's wonderful ride from Thirteenth and Tasker streets to Broad and Chestnut streets, Philadelphia, which was made in just 11 minutes and which was instrumental in saving the life of a little girl and bringing joy and gladness to the hearts of a grief-stricken family.

About a month ago 14-year-old Grace McHenry, who lives with her parents at 1608 South Thirteenth street, was stricken with typhoid fever. At first the attack was considered a slight one, and the family had little anxiety. But about two weeks ago the disease took a turn for the worse, and as day by day the child sank lower the home was filled with sadness. Thanksgiving morning found the McHenry household filled with anxious fear, for the attending physician had pronounced the case almost hopeless. In the afternoon a consultation was held, and three doctors declared that the child could not live overnight.

Robert McCurdy, better known among bicycle racing men as Bob McCurdy, boards at the McHenry residence. On Thanksgiving day, when all the rest had given up hope, Bob said he believed the child could yet be saved and thought he knew the man that could save her. After supper he put on his hat and called in to see a physician friend of his. He told the physician that a consultation had been held in the afternoon and that the child was expected to die that night, but he desired him to come around and prescribe for the case as a last resort.

The doctor walked quickly around to the house, examined the sick child; then turning to McCurdy he said: "Bob, I think we can save Grace if this prescription is filled and brought back in time of 20 minutes. It must be put up at either of these two stores," and the doctor handed him the prescription and the names of two druggists in the vicinity of Broad and Chestnut streets.

Without stopping to make answer McCurdy ran down stairs three steps at a time, jumped on his wheel, which was standing outside, and sped away. It was just 19 minutes to 8 by a watch held in the hand of the sick child's brother when Bob McCurdy jumped on his wheel. Up Thirteenth street he flew, out Dickinson and up Broad to Chestnut. Glancing into the drug store window, he saw that there were several customers waiting, and realizing that every second was gold, he sprang on his wheel and rode to the other store, a couple of blocks down Broad street.

Reaching the store, he ran in, threw down the prescription and a handful of coins and asked that the potion be put up at once at any cost. Three clerks dropped the work they were engaged in and turned in to fill the prescription which, if taken in time, was to save a life. In almost less time than it takes to tell it the precious prescription was handed to McCurdy, with no extra charge for the haste, and the rider was scorching down Broad street.

At South street a special officer, who was leisurely riding his wheel, saw the scorching and started after him. But he didn't know his man, for before the officer had gone a square Bob was three squares in the lead. It was just three minutes after 8 when McCurdy reached the steps of the McHenry residence. "Brave old man, Bob!" said the sick child's brother, who was standing at the door, watch in hand. "You have covered the distance in 11 minutes and I hope, saved our darling's life." And the hope was realized, for the potion which Bob had brought broke the fever, the child rallied, and last night the physician said, "I have full confidence that our Grace will live and soon be well and strong."

A touching incident connected with the child's sickness was the thoughtfulness of a number of her little girl friends. They were to have a party Thanksgiving evening, but late Thursday afternoon, hearing that their friend was going to die that night, they decided to use the money which they had collected for refreshments in buying flowers for Grace's funeral. But the brave rider and the physician told them at 9 o'clock that their little friend would live, so they got their sweets and spent a real Thanksgiving evening.

Bob McCurdy is one of the best known wheelmen on the track. His team mate is Charlie Chace, and these two have won many a hot race in their time. Little Grace McHenry owes her life to Bob, who is now the lion of the house and neighborhood. —Philadelphia Press.

A Good Thing Anyhow.

Kansas City is to have a novel monument in the shape of a stone refuge in a triangular place, called the Junction, where people wait to take the street cars. It is to be erected by the sons of the late Ferdinand Helm to the memory of their father, who was a wealthy brewer. The design of the refuge follows the style of the classic exedras and is as beautiful as it is novel. The entire superstructure will be white marble, and the floor will be laid in Roman mosaic. It seems to be a question with some western newspapers as to Kansas City's ability to live up to that sort of thing. —Chicago Tribune.

A fly is almost invincible. It will survive long immersion in water and will sustain the odors of sulphur and other disinfectants without apparent injury. Only turpentine, chloroform and ammonia can get the better of a fly.

Thirty days are required for mail to travel between New York and Boshire.

