WILL SAVE ALL CERVERA'S FLEET.

New York Wreckers Say They Can Float It if It Is Wanted.

BRING EVEN THE VIZCAYA.

Modern Methods Can Rob Neptune of His Prey at Any Depth.

The wreckers who have been examining the remnants of Cervera's squadron have given it as their opinion that they can successfully raise every one of the Spanish ships, if the United States Government thinks it wants them lifted.

This statement has not excited any great amount of surprise at Washington, for the same men said they could float the wreck of the Maine, and proceeded to set about it with a confidence born of certainty. The Maine was the worst and most thorough wreck that ever went to the bottom of the sea, but the wreckers say that nothing but the outbreak of hostilities prevented them from raising the ship on pontoons and removing it to a dry dock.

It has been said of the modern wrecker that he would hoist out the bottom of the sea if he could only get his grappling irons securely fixed, and the exponents of the craft seem to bear out the statement. There is no task he will not attempt, no place into which he will not go, and in most of his enterprises he is successful.

Every one of the vessels that were once the pride of Spain is ashore, and from the news that comes from Cuba they seem to be there good and fast. One of the ships—the Vizcaya—is so badly torn that it would hardly be worth the trouble to try to float her. The Vizcaya was destroyed by the explosion of her own torpedoes, after she had been set on fire by American shells. The others, according to the wreckers, can readily be raised and taken to the United States for restoration.

The methods to be adopted to float most of the ships will be the same as those used to rescue the St. Paul when the liner stuck her nose into the sand at Long Branch. Very heavy kedge anchors will be carried out to sea and sunk in the sand. From these lines will be carried to the ship and attached. If steam can be raised on the Spanish ship a winch will be put to work hauling on the kedge anchor, at the same time that the powerful wrecking tugs drag on separate cables. As the Spanish ships seem to have gone ashore at low water it is probable that at high tide they can be floated.

If these devices fail, powerful derrick tugs will be placed on each side of the wrecked and stranded vessel. At the same time that the winch turns and the tugs pull the derricks will exert their strength to lift the vessel. Should even this fail there yet remains the plan of placing pontoons beside the sunken ship. These pontoons, which resemble big scows, are placed in position alongside and then allowed to fill with water. When submerged to the level of the sunken ship they are secured to its side by heavy cables and chains, which cut into piece by divers.

When everything is in order the big pumps on the wrecking tugs are set to work pumping the water from the pontoons. If the adjustment has been right and the weight is not too great the pontoons, as they rise, bring the wreck to the surface with them. When the whole outfit floats the tugs are again brought into use to tow the wreck, pontoons and all, to a dry dock.

Nowadays wrecking is a science, and the wrecking tugs used by the companies in different parts of the world are examples of engineering skill. A modern wrecker has the most powerful engines adapted rather for heavy, steady strains than for speed. Every contrivance that can lend it power or efficiency is in use. There are powerful searchlights, capable of throwing a beam of light deep into the water or to illuminate the scene of a wreck for night work. Every one of these boats, as a matter of course, carries its own electric lighting plant. High over all tower the enormous derricks, from which depend chains, hawsers and ropes of all kinds. The whole ship is nothing but a vast floating workshop, thoroughly equipped for the work in hand. One of these wrecking steamships can, and often does, carry a big crew, besides provisions sufficient to last for three months or more.

The crew of these vessels are invariably picked men. Most of them are not only divers, but are also skilled naval engineers. The captain of the ship is himself able to go under water and examine a wreck, or direct the work of the men who are operating under water. Sometimes diving bells are used, but as a rule the men prefer to work in the individual diving suits, which allow them more liberty.

There used to be two big wrecking firms in the country, both having headquarters in New York. Between these two—the Merritt and the Chapman companies—there were some exceedingly lively races when the telephone or telegraph brought to New York the news that some big steamship was in trouble, for it was an unwritten law that the first wrecker to get a marker over the boat got the salvage. The wreck, or rather stranding, of the St. Paul at Long Branch, put a stop to the competition between these firms, however. When the news was telephoned in from the Hook that the big liner was in trouble, there was one of the hottest races down the bay that ever came off. The tug of the Chapman company got away first, and easily won the race, but the job was too big for one firm to handle, and it was obliged to call in the help of the rival organization. This enforced partnership led to closer relations, and now the erstwhile rivals are partners.

