THE REPUBLIC: SUNDAY, APRIL 29, 1900.

THE GOVERNMENT BUYS THE SUBMARINE DESTROYER HOLLAND.∞ After Many Delays the Contract Has Been Signed for Torpedo Boats of This Class, Which Admiral Dewey Approves.

born to the House Committee on Naval Affairs have expressed approval of the Holland type of submarine boats, particularly for coast defense purposes, and for the moral effect such a mysterious engine of warfare would exert, and after many delays the Government has signed a contract with the Holland Submarine Torpedo Boat Company to purchase its experimental craft, the Holland, for \$150,000, It also agrees to may \$175,000 each for any other boats of the type it may conclude to purchase, prowided that these shall be similar in dimenstons to the improved and larger Holland boat now designed.

This is certainly a long step in advance for the advocates of the submarine boat theory, because it ranges this country alongside of France as an official advocate of the system. The wisdom of the decision can be decided only after more extended and satisfactory experiments have been conducted At the present stage of development the performances have fallen short of the promises, and the principle still seems open to such doubts that experts radically disagree upon the question of its practical useful-Less.

Contrary to general belief, this is not the first encouragement, direct or indirect, given by the Government to submarine navigation. Robert Fulton borrowed an idea conceived by Bushnell of Connecticut, and made numerous tests of various novel craft both at home and abroad. During the civil war the Confederates experimented successfully with submarine boats, and in one notable instance sank the United States steamship Housatonic. Our Navy Department has, despite the croakings of partisans of the idea, always been keen in watching the tentative efforts made by American and French inventors, and has stood ready to correct forward the work when its practical bility was assured. It may be added that France is the only foreign sea Power interested in the development, and that there it has become a mania. Encland ridicules the idea, and within a fortnight the First Lord of the Admiralty has declared his disbelief in its value, and even if called upon to meet an attack by such a type, the British Admiralty would seek its weapon in other directions.

At this moment another vessel of the Holland type, nominally belonging to the Government, is awaiting completion at Baltimore. This craft, now known as the Plunser, was authorized by Congress in March, 1893, and in 1895 the contract for the construction of her hull and machinery, at a cost of \$150,000, was signed. Over a year later the keel was laid, and since then her vicissitudes have been many. The work was so much interrupted, owing principally to the difficulties encountered with her electrical apparatus, that the Navy Department was led to withold further decisions upon the Plunger until more certain pros-

pects of its success were made manifest, Indeed, within a few months the Secretary, in reply in invidious criticisms upon his failune to encourage the invention, explained that no hostility existed to it among the naval officers; that all charges of professional jealousy were puerile, and that the refusal to give official recognition to the

* The Holland in Action, Destroying a Battleship by Means of a Toroedo Discharged Beneath the Surface of the Water. * * ىكى بكى

and builders of the Plunger. The acceptance, therefore, of the Holland,

building of the experimental submarine and the agreement reached as to future boats of the type, indicate a change of boat Plunger, which is still unfinished, at Baltimore. The naval experts and Mr. policy in the department. Inspired by this Holland were unable to agree, however, long delayed recognition, the contracting company will doubtless produce superior and Mr. Holland finally withdrew, declaring that the Plunger would never be a success. vessels, and should their sanguine prophand that he would build a new beat to demonstrate the feasibility of his own ideas. ccles be realized, produce a type that will have a definite war value.

George Holland, inventor of the Holland This he did, and the final trials were on boat, has been experimenting with sub- November 6, at Peconic Bay, at the eastern idea was based solely upon certain ques- marine craft for more than a quarter of a end of Long Island. Six naval officers were

tions that had arisen with the contractors | century. His original beat was given many present, and the requirements of the Gov- | watch the proceedings. trials, but never gave satisfaction, and at ernment were that the boat should sink and at full speed and return to the starting | buoy. point under water.