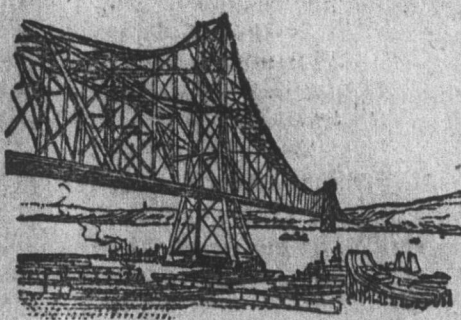
A DREAM IS REALIZED

SPANNING THE NORTH RIVER, ONCE A TASK FOR GENII.

Suspension Structure Twice as Long as Brooklyn Bridge, With Towers Twice as High—Cost Fixed at \$35,000,000—Marvels of Engineering Involved.

When a group of enthusiastic and wealthy men met ten years ago and seriously proposed the building of a great bridge to span the North river, the idea was scoffed at as impossible of achievement and absurd. Individuals had long talked of such an undertaking, but they had been looked upon as dreamers. True, the East river had been bridged, but in that success the limit of engineering skill had been reached. The new bridge could not be built unless by the aid of geni such as shine in the pages of the "Arabian Nights." Yet the group of projectors went earnestly on. They had faith in American genius and did not need Arabian geni. It did not trouble them that they were charged with dreaming dreams and seeing visions. They consulted with engineers, had plans carefully drawn and six years ago made their first formal efforts toward their great end. Their plans were for the building of a cantilever bridge, with a river span of 2,000 feet and a tower 1,000 feet in midstream.

But the greatest of the tasks that faced the bridge projectors were not the physical difficulties. There was the congress of the United States and the so-



NORTH RIVER BRIDGE.

retary of war and the legislatures of two great rival states, with their conflicting and jarring interests. There were city boards to meet and convince, and there were an infinity of peculiarities, prejudices, all forms of selfishness and a multitude of private and corporate interests to combat. Diplomats were needed even more than engineers. A storm of opposition arose to the project of a cantilever bridge. The secretary of war held that no bridge could span the mighty Hudson whose construction required the placing of a pier in midstream, for it would mean the certain injury of commerce. The chamber of commerce also opposed it. Other organizations did the same, and a new start had to be taken.

It was determined to fling a suspension bridge across the stream. It was to be an engineering feat greater than had ever been attempted. The constructing of such a bridge involves difficulties vastly greater than those of a cantilever. The central span was to be 3,254 feet in length. The floor was to be 150 feet above the water. It was to be broad enough to have six parallel railroad tracks and of such strength that if all of the tracks were filled from end to end with loaded cars the bridge would no more waver under the strain than if only a featherweight lay on it. The towers were to reach far below the earth's surface and grapple with the rock, and they were to rise toward the sky. The bridge was to be twice the length of the Brooklyn bridge, and its towers were to be twice as high. The new plans were attacked as fiercely as the old. The opposition took a different form, but the same array of rival interests, of railroads who did not need the bridge, of business men whose fortunes might be affected, of lobbyists, of legislators, again faced the projectors. The secretary of war gave his official sanction to the plans, and congress was gained. At length also the legislatures of the states were won, after long arguments and delays. But even then it was found hard to find a place where the bridge would be permitted to touch the city. Interests of great magnitude felt themselves too nearly affected to allow it to enter if entrance could be prevented.

It was hoped that the bridge could be located nearly opposite Forty-second street and have a straight entrance into the city. This would at least have been best for the architectural appearance of the approach to the bridge, but it was not to be. Permission was finally won to locate the New York end at Fifty-ninth street. There was too far north for the terminal station, into which the passenger trains from all the railroads that now end at the western shore of the river were to be run.

The projectors fixed upon the section between Broadway and Forty-ninth and Fifty-first streets, and the ingenuity of their engineers planned a six track viaduct, that would have a compound curve, to reach that spot, while one street should be spanned by the great station building. It was estimated that the entire cost of the bridge and terminal station and the approaches would be fully \$60,000,000. Yet such tremendous figures did not deter them. The freight was to be carried along the shore of the river and unloaded at stations.

With the winning of the consent of the necessary officials and bodies, the next step was to secure enough capital for the enterprise. The impossible was again shown to be possible, and a corporation, with a capital of \$35,000,000, was formed. Most of the stock was taken by Americans, but a third was held by Englishmen. And then came the queerest interruption to the plans. The trouble with England in regard to Venezuela began. The relations of the two countries became strained. The Londoners withdrew in a panic, taking their money with them, and this so discouraged many of the others that the affair came to an ignominious ending.