Most of the work of the modern wreckers is done either in harbors or in sight of land, but if there are reasons for attempting the raising of a ship anywhere in the ocean the wreckers stand ready to try it. Already negotiations are under way for the raising of La Bourgogne. The ship sank eighty miles off Sable Island, in water that has usually been considered beyond soundings, but the wreckers say they can grapple for the wreck and perhaps get it. They have met with success in deep waters before, but the raising of an ocean liner from five hundred fathoms of water will be quite the boldest thing the wreckers have ever attempted.

Explosion of a Submarine Mine.

UP TO THE GAME.

The Old Gentleman Was Prepared for It and Won.

A few evenings ago a gentleman stepped from a train at one of the London stations, when a young lady skipped up to him, threw her arms rapturously about his neck and kissed him many times, saying:

"Oh, papa, I'm so glad you have come!"

The old gentleman threw both arms around her, and held her firmly to his breast.

Soon she looked up into his face, and horror stood in her eye.

"Oh, my! you're not my papa!" she said, trying to free herself from his embrace.

"Yes, I am," insisted the old gentleman, holding her tightly; "you are my long-lost daughter, and I am going to keep you in my arms till I get a policeman."

When the officer came he found the old gentleman's diamond pin in the girl's hand.—Tit-Bits.

Three Hundred Spaniards Killed.

If 300 Americans can kill 300 Spaniards in 300 days, how many Americans will it take to kill 300 Spaniards in 100 days? One Thousand Dollars will be paid to the person answering the above [illegible] other prizes of value. All [illegible] announced in the next issue of [illegible] Weekly. As a positive guarantee [illegible] City I refer to any mercantile or [illegible] As the object of offering these [illegible] attention to my popular family [illegible] send stamps for ten cents ad[illegible] per containing full particulars. [illegible] first is a laudable ambition [illegible] thousand dollars. Ten dollars [illegible] the best original problem. [illegible] future number. Address U. [illegible] st., Chicago, Ill.

WOMEN IN THE WAR.

A TELEGRAM was received yesterday by the Executive Committee of the Red Cross from Miss Clara Barton, dated Playa del Este, July 15. The message is as follows:

"Santiago has surrendered; came from the front yesterday in a pouring rain. Fever is suspected here. Siboney burned. Dr. Lesser, Mrs. Lesser and all their nurses are in the fever hospital, two miles distant. I saw them to-day, and all are doing well. Four army surgeons of the St. Paul are with us, there being no other provisions for them. We are feeding the refugees at Siboney, and many thousands at Furmizia, by rail. Elwell is feeding five thousand at Caney by army wagons and twenty thousand by pack mules, fifteen miles travel. Commander McCalla, of the Marblehead, called yesterday for one hundred thousand rations, medicine and clothing for the refugees in the woods and country surrounding Guantanamo. Nothing is known of boats or aid of any other kind from any other source. State of Texas has all the wounded at the front, and is helping them home. All the members of the Red Cross are in perfect health and thoroughly organized."

A TELEGRAM has been received from Red Cross Agent Kent, at Jacksonville, which states that Colonel Maus, surgeon-in-chief, wants the thirty-foot octagonal hospital tent promised him by the Red Cross. He asks how soon it can be delivered. Mr. Kent has just returned from Miami, and reports much sickness there, with a great need of milk and ice. The Red Cross launch, the Moynier, has been repaired, and will be ready to leave Jacksonville Monday for Key West. Advices just received from Key West indicate that the Red Cross will reach Santiago Tuesday next with the much-needed supplies and surgeons.

THE American National Red Cross fund received yesterday $1,000 from the First Pennsylvania Auxiliary. Elliott Zobrowski sent $100, and the Princeton auxiliary, through Mrs. William F. D. Scott, contributed $120.

AT the Red Cross Supply Depot volunteers and officers were yesterday packing up goods in answer to the various requisitions that have come in for supplies. There have been sent to Dr. King, surgeon of the receiving ship New Hampshire, three cases of dry goods and nine boxes of delicacies. Corporal N. L. Tanner, the Red Cross agent at Fort Monroe, will receive for distribution pajamas, towels, handkerchiefs, sponges, and ten cases of delicacies.

"If the war means fighting for some people," said an employe, "it certainly means work for others."