TERRIBLE THIRST.

trial the Holland was reported in readiness.) then sank to a depth of five feet below the

and Captain John Lowe and Commander surface. She remained invisible for nine John Emory went on board of her, making | minutes and twenty-five seconds, and then with the erew a total number of eight per- again rose to the surface within three hun- the vessel was quite fresh and that there the water, and is then visible only a mile sons. Rear Admital Rogers and three dred feel of the finish. A minute later she was no disturbance at the surface of the

charged, missing the target by only seven At 2.28 p. m. the Holland signaled with ty feet. The record for the mile was, there last the Navy Department joined him in the proceed a mile under water, rise to the sur- her whistle that she was about to sink and fore, eleven minutes and five seconds. On face, make an observation from the conning then disappeared entirely beneath the the return trip the boat was submerged at tower, discharge a torpedo at a farget while water. At 2:30:55 she passed the starting 2:45, she passed the half mile at 2:49:45, and every pound of water taken in, and the at 2:56:38 completed the mile. Time 13:26. Forty seconds later she rase to the sur- The time occupied in making the entire trip

At two o'clock on the afternoon of the face, remained visible eight seconds, and was twenty-five minutes and forty-three seconds The Naval Committee reported these fact

and added that during the run the air inside other officers remained in the tender to completed the mile, and the torpedo was dis. | water except such as was caused in time | marine glasses,

of war. In making his report to the Secretary of the Navy, Captain Lowe said: "I believe that the Holland is a successful and veritable submarine torpedo boat, capable of making a verifable attack upon the enemy unseen and undetected, and that therefore she is an engine of warfare of terrible potency, which the Government must necessatily adopt into its service."

Notwithstanding this favorable report the Naval Construction Board refused to ecommand her purchase. They were of the opinion that the Government should wait intil the Plunger was completed and tested before purchasing any boat, Secretary Long coincided with this view at the time, and a member of the Naval Board on Construcion, in discussing the matter, gave certain casons why the board und not approve of the Holland. He said that owing to her low rate of speed while under water she would be unable to make head against a strong current; that the men inside can never tell exactly where she will come to the surface, and that in case of any accident to her rudder she would immediately rise and expose herself to the enemy. Moreover, he said, there was no space on heard for provisions or for the crew to sleep and therefore she could not go on extended cruises and would he of little use even for coast defense.

it will be remembered that during the blockade of Santiago, Holland was begging or a chance to run into Santiago harbe with his boat and break up the Spanish fleet. A great many people wondered why he was not given the chance, and now these statements may explain the attitude of the Navy Department in the matter,

After the latest rejection of his bent, Holland sent her down to Washington, where she was viewed by many Senators Cangressmen and naval officers. On closer nemaintance Secretary Long seems to have hanged his views and the purchase of the hoat followed.

The Holland submarine torpede boat is a steel shell, 54 feet long and 10% feet wide, with eight shaped ends. Within this small space are 40,000 pounds of machinery and ittings, including a fifty-horse-power gasoline engine, which propels the beat while on the surface and generates the electricity used in her submarine expeditions. In the bow is a horizontal torpedo tube, from which the crew may direct torpedoes at the enemy while underneath the water. Another tube is set at an angle of twenty degroes, and from this, while on the surface, the Holland may hurl torpedoes through the air either at warships or shore defenses. The act of diving is accomplished by opening the air chambers in the lower part of the hull and filling them with water, and at the same time setting a horizontal rudder so that the bow of the boat is projected downward, carrying the entire hull under the waves. With a load of nine tons of water in her chambers the boat will run along at a depth of five feet. She sinks lower with maximum depth at which she can travely 149 feet. When necessary to rise this water is forced quickly out by powerful pumps, and then the boat hobs quietly up to the surface. She can run along very comfortably with only her tiny conning tower above away, and even then only by the aid of

teen other mogs there ahead of us, spendint, ST. ANN'S ASYLUM ditution the sisters are dependent on donastitution the sisters are dependent on dona-tions and cutertainments, with the excep-tion of a small income from one branch of the institution. Those who are cared for in this department are expected to pay if they are able. If not, they are cared for AND GOOD IT DOES. In this department are expected to pay it they are able. If not, they are cared for gratis. An interesting story is connected with the manner in which the sisters obtained the site for the new home. In 1889 Sister Ann Frances, the mother superior, was very anxious to have the institution heated by steam, out did not have the money to pay for putting in the apparatus, which would begin to pray for means to supply the want. They prayed for a month a they would begin to pray for means to supply the want. They prayed for a month a chris-tian brother called at the asylum and stat-ed that an old man named John Masterson, who made his home at the Christian Broth-ers' College, had donated twenty shares of stock in the St. Louis Gas Light Company to St. Ann's Asylum. Masterson was an illiferate Irishman, who did not have any relatives that he knew of. His parents died when he was S years old. When a young man he came to this coun-try and made a fortune in California. He

Twenty-Five Years Ago a State Offered Prize Money for "Mobe" Inventiveness.