Thus a little South American nation spoiled the project of the bridge.

Not only does hope spring eternal, but so does capital, if a project be rightly pushed. A new corporation was organized, and again were the plans put forward. England again held one-third of the capital stock. It was necessary to find a company willing and able to assume a contract for building the bridge. That company was found, and yesterday morning at 11 o'clock the pages were signed that bound the New York and New Jersey Bridge company and the Union Bridge company to mutual responsibilities, the contractors giving a bond for \$1,000,000 that they would build according to the plans. They have contracted that the total cost will not exceed \$25,000,000. This is for the bridge alone. The approaches and the terminal station will be arranged for later. They agree that within six years from the date of beginning work the bridge will be completed, and it is expected that work will be begun early in the coming summer.

The bridge will indeed be more wonderful than the achievements of the geni. The weight suspended by the cable will be, when the bridge is empty of trains, 36,000 tons. Over 100,000 cubic yards of masonry will be used in the construction of the towers. Anchor plates that weigh 26 tons each will be handled like toys. The concrete filling alone will be 20,000 tons. Three thousand men will toil in mills that the iron and the wire may be made. When the bridge is fairly under way, 2,500 men will each day be employed on various parts of the work.

The beautiful creation, swinging itself across the Hudson, will be a marvel of beauty when completed. And the change that its erection will mean for the city of New York cannot be foretold. Instead of a number of ferries discharging bunches of passengers into this city at various points along the North river there will be one mighty stream, with its outlet near Central park. Another of the miracles, therefore, that the men of the bridge will work will be a readjustment of the business center of the city, and the changing of the character of many of its streets. —New York Journal.

HIS LONG SERVICE.

John Sherman Has Been a Senator Longer Than Any Other Man.

John Sherman of Ohio has now served a longer time in the United States senate than any other man ever served. He has passed the record made by Thomas H. Benton of Missouri, the "thirty years senator." Mr. Benton was a member of the senate 30 years and 5 months, or from Oct. 2, 1820, to March 3, 1851. John Sherman entered the senate in March, 1861, and has been there ever since, except during the four years that he was secretary of the treasury under President Hayes. Mr. Sherman's actual service to date, as shown by the official records of the senate, is as follows:

March 21, 1861, to March 8, 1877—15 years, 11 months and 18 days; March 4, 1881, to Nov. 20, 1890—15 years, 8 months and 25 days; total service, 31 years, 8 months and 13 days.

Only five other men have served a quarter of a century as members of the senate. They are William R. King of Alabama, whose service aggregated 20 years; Justin S. Morrill of Vermont, who will complete his thirtieth year next March; George F. Edmunds of Vermont, who resigned after a career of 25 years and some months in the senate and is a very lively old man today; Henry B. Anthony of Rhode Island, who was in the senate 25 years and 6 months, and Hannibal Hamlin of Maine, whose senatorial career aggregated just a quarter of a century. —Chicago Times-Herald.

IT CURED HER.

Five Minutes of Silent Prayer From a Congregation.

A singular case of recovery from hopeless illness through the medium of prayer has excited a large amount of public interest at Piedmont, W. Va. For many months Miss Alice B. Schaffer of Mount Storm was in a Philadelphia hospital suffering from almost total paralysis, being unable to rise from bed or talk above a whisper. Oct. 5 she was brought home, as medical relief was hopeless and she had expressed a wish to die at home.

After she had been at home for two weeks Rev. C. H. Koch, a Methodist evangelist from Ohio, began a series of meetings at Mount Storm, and, hearing of Miss Schaffer's case, mentioned it from the pulpit and asked the silent prayers of the congregation for five minutes for her relief. Miss Schaffer's sister was at church, and on going home asked the invalid how she felt. She said she began to feel better at 9 o'clock and at her own suggestion got out of bed without assistance.

She is now in perfect health and does not look to have had a day's illness in all her life. —Cincinnati Enquirer.

War on Liquor and Cigarettes.

It looks as if the liquor dispensary bill which seeks to establish in Alabama a liquor system identical with that in effect in South Carolina will eventually pass. A strong sentiment in favor of the bill prohibiting the sale or giving away of cigarettes is also developing. A lobby of moralists is beginning to gather, and a hard fight will be made in favor of both measures. —Chicago Times-Herald.

Anticipation.

Turkey on Thanksgiving day
Moe's too big ter li'
Christ'mus comin' cross de way—
Gimme Chris'mus gif!