AN ODD SUPERSTITION.

Philadelphia Stock Exchange Brokers Have a Queer Belief.

Nobody would expect to find a vestige of superstition among the 130 serious-minded men who compose the Philadelphia Stock Exchange. They have no use for signs, omens or portents. They are skeptical of weather predictions. They don't believe the thermometer, and to them the barometer's other name is Anglias. One thing, however, commands their implicit and unwavering faith. It was illustrated on Thursday of last week by the posting on one of the bulletin boards of the following: "Notice: The Stock Exchange windows, having been washed to-day, those having good clothes and desiring to protect the same will bring umbrellas to-morrow."

It is a sober fact that on Friday morning every member and employe of the exchange who entered the Drexel building carried an umbrella. All that day the sun shone hot in a cloudless sky, and there was no rain until 10 o'clock Saturday morning.

This was deemed a phenomenon so extraordinary that it is still talked of. Several old members declare that it is the first time in a full generation that the cleaning of the windows has failed to prove a rain-maker. The tradition dates from away back in the sixties, when the stock brokers occupied the big marble Merchants' Exchange that overlooks Dock street.—Philadelphia Record.

TOO POLITE.

Be Sure He Is Not Deaf When You Beg Pardon.

"Beg pardon," said a polite stranger, thinking he grazed an old man's ankle.

"Eh?" said the old gentleman.

"I beg your pardon," said the polite stranger, shouting.

Old Gentleman (unconscious of any hurt): "What?"

Polite Stranger: "I am afraid I kicked you."

Old Gentleman: "Eh?"

Polite Stranger (shouting): "I kicked you."

Old Gentleman (Surprised): "What for?"

Polite Stranger: "It was quite an accident."

Old Gentleman (not catching it): "Eh?"

Polite Stranger (screaming in his ear): "Accident."

Old Man (terrified): "Where. Where? You don't say so? Any one killed?"

(Polite stranger **rushes** off and misses his train.)—Tit-Bits.

BUILT BY CHILDREN.

A Building for the Omaha Exposition Erected by School Pupils.

"Built by boys and girls of the West," is the legend one may read over the entrance to one of the principal buildings of the Transmississippi and International Exposition at Omaha.

This building, with its furnishings and accessories, was secured through the cooperation of school children of the West, hundreds of whom took shares at five cents a share. Some took only one share; many took a greater number. Any individual or school taking twenty or more shares receives a handsome certificate giving a picture of the building, while children or schools subscribing for 200 shares will have mention on the roll of honor, which is to be placed in the building.

The subscriptions have not only paid for the building, which cost $10,000, but have covered the cost of decorations and pictures. The latter are such as are attractive to children.

At the close of the fair the pictures are to be awarded to the schools making the largest contribution in proportion to enrollment, one-half being given to rural schools and the remainder to other schools.

Since last December a competition has been in progress among the Western school children. They have been asked to send their best work—in penmanship, composition, history, drawing, and the like—for which prizes are offered, and the prize exhibits will find a place in the exposition building. Gold, silver and bronze medals are the prizes. Only a student — be a competitor, and the ages of competitors are from under six to fifteen years of age.—Chicago Tribune.

VALUABLE PEARLS.

Necklaces That Cost Great Fortunes.

A pearl necklace, the property of the late Duchess of Montrose, realized $59,100 at a recent auction sale. It consisted of eight rows, each containing an average of over fifty pearls of exquisite shape and lustre. It is gratifying to know that the proceeds of this costly trinket were given to the East End poor.

Perhaps, however, the most valuable pearl necklace in the world is the property of the ex-Empress Frederick. It consists of thirty-two pearls only, but its cost was $250,000, or at the rate of nearly $8,000 for each pearl.—Tit Bits.

GRAND SIGHT IF MINES ARE SET OFF

This Harbor Lined with Tremendously Powerful Explosives.

SPOUTS OF AWFUL SIZE.

Each Charge of 500 Pounds of Guncotton Could Destroy a Battleship.

The destructive force of 500 pounds of guncotton is something incredible. It will blow to pieces the strongest battle ship, built, as it is, from the smallest bolt to the heaviest piece of armor, with the sole purpose of resisting explosives.