NEWS FROM THE AUTOMOBILE FIELD.

The "gyroscope" motor in its application to the bycicle was covered at length in these columns some time ago. The company which is now engaged in its manufacture also proposes placing on the market a tricycle, an illustration of which is herewith shown,

The front wheel serves the double purose of driver and steerer, and, being sublected to greater strains than the two rear wheels, is constructed much more substantially. All levers for controlling the machine are conducted along the steering bar to within easy each of the operator. The brake is worked by foot pressure. the tread being so set as to enable the operator to exert direct force, bringing the vehicle to a full stop in three times its length.

Offered a \$10,000 Prize for "Mohes" i Quarter of a Century Ago.

On March 5, 1875, the Wisconsin Legislature appropriated the sum of \$10,000, "to be used as a bounty to be paid to any citizen of the State who shall invent, and after five years' continuous trial and use, shall produce, a machine, propelled by steam or other motive agent, which shall be a cheap and practical substitue for use in place of horses and other onlinals on the highway and farm." The measure further required that the machine should perform a journey of 200 miles on the common roads, and be able to negotiate : grade of 200 feet to the mile, by way of showing its paces. The bill has never been repealed, and it now transpires that there are several residents of that State have built automobiles which more than fulfill the stipulated requirements It is just barely possible that at the end of five years Wisconsin will be compelled to "make good" to some one of these invent-ors who shall be able to prove the priority of his patent,

Does the Work of Ten Horses. In the accompanying illustration, taken from the Cycle and Automobile Trade Jouris shown a ten horse-power "mote wheel" (for heavy truck work), manufacwheel the heavy block work), main re-tured by the international Wheel Company of New York City. The device consists of a wooden wheel driven by a two-cylinder gasoline motor, suspended on one side of the wheel. The wheel is placed between the

the wheel. The wheel is placed between the two sides of a heavy yoke or fork, en one side of which the motor is hung, the other being devoted to the gasoline tanks. The steering is dome by means of a hand wheel, shaft and gearing, and the controlling lever is conveniently placed. The application of this motor to any light or heavy vehicle is well within the ability of an average mechanic, and consists simply in removing mechanic, and consists simply in removing the front wheels and axle, and substituting the "motor wheels and aver, and aver the "motor wheel," The company is now turning out these wheels in sizes varying e to ten horse-power

Automobile Stage Lines.

Automobile Stage Lines. That the automobile is already becoming a prominent factor in the economy of pub-lic transportation is evident at even this early date. Leaving out of consideration the automobile public cabs, which are num-crous in all large American cities, the fol-lowing list, collected by the Motor Age, in-dicates that the 'mobe" has made greater inroads into the realms of the equine-not to mention its use as a substitute for the more expensive trolley-than the casual ob-server would be apt to imagine. The Baltimore and Ohio Railread has adopted them for service in Washington, and expects to enlarge the system to em-brace other cities.

GYROSCOPE MOTORY TRICYCLE .. ELECTROMOBILE mer have machines weighing one-third less The citizens of North Muskegon are waitthan theirs, and filled with motors of one-

; the advent of an auto already ordered connect that town with Muskegon third greater power. Judge Sutherland of Rochester, N. Y., has

At Meadville, Pa., the first of a number of vehicles ordered is being anxiously awalted. along sumeriand of Rocketer, i.e. tay has rendered a decision on the road rights of automobiles, which will probably be ac-cepted as the law of the subject. He says: "The horse has no paramount or exclu-sive right to the road, and the mere fact At St. Clairsville, O., negotiations are on for a vehicle for passenger transportation. a vehicle for passenger transportation.