Ain't so much on weal en lamb,
Rabbit run too swif'
Christ'mus time I wants my dram—
Gimme Chris'mus gif!

Chime dat fiddle—chime 'em right!
Gittin' ole en stiff.
Boi'll dance, do', Christ'mus night—
Gimme Chris'mus gif!
—Frank L. Stanton in Atlanta Constitution.

ON THE CLERMONT.

INCIDENTS OF THE FIRST VOYAGE OF FULTON'S STEAMBOAT.

A Group of Women Who Made the Historic Trip—How the Engagement of the Inventor Was Announced—Predictions Made by Chancellor Livingston.

Helen Evertson Smith, in The Century, has a paper on "A Group of American Girls Early in the Century," which gives pleasant glimpses of Chancellor Livingston and Robert Fulton. The chancellor invited several of his fair cousins to make a trip from New York to his home at Clermont in a new boat. Miss Smith says:

The "new boat" of the letter was the now celebrated Clermont, the steamboat of Robert Fulton, which in August, 1807, made the first successful steam voyage up the astonished Hudson and demonstrated to the world that a new force had been discovered by which old methods in nearly all lines were to be revolutionized.

Very likely, with all their loving confidence in the wisdom of the chancellor, the sisters embarked with some distrust of his new boat's making good its promise to get them home in less than three days, even if both wind and tide should prove unfavorable, but they were not afraid of anything worse than delay, though most of their friends feared for them. During the nine years that had passed since "Robert R. Livingston and Robert Fulton had first secured the concession to navigate the waters in New York state for 20 years, providing they should build a boat of not less than 30 tons, that would go not less than four miles an hour against wind and tide," the subject had been so often talked over in their presence that the sisters were already quite intelligent upon it and laughed at the fears of their timorous friends.

The embarkation was from a dock "near the state prison" (which was in "Greenwich village," on the North river) and was witnessed by a crowd of "not less than 500 persons." Many were friends of the passengers, who bade them farewell with as much solicitude as if they were going to Madagascar, especially trembling with apprehension at the "terrible risk run by sailing in a boat full of fire."

The adventurous voyagers, who were the guests of Robert Fulton and Chancellor Livingston, were about 40 in number, including but a few ladies. Among the latter, besides our two young sisters and their aunt, Mrs. Thomas Morris (daughter-in-law of Robert Morris, the financier of the Revolution), were at least one of the chancellor's two daughters, four of the many daughters of his brothers, John R. and Colonel Harry, and a young lady who was more interested in the result of this memorable experiment than any one save the inventor himself. In all the biographies of Fulton Miss Harriet Livingston is called the chancellor's niece, but she was really his cousin. She was a beautiful, graceful and accomplished woman and had long given her heart to Robert Fulton. The fair Harriet was at this time about two and twenty and "deeply in love with her handsome, gifted lover as any girl well could be." There were many distinguished and fine looking men on board the Clermont, but my grandmother always described Robert Fulton as surpassing them all. "That son of a Pennsylvania farmer," she was wont to say, "was really a prince among men. He was as modest as he was great and as handsome as he was modest. His eyes were glorious with love and genius."

A little before reaching Clermont, when the success of the voyage was well assured, the betrothal was announced by the chancellor in a graceful speech, in the course of which he prophesied that the "name of the inventor would descend to posterity as that of a benefactor to the world, and that it was not impossible that before the close of the present century vessels might even be able to make the voyage to Europe without other motive power than steam."

This hardy prediction was received with but moderate approval by any, while smiles of incredulity were exchanged between those who were so placed that they could not be seen by the speaker or the inventor. John R. was heard to say in an aside to his cousin, John Swift Livingston, that "Bob had many a bee in his bonnet before now, but this steam folly would prove the worst one yet." But the chancellor's brothers lived to see the ocean regularly traversed by steam vessels, but the prophet himself and the inventor both passed away before the realization of their dreams.

The Sleeping Disease.

On the western coast of Africa they have a singular and always fatal malady which is known as the sleeping disease, says the Pittsburg Dispatch. The person attacked by it is seized with a sensation of drowsiness, which continues to increase in spite of the efforts made to throw it off. Finally the patient sinks into a profound sleep, which continues for about three weeks, or until death ensues. The most curious feature of the disease is that, aside from the drowsiness, the patient seems much as usual. The pulse, respiration and temperature are normal, while he may be easily aroused and will take nourishment and answer questions in a perfectly natural manner.

Utterly Bad.