The channels in the New York harbor and the Long Island Sound are sown thickly with mines. So much has been said of them since the war began that one is likely to speak lightly of a mine. It is 500 pounds of guncotton in a case with wires attached. The wires connect with electric batteries and are so adjusted that an electric current can be sent flowing through the mine. One wire makes the mine "alive," that is, it will explode if brought into contact with a solid substance. The connection through another wire immediately explodes the mine.

The destruction of Cervera's fleet practically ended the war so far as the water was concerned. The mines in the rivers and harbors have been ordered to be removed by the War Department. The easiest way of removing mines is to touch the electric button which explodes the great charge of guncotton. This method may suffice in ordinary waterways, but New York harbor's ship channels are narrow, with shifting, sandy bottoms, and the explosion might impair them.

It therefore has been decided that no mine will be exploded in this vicinity unless it is impossible to remove them with safety.

Thus residents of New York will miss, perhaps, one of the most magnificent sights the world can present. The explosion of one mine alone is something of tremendous effect. A solid column of water fully fifty feet at the base shoots up into the air nearly 200 feet. It is like the spout of a whale, only 500 times as large. The column rises until the tremendous force is expended, and then the vast mass of water breaks into a thousand falling streams.

The effect of the explosion of whole rows of mines is something inconceivable. It has never been beheld, because mines are too expensive for such amusement. Scientific observation of the mine explosions will be of great value to torpedo and explosive experts, but the observations may have to be conducted elsewhere than around New York harbor.

SPANISH HATRED.

Pigs Decorated with American Flags and Tortured for Sport.

The Rev. Edward A. Steiner, pastor of the First Congregational Church of Springfield, Ohio, who is at present travelling abroad, was in Spain the last week of June, and he sends the following account of his visit:

"I had a glimpse of Spain last week which was enough to give me the horrors. Hunger, dirt, pride and fleas in equal proportions, a grand empire on the eve of a great catastrophe. The hatred of America is intense. The pigs are decorated with American flags and tortured as they pass through the streets. One was nearly killed by my side, and the brute who did it didn't know that the genuine Yankee was so near. The people are hopeless and helpless, the most of them clamoring for peace. The high sounding dispatches from Madrid are deceiving, there is nothing here, absolutely nothing which looks like power; all is despair.

"A Yankee war ship at any of the harbors would frighten every Spaniard to death. The rest of Europe, as far as I have seen it, is not much interested in the war. There is much severe criticism of America, that such a big nation should go to war with such a little one, and on the whole I found the people totally ignorant as to the causes and the progress of the war. The newspapers bring a few meagre dispatches, mostly from Madrid, but even these are favorable to America, and the end of the war and the collapse of Spain do not seem to be far away. It was my privilege to meet some literary men in Spain, who, of course, were intensely patriotic, but broadminded enough to see the mistakes of their own people."—Cincinnati Enquirer.

MANY AUTHORS COMPOSE IN BED.

Some of the Best Ideas Come to One While Half Awake.

PLACE FOR RESTFUL TOIL.

Campbell's Poem of "Lochiel" Was Written in This Way and There Are Other Cases.

Most people, if asked the question, would say that "bed" was the place to rest in, not to work. And though this is true of the great majority of people, there is still a decent modicum left who find "bed" a very congenial place in which to do their work, or a great part of it, and who, in fact, do not disguise the truth that they can work there very effectively.

This plan was followed by the great poet Campbell, who tells us that he lay awake thinking of his projected poem "Lochiel," when there came into his mind, with other poetic thoughts, the idea of the shadows in the room "showing up" as the day began to break, and he at once jumped out of bed and wrote down what has since become a world-wide proverb: "Coming events cast their shadows before."

Many writers owe much of their success to clever plots and articles which have been begun, worked out, and finally set into proper form during the time that their authors lay between the blankets. The writing afterward has often been merely mechanical, and even much of that was done in bed; the setting of the plot and the dialogue was the chief thing, as most writers know too well.

"I trust you'll excuse me," said a celebrated doctor lately, to a friend who had to see him early, and who, on being asked to go up to his bedroom, found the physician still enjoying the comfort of the sheets. "Kindly sit down, my boy, for a minute, till I've done answering these letters. I have my letters brought up immediately when they arrive in the morning, and I go over them in bed, and put down the replies in pencil on the back of them. Then when my secretary arrives at 9, he has nothing to do but go and answer them. As you know, I am kept busy from 10 o'clock, when I first appear downstairs, till late at night, and this plan, you see, saves me nearly an hour's work with him."