An American Contestant for Automobile Blue Ribbon.

bile Blue Ribbon. In the coming international contest for automobiles, to be held in connection with the Paris Exposition the United States will be represented by three machines. In the accompanying illustration one of them is shown, the Riker, which won the fifty-mile race on Long Island on the 14th of the present month. It is of the electric type, and is exceedingly powerful, it is whispered that its operator, not desiring to give for-cien automobilists a possible "th" as to the capabilities of his machine, purposely won by the smallest possible margin. won by the smallest possible margin.

Motor Notes.

Notor Notes. The advent of the self-propelled vehicles has brought to the front accessories simi-lar to those in use in connection with the bicycle, but larger, stronger and more pow-erful. Thus, there are now on the market tires, rims, pumps, lamps, bells, chains, bodies, enamels, and so en ad infinitum-all specially adapted for the fitting or furnish-ing of the automobile. An automobile authority advises those who contemplate buying horseless vehicles to put in a week or two managing a motor tricycle. "It is a splendid preparation for better things, and a week's actual experi-ence on the road is infinitely better than a month's theoretical study. Twenty-one arrests for fast "motoring" were recently made in New York on a sin-gle Sunday.

The Baltimore and Ohio Railroad has adopted them for service in Washington, and expects to enlarge the system to em-brace other cities. Tranchises have been granted in Boston, Chicago and several other large cities for motor vehicle stages. New York has already seen the partial conversion of its antiquated Fifth svenue ine life an automobile line. A franchise is under consideration by the autherities in Richmond, Va. The stage line plying between Lifechfield and Torringtor, Conn. is changing its molive power from horess to that con-tained within the vehicles. A line will soon be running at Champaign, It. The Sparks Automobile Company is ne-toriating for c plant as San Jose, Cal. At Chattanooga, Tosh, a company has been organized and order placed for a ver-ice automobile on the latter place with the New York Central Railmond.

MATTIE FEEHAN'S

Tells Jerry Hannigan His Experience at the Different "Coaling Stations." It is not flex in the air t had to dodre the source of the primers of the source with the guiness in cach moby and the price of the dot source is a strange event in source without makin more in the source of the primers of the source without makin more in the source of the primers of the source without makin more in the source of the primers of the source without the source of the primers of the source without the price of the time of Ramerse to the source of the source What wuz it-a primery or a wake?"

"Well, I guess I don't look like a pinkeyed baby with a premium around its neck at the baby show," said Mattle, thickly. "I know I feel like a man the hogs et up. Get a trek on them wooden shoes o' yourn, Jurry, an' chase out that cut glassware, quick. I got a thirst on me that'd make a bunch o' smokers feel like they was icecold human water bottles."

tea an' Kaffee Kloisch. Whadje think 'ud give a gay like me a thirst like this? Do I look like a sucker jist come away from a ninety days' retreat in a W. C. T. 1', seminary? Jurry, you kin ast more silly questions than the Hincy Republican judge at the primary election when I wanted to vote on Gottlieb Steinkuchier's name." "Sure it's ony jokin' I was, Mattie," said Jerry, "But whisper-I didn't see anny can-didates around las' night." "This ain't no cheap political thirst, Jur-ry. This was built by a bunch o' buga I met at the brseball game yesterday. They

met at the baseball game yesterday. They were the warmest articles I ever my reputation agin. For tanks, they simply skin anything in a brewery. That going of bables kin put away more wild cow's milk than Red-Nose Mike there ever dremp about. They won a bat full o' rags on the about. They won a bat full o' rags on the ball game an' when it was over we blowed into the dozgery under the grand stand. Say, the way they loosened up was a cau-tion to old Mike Wallnski, the Polander, that makes that rainwater ye sell in them dusty bottles there. On the level, Jurry, they kep' the beaze comin' so swift it melted the botto'n off o' the glasses, an' six bartenders got overheated an' fell in the lee tubs. The cashier got cross-eyed coppin' the geld." "Did he get mooch of yours, Mattie?" asked Jerry.