That students often "burn the midnight oil" in bed is a fact commonly known, but few are aware of the length to which this is carried out, especially in colleges. I know a college in London where any night one could find thirty or forty men all working in bed, with notebooks, manuals, pencils and all in full rig-out, many of the men having their writing desks before them on the bed. The contrivances for turning out the gas, without getting out of bed, when work is done, would do credit to the ingenuity of an Edison.

"And where did you ever find time to get through your classical authors and do your mathematical problems so thoroughly as to gain such distinction?" said I to a London University man, who had graduated a few years ago with distinguished honors. For I knew he had worked hard at his own business all the day, from 9 till 5.

"In bed, old fellow, in bed!" said he. "I used to lie awake in the morning for an hour before getting up, and employed the time in thinking over the Euclidian 'riders,' and 'conic' problems that had puzzled me. Almost invariably I worked their solution out in my brain, without paper or pencil, while lying in bed. And every night, before I went to sleep, I went over so many dozen Greek verbs and Latin annotations, till they were all just like the multiplication table to me."

There is another class of men who work much in bed—viz., the legal fraternity. Not very long ago a leading Q. C. in an important case only got his brief delivered the night before the case came on for trial at Manchester Assizes, and yet, to everybody's astonishment, he showed next day a most surprising grasp of the case, and dealt so effectively with it and the witnesses engaged in it as to bring off his client successfully. Asked as to how he had been able to master such an intricate brief in one night, the Q. C. replied: "Took it to bed with me, and went over it this morning."—Pearson's Weekly.

No Nickname for Him.

"Why," asks the teacher, "did the Romans call their Emperor Augustus?"

Clearly, it is the opportunity of the bad boy, who is some day to be admiral or a secretary of the treasury or something.

"They didn't dast to call him Gus!" he shouts, dissonantly.

Ah, if there were no common school it would be terrible!—Detroit Journal.

HAIR HEALTH.

The growth of the hair is renewed and its beauty preserved by the use of DR. HAY'S HAIR HEALTH.

The merits of this preparation have withstood the test of ten years, during which time over three million bottles have been sold in the United States and Great Britain. Every one who has ever used it has pronounced it the BEST HAIR PRESERVATIVE, the only CLEANLY HAIR COLOR RESTORER and the most RELIABLE STIMULANT TO HAIR GROWTH.

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produces a new growth and restores color and beauty to Gray Hair. Removes DANDRUFF and stops FALLING and breaking of the Hair.

Dr. HAY'S HAIR HEALTH is practically a Hair Food, which acts on the roots, giving them the required nourishment. It is made from absolutely pure vegetable ingredients, and does not rub off or make the hair greasy.

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to restore gray, faded, bleached or white hair to a youthful color and luxuriousness. Is not a dye; does not stain the scalp or linen.

"NOT A GRAY HAIR LEFT," the testimony of hundreds using it.

A CLEAN, CREAMY DRESSING, DELICATELY PERFUMED, AND AN IMPORTANT ADJUNCT TO EVERY LADY'S TOILET REQUISITES. IF YOUR HAIR IS FALLING OUT, BREAKING OFF OR FADING, TRY IT NOW.

ONE BOTTLE DOES IT. PRICE 50c. AT ALL LEADING DRUGGISTS'.

A VERY LIBERAL OFFER. Cut this advertisement out within the next 30 days, signing your name and address here,

and take to any druggist of list below, and he will give you a large bottle of Dr. Hay's Hair Health and a 25c. cake of DR. HAY'S HARFINA MEDICATED SOAP, the best soap you can use for Hair, Scalp and Toilet, both for 60 cts. This offer is good once only to same family. Every family should embrace this offer, redeemed by druggists below AT THEIR STORES ONLY, or by LONDON SUPPLY CO., 853 Broadway, New York, by express, prepaid, on receipt of 60 cts. and this advertisement.

The following druggists supply DR. HAY'S HAIR HEALTH and HARFINA SOAP at their Stores:

NEW YORK CITY: HEGEMAN & CO., 196 Broadway; H. C. MINER, 203 Bowery; O'NEIL, 3d ave. and 34th st.; DAVIES, 3d ave. and 36th st.; BOHMFOLK, 3d ave. and 42d st.; JUNGMAN, 3d ave., near 60th st.; MEYER BROS., 3d ave. and 70th st., and 2d ave. and 86th st.; FROHWEIN, 3d ave. and 91st st.; RAU, 3d ave. and 118th st.; RENSON, 3d ave. and 127th st.; GOLDEWATER, 2631 3d ave. and 4 stores; BIGELOW, 102 6th ave.; SYMS, 91 8th ave.; JAMES, 700 8th ave.; BEHRENS, 637 8th ave.; CARTER & ROBINSON, Columbus ave. and 73d st.; OBERDORFER, 2398 8th ave.; KALISH, 413 Grand st.; FALKINER, 808 8th ave.; J. N. HEEFMAN & CO., 770 Broadway and 4 stores; HUDNUT, 205 Broadway; J. MILHAU'S SONS, 183 Broadway; ROCKEY, 8th ave. and 35th st.; WASSELF, 3d ave. and 60th st.; KIEHL, 3d ave and 13th st.; LUTZ, 1579 Ave. A.; MORRELL, 2 and 4 1st ave.; EDLICH, 1st ave. and 50th st.; GOERRIG, 1st ave. and 55th st.; KLIPPERT, 1st ave. and 87th st.; PORR, Amsterdam ave. and 145th st.; KERLEY, 215 Boulevard; HENRICHSON, 2028 Lexington ave. and Amsterdam ave. and 149th st.; GEETY & JAMES, 8th ave. and 113th st.; WILSON, Broadway and Wall st., 373 and 1311 Broadway; WATKINS, 2d ave. and 120th st.; SCARNEO, 2d ave. and 112th st.; BRANDFON BRENNER, 2d ave. and 74th st.; ASTHEY, FRAND 3d ave. and 154th st.; ROUBICEK, 2343 8th ave.; COOPER PHARMACY, 303 Hudson st.; OSMUN, 13 7th ave.; DALL, Columbus ave. and 78th st.; MARSH, Madison ave. and 125th st.; PRITTING, 8th ave. and 45th st.; KOSTKA, 9th ave. and 48th st.; BANCKER, 2122 8th ave. TALSON, 481 6th ave.; KREMER, 428 7th ave.; BOHATA, 1st ave. and 72d st.; LIPPINCOTT, 2d ave. and 96th st.; FLUEGEL, 1325 2d ave.; DITMAR, 1186 2d ave.; DAVIDSON, 1155 2d ave.; HART, 1077 2d ave.; WORTMANN, 178 Ave. A; ROSENSTOCK, 7th ave. and 41st st.

TRY AT ONCE DR. HAY'S HAIR HEALTH AND HARFINA SOAP.

Don't Accept any Substitute on which Dealers Make More Profit.

RESCUED FROM BURNING SHIP.

Firemen Save Negro Deckhand and a Chambermaid from the Steamer Northampton at Norfolk.

Norfolk, July 16.—The steamer Northampton was burned at 4:15 this morning at the Old Dominion pier. How the fire originated is a mystery, as the fires were carefully banked last night.

As soon as the fire was discovered the fire tugs and city Fire Department were promptly called and worked hard to save the vessel.

Charles Clark, a negro deckhand, asleep in his berth, was carried out by firemen.

A chambermaid was prostrated by smoke, but revived. Everything on board was lost.

The Peekskill, anchored near, was slightly damaged by the intense heat from the burning vessel. The Northampton was towed to Berkeley Flats and beached. She was built in 1880 and valued at $65,000. The vessel was well covered by insurance.

SCHLEY AND FARRAGUT.

How the Old Admiral Maintained Discipline.

Schely was commander of a gunboat under Farragut during the civil war, and there is a story being told which speaks better for the present commodore's admirable fighting qualities than for his acquiescence in discipline. He was summoned one morning by the great naval hero of the day, who prefaced his order by asking Schley if he saw that Confederate fort. Of course Schley saw it, for the fort was one of the most conspicuous and most studied objects within the whole range of vision.

"Go knock it to pieces," was Farragut's terse and comprehensive command.

Schley was making the dirt and stones fly, as per order, when his quartermastr rushed to him excitedly, stating that the Admiral had signalled to stop firing and return to the fleet.