"Did he get mooch of yours, Mattie?" asked Jerry. "King's X fer me," said Mattie, "not on yer thick, warty nose, he didn't. I blowed into the park with fifteen-c in my jeans and woke up this mornin' with 35. Must 'a' got absent-minded at some stage e' he game an' heat some sucker to his change. After we put that joint on the hum we got in a mobile, or a balloon, or a cart, or something, I don't remember, an' fell into Patsy Bolivar's shack, where we could get more action. Say, I bet, Jurry, they was more baseoal played on that sawdust floor last night than they will be on all the dia-monds in the country in six years. I guess I'll have to take another drop of that prussic acid o' yours. Jurry, to kill the taste o' the first one."

nandy "Don't git personal, Jurry," replied Mat

a hot-foot out the door. I'll have to charge you the price o' these drinks for not bein' wise, Jurry." "Sure 'lis ony jokin' I am. Mattie." said Jerry. "But tell me, how do yet mane yees played so manny games in Billy's saloon? Sure, there's no room in the saloon." "Sure thing there is. It's what they call indoor baseball. They play it across the counter. I never played it before, but I eased into the game has ukint, all right. I never bought no chips, but these homs o' mine is purty fierce an' it shi' no trou-ble for me to butt into any game whet: they're takin' the butg out o' the harre!.

them or the driver take his chances."
Low Rates to Denver
Via Burlington Route.
One fare, plus \$2, round trip, May 1; limit
wenty-one days. Two through trains dally.
I never bought no chips, out these horns
in an 'the mob got there they was about eighan' it ain't no trough trains dally.
I never bought no chips, out these horns
is mine is purty ficre, an' it ain't no trough
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I any now, Feru-na has cured me of all my
I any the mob got there they was about eighI any the mob got there they was about eighI any the mob got there they was about eighI any the mob got there they was about eighI any the mob got there they was about eighI any the mob got there they was about eighI any the mob got there they was about eighI any the mob got there they was about eighI any the mob got there they was about eighI any the mob got there they was about eighI any the mob got there they was about eighI any the mob got there they was about eighI any the mob got there they was about eighI any the mob got there they was about eighI any the mob got there they was about eighI any the mob got there they was about eight the pre-runa.
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good money like it growed an trees, at talkin' baseball dope. In a half an hour they was so many curves an' inshorts an' foul tips an' files in the air I had to dodge every time I reached for my booze. If

ze hopballs in them games when you wa davin' center field for the Ararats, usen'

Well, say: that made me hot, bawlin' m "Well, say: that made me hot, bawkin' ner-out, right in front o' my triends, too; an' so, when the gang glumme the wheezy handh. I mide a 'Tim Hurst play at this fresh guy an' started to elimb up his yest, so's I could reach his block. "The 'prop' says the motorman stopped the car in time to let them plek me off the track, an' they carried me back in the saloon on the swingin' door that I took with me. What made me the sorest was,

cold human water bottles." "I blieve ye, Mattie," said Jerry, with his eyes glued on the drink Mattie had poured out. "Fon me word, I bleeve ye, thruly, Judgin' yer thirst be the size iv the sup iv liquor ye jest swallied, 'twill nuvver be sat-isfied in this worrald iv ye live to be as old as Mechuslem, What gov it to ye?" "Belcher water an green tea," said Mattie sarcastically, "Canned soup an" 5 o'clock tea an Kaffee Klotsch, Whadje think 'ud give a gay like me a thirst like thist' Do with me. What made me the sorest was,

"Oh let's not talk about that, durry, said Mattle, uneasily, "Gimme another dirag of that powdered glass an' then Tli blow. Take my advice, Jurry, an' try an' forget that. It's all over now." "The divil a bit is it over, Mattle, I ain't got through takin' stock iv me ex-tant root and the stock is the stock of the s places in that race yet. I got good an' lagged the night iv th' election, an' I took the pledge agin liquor an' polities next day."