"To hell with the signal!" answered Schley, who was in a position to see that he had victory within reach, "I won't see it." And he hammered away till nothing but ruins marked the site of the fort.

Farragut sent for Schley at once, and, before all the officers of the flagship, gave him a fierce raking down for not obeying the recall signal.

Then the stern old Admiral took the disobedient commander into the secret quietude of the cabin, threw an arm about his shoulders and gave him a long drink of the best liquor aboard. Discipline had been vindicated.—Detroit Free Press.

Full size and facsimile of Bottle.

Dr. Hilton's Specific No. 3 Cures a Cold, The Grip and PREVENTS Pneumonia. Don't go on Your Vacation Without It. You'll be Sorry if you Do.

GOLDEN CROWN LAMP CHIMNEYS

Perfect shape, glass, draft, light. Do not break from heat. Cost no more than common chimneys. All dealers.

The Pittsburg Glass Co., Allegheny, Pa.

Railroads.

Pennsylvania RAILROAD.

STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.

☞ The leaving time from Desbrosses and Cortlandt Streets is ten minutes later than that given below for Twenty-third Street Station.

7:50 A. M., FAST MAIL—Pullman Buffet Parlor Car New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.

8:50 A. M., FAST LINE—Pittsburg and Cleveland.

9:50 A. M., PENNSYLVANIA LIMITED—Pullman Compartment, Sleeping, Dining, Smoking and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.

1:50 P. M., CHICAGO AND ST. LOUIS EXPRESS—For Nashville (via Cincinnati), Chicago, St. Louis.

5:50 P. M., WESTERN EXPRESS—For Cleveland, Chicago, Fort Toledo, except Saturday.

7:40 P. M., SOUTHWESTERN EXPRESS—For Pittsburg, Cincinnati, Indianapolis and St. Louis.

7:40 P. M., PACIFIC EXPRESS—For Pittsburg and Chicago. Connects for Cleveland, except Saturday.

8:20 P. M., MAIL AND EXPRESS—Pullman Buffet Sleeping Car New York to Altoona, East Liberty, Pittsburg and points West daily except Sunday. No coaches.

WASHINGTON AND THE SOUTH.

7:50, 8:20, 9:20, 9:50 (Dining Car), 10:50 a. m. (Dining Car), 12:50, 1:50 (3:20, "Congressional Lim.," all Parlor and Dining Cars), 4:20 (Dining Car), 4:50 (Dining Car), 5:20 p. m., 12:05 night. Sundays, 8:20, 9:20, 10:50 a. m. (Dining Car), 3:20 ("Congressional Lim.," all Parlor and Dining Cars), 4:20 (Dining Car), 4:50 (Dining Car), 8:50 p. m., 12:05 night.

ATLANTIC CITY—1:50 p. m., week days (Desbrosses and Cortlandt Streets, 2:10 p. m.). Through Vestibule Train, Buffet Parlor Cars, Passenger Coach and combined coach.

FOR PHILADELPHIA.

6:10, 7:20, 7:50, 8:20, 8:50, 9:20, 9:50 (Penn. Limited), 9:50 (Dining Car), 10:50 (Dining Car), 11:50 a. m., 12:50, 1:50, 2:50, 3:50, 4:20, 4:20 (Dining Car), 4:50 (Dining Car), 5:50 (Dining Car), 7:40, 8:50 p. m., 12:05 night. Sundays 6:10, 8:20, 8:50, 9:20, 9:50 (Limited), 9:50, 10:50 a. m. (Dining Car), 1:50 (Dining Car), 3:50, 4:20 (Dining Car), 4:50 (Dining Car), 5:50 (Dining Car), 7:40, 8:50 p. m., 12:05 night.

Ticket offices, 461, 944, 1196, 1323, 111 and 261 Broadway, 1 Astor House, West Twenty-third Street Station and stations foot of Desbrosses and Cortlandt streets; 4 Court street, 960 Fulton street, 38 Broadway, and Pennsylvania Annex Station, Brooklyn; Station, Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

Telephone, "1274 Eighteenth Street" for Pennsylvania Railroad cab service.

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10:00, 10:30 a. m., 1:00, 5:00, 6:00, 9:15 p. m. daily for Albany, Buffalo, Chicago and the West.

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