BONAPARTE AND THE BRITISH

First Consul of France Once Want ed to Join the English Navy.

ed to Join the English Navy. From the London Globe. There are, we famey, very few people who know that the great Napoleon once applied for permission to enter the Eritish navy. Such, however, according to the Naval and Military Record, is the fact, and Mr. Goschen has recently discovered in the archives of the Admirality the orig-inal letter in which the request is made by Eonaparte, then a student at Brienne. He was, as every one knows, then prepar-ing for a military career, but the school inspectors reported that he would make an excellent naval officer, and Sir William Fraser relates that his application to the British Admirality was due to the influence of his fellow-student, Lawley, afterward Lord Wenlock. Our contemporary adds: "Bonaparte,

of his fellow-student, Lawley, afterward Lord Wenlock. Our contemporary adds: "Bonaparte, when sending the letter, expressed his be-lief that the application would not be suc-cessful, because, though not religions him-self, he came of a fanatically Roman Cath-olic family, and at that time Roman Cath-clies were not welcome on British war-ships. As we all know, Bonaparte proved a true prophet. Singularly enough, it was only chance which, at a later date, pre-vented him from entering the British army, Paoli, the Corsican 'patriot,' strong-iy urged him to do so. Faoli at that time had some influence in British milliary cir-cles and would have procured Napoleon a commission. The latter considered the offer seriously and then declined it on the ground that the French Revolution offered brilliant opportunities for a young officer just starting his career. So he placed his sword at the disposal of his adopted coun-tr."

Mrs. D. Finley of Petoskey, Mich

stitution.

Ground was broken for the new home on

January 2 last. The building is to be located at Union and Page boulevards. The sisters own a tract of seven and seventysix-one hundredths acres at the northwest

corner. The work of grading and excavating for the foundation of the new building was interrupted by the bad weather for a time, but was renewed in March and is being pushed rapidly. The new edifice will be three stories high and will consist of a main building and two wings. The main building will front 200 feet on Page boulevard and will set back 100 feet from the street. The wings will extend 110 feet back from the main building and will consist of a

hall with rooms on either side. The asylum is conducted with clock-work precision, but with an absence of restraint The home is like that of one great family

Every ward is presided over by a sister who has as many assistants as she needs. She governs by love rather than by stern-ness. The nun in charge of one of the wards devoted to children can be seen sur-rounded by a swarm of little ones clinging to her skirts and seeking to impart to her their childish wants, as they would to a

mother. The sister bestows on them the

same care that a mother would, catering to their every whim. Sometimes half a dozen or more of the bables will begin to cry at the same time. The lot of the sister at such a time is not

pleasant one. The mother who imagines that she is a martyr when she is compelled to listen to the cries of one baby and that

baby her own would not think her lot half so hard after a visit to the foundlings' home. The sisters handle the little ones as if they were performing a pleasant duty Their task is endless. It begins when the children awaken in the morning, but does not cease when they go to bed at night. Some of them requires attention at every

hour in the night.

hour in the night. The greatest care to the nuns is the in-fants, some of which are brought to the institution when only a few days old. These are mostly foundings, of which about forty are received at the institution every year. A sister will have in a ward half a dozen or more of these infants from 3 days to 3 weeks old. Their care requires the most constant wirdhates. onstant vigflance.

constant vigilance. Diluted milk and crackers are first fed to the infants. As soon as the baby can stand the milk undiluted it is given to it. The sisters have twelve cows, which are kept on the Page avenue place, and the milk is brought in to the asylum daily and ster-ulized ilized.

Ilized. The children are divided into three class-es. The infant class are those under the age of 15 months. The middle class are those between 15 months and 3 years, and the oldest class are those between 3 and 5

the oldest class are those between 3 and 5 years. The children, excepting the infants, are breakfasted on malt coffee. It is served with plenty of milk. Eread and butter or toast and mush and milk are served. For the dinner beef broth is given to the children of the mildile class and those who are teething are fed mashed potatoes. fresh beef, ground and cooked rare, vege-tables and dessert of cookies or pudding. Six hundred tots are annually cared for in the institution. It costs \$20,000 a year to maintain the asylum. About one-fourth of this is derived from property which was left for the support of the institution by Mrs. Anna Biddle, by whose munificence the institution was started. Mrs. Biddle was a daughter of John Mullanphy, who also be-queathed property to the institution. The property is held on leases by persons who erected houses, the rental going to the in-

crected houses, the rental going to the in-

stitution. The city pays \$12 a month for each of the foundlings until they are 3 years old. For the rest of the expense of keeping up the in-

did not have any relatives that he knew of. His parents died when he was 8 years old. When a young man he came to this coun-try and made a fortune in California. He made his home with the Christian brothers and donated valuable property to them. He was this home with the christian brothers and donated valuable property to them. He made his home with the christian brothers and donated valuable property to them. He was cleared dividend coupons attached to the stock certificates which Mastersen gave io the sisters. This more was collected, and with it the sister made the first payment for the staters. This more was collected, and with it the sister made the first payment for the staters. This more was collected, and with it the sister saved from their income. The debt was cleared in one and one-half allowed to accumulate until 1887, when the fourtheritor of electricity caused Sister Ann Frances to think that it would be a stock to dispose of her gas stock, which when the property at Page and Union boulewards. The price of the property was strong. The balance has been since paid, so that the sisters have do not be prop-try at Tenth and Eiddle streets. The new buildings will ceet between \$150-tors at 220,050, together with side walks and bought one-fourth the amount, or enough to approve the grounds. The sisters have and so the grounds. The sisters have and so ground and there is no debt on the prop-try at Tenth and Eiddle streets. The new buildings will ceet between \$150-to and \$200,050, together with bide walks and bound the fourth the amount, or enough to approve the grounds. The sisters have approved to the grounds and excavating and to complete the fourthatten walls.

Free to the Ruptured. Dr.W. S. Rice, the Well-Known Authority, Sends a Trial of His Famous

Method Free To All. W S. Rice, 425 W. Main St., Adams, N. Y., will send free to anyone who is run tured or knows of any person ruptures whether a man, woman or child, a free trial of his famous home cure. It is

MR. R. W. YOUREX.

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taste o' the first one." "I have a jelly glass here, Mattle, iv ye'd like it better," observed Jerry, noting with alarm the rapidly emptying bottle, "An' the horse throft is out in the yard hand."

the "Remember, you ain't got the coin for these yet. Never make no fumny cracks at a guy till you get his coin. He might do a hot-foot out the door. I'll have to charse you the price o' these drinks for not bein' wise lurry "

"If one should find it desirable to go back to primitive methods and trek along a city street with a four-ox team and wagon of the prairie schooner variety, it would pos-sibly cause some uncasiness in horses un-used to such sights. Yet it could not be actionable, in my opinion, if a runaway should result, provided due care were shown not unnecessarily to interfere with the use of the highway. Horses may take fright at conveyances that have become obsolete as well as at those which are novel; but this is one of the dangers incident to the driving of horses, and the fact cannot be interposed as a barrier to retrogression or progress in the method of locomotion. Bi-cycles used to frighten horses, but no right of action accrued. (Holland vs. Bartch, 120 Ind. 46; Thompson vs. Dodge, 35 Minn., 350). Electric street cars have caused many run-

Electric street cars have caused many run Electric street cars have caused many run-aways. Automobiles operated without steam by storage batteries or by gasoline explosion engines, running at a moderate speed, may cause fright to horses unused to them, yet the horse must get used to them or the driver take his chances."

twenty-one days. Two through trains daily.

sive right to the road, and the mere fact that a horse takes fright at some vehicle run by new and improved methods and smashes things, does not give the injured party a cause of action. As Judge Cooley says in Macomber vs. Nichols, 12 Mich., 212: "When the highway is not restricted in its dedication to some particular mode of use, it is open to all suitable methods and 't cannot be assumed that these will be the same from age to age, or that new means of making the way useful must be excluded merely because their introduction may tend to the inconvenience or even to the injury of those who continue to use the road aft-er the same manner as formerly." If the defendant's motor carriage is practicable or those who continue to use the rolar set or the same manner as formerly. If the defendant's motor carriage is practicable for the puropse of travel, and the noise and vapor caused by its use are kept with-in reasonable limitations and are no great-er than are fairly incident to the use of motor carriages which are found adapted to the needs of the general public, then I cannot see how the defendant can be held liable, in the absence of evidence that at the particular time complained of the carr-

the particular time complained of the carriage was operated carelessiy. "If one should find it desirable to go back