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When writing mention this paper.

A GREAT FLOATING DOCK.

Remarkable Progress Made in This Branch of Maritime Architecture.

The new floating dock for the city of Havana which was recently completed at Newcastle, England, is a magnificent example of the progress which has been made in that branch of maritime architecture. Hundreds of distinguished persons were present at its launching upon the Tyne a few weeks ago. A Newcastle newspaper in describing the occurrence said that it seemed before the launching as if the immense mass of the dock would occupy the entire width of the river, and that, in anticipation of the wave which its immersion would produce, the spectators were forbidden to approach too near the shore. Taking advantage of the tide, the launching was effected with entire success, and in less than five minutes the dock, which seemed like an immense floating castle, was brought up to the wharf of the shipyard.

There are thirty water-tight compartments in the dock, which has the capacity and power to lift ten thousand tons in two hours and a half, its pumps throwing out fifteen thousand tons of water in that space of time. Not only in its general plan and structure does the dock stand as a type of that kind of construction, but in the machinery, pumps and electrical apparatus with which it has been fitted. One of the directors of the company said at the banquet which celebrated the launching that the time of its building, exactly six months, established a record for that kind of work. The construction of a floating dock of similar dimensions would ordinarily, he said, have occupied two years, and would have cost four times as much money as did this.

The dock was towed to Havana by one of the larger steamships of the New-Zealand Shipping Company. Another smaller vessel accompanied this, to aid in manoeuvring and working the huge structure. The dock carried its own separate crew of captain, officers, engineers and seamen, berths having been arranged for them in one of the compartments. It had also a provisional outfit of masts and rigging, and a steam propelling apparatus to direct its own progress.

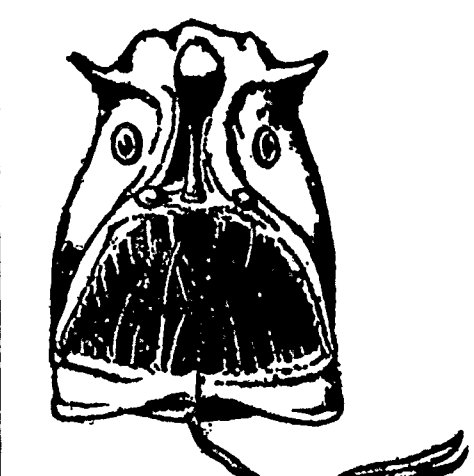
At the time of the launching, a long cart, drawn by seven horses, approached the wharf. In this was a huge twenty-two inch cable of manilla hemp, weighing five tons. It was used, in connection with steel cables, to tow the dock, and it is said to be the largest rope ever made in England. It consists of 2,400 strands of selected quality, and it was necessary to employ special machinery in its construction.

FISH OF THE DEEP SEAS.

A Wonderful Specimen Brought Up in the Deep.

The systematic study of oceanic ichthyology, or that of the deep-sea fishes, commenced scarcely two decades ago, yet the progressive and interesting results, during so short a period, equal in value that of any other study of nature. Twenty years ago only a few specimens of fishes had been obtained, which from their anatomical structure it was believed inhabited abyssal depths.

In 1888 Prof. Alexander Agassiz published his work, "Contributions to American Thalassography," the result of his observations of the work of the United States Coast Survey and Fish Commission. Since then the deep-sea



SWALLOWS FISH LARGER THAN ITSELF.

work has been practically abandoned, but Goode and Bean in 1885, under the auspices of the Smithsonian Institution gave us their "Oceanic Ichthyology," a work which discusses "all forms of fishes found in the seas of the world," and gathers in systematic form all previous knowledge of deep-sea fishes. The efforts of these laborers in a comparatively new field have produced results not only of great value to science, but of much general interest. It has been found that upward of 1,000 species inhabit the waters of the great oceans, at depths varying from 500 to 16,500 feet. Many of these fishes were found to be modified forms of surface types, exhibiting abnormal shapes, sometimes grotesque and sometimes beautiful, with resplendent colorations. Among the many other curious forms of fish life found in the deep seas, that of Chlamodon must not be overlooked. It has been found in 9,000 feet of water, and is capable of swallowing a fish many times greater than its own size. It is evidently an inhabitant of very great depths.

A Peerless Liniment.

As a pain destroyer and cure for rheumatism, Salvation Oil is the peer of all liniments. Mr. Wm. H. Brown, proprietor of Strieberger House, Cleveland, O., writes: "I suffered from rheumatism for twelve years and my last attack kept me in bed, unable to walk. I used Salvation Oil and soon was up and about. As a pain destroyer this liniment has no equal." Salvation Oil is sold everywhere for 25 cents. Try it and be convinced.

TO IMPROVE ROADS.

NEW PLAN FOR PUBLIC HIGHWAYS IN PRACTICAL OPERATION.

Steel Tracks for the Wheels of Wagons to Run Upon—Results of Experiments Made by Two Engineers in Illinois—An Interesting Signed Statement.

For the first time there has been carried into practical operation a plan for the improvement of public roads that has heretofore been regarded merely as an interesting theory that would never rise to the region of fact. The plan is to lay steel tracks along our roads, so that the wheels of wagons may run upon a smooth surface instead of on the rough and soggy path over which for a greater part of the year horses are compelled to flounder, dragging heavy loads. The results of experiments by two prominent engineers are here given. One series of experiments, made by Mr. Abel Bliss, of New Lenox, Ill., are particularly interesting, as will be seen from the following signed statement of Mr. Bliss:

"I have laid about 100 feet of steel rails in the public highway near my house at New Lenox, Ill. The road was first graded in proper shape. The rails are of steel, one-quarter of an inch thick, eight inches wide, with a downward flange of three inches on either side, and an upward flange of one inch on the outer edge to keep the wheels on. These rails were laid on

STEEL ROADWAY.

the crown of the grade and pressed into the soil to the depth of the flange, or until the soil supported the rail. The downward flanges prevent the soil from being pressed away from the rail and hold it there, making a firm foundation, so that no ties are necessary on which to rest the rails. These rails are made continuous by the fastening of the ends together with fish-plates.

"When I mentioned my idea of this roadway, it was suggested that the rails would sink under heavy loads in wet weather and soon become covered with mud. Others suggested that they would tip to one side, becoming useless and also that, unless they were laid on ties, they would spread and get out of line. This track was laid to satisfy myself on these and other points. During the recent wet period mud holes were made at the ends of the track by the wheels dropping always in the same place. This very severe test, however, did not affect the rails except at the end. On a continuous line of track severe and uncommon usage would not in any way have injured or changed the rails; hence I should not expect this roadway would need any repairs after a wet period. The earth between the rails is removed to a depth of five inches and the excavation filled with gravel for the horses' tread. This road has now been in use for eighteen months and has been tested with all kinds of traffic, including tractor engines. I have never seen a horse slip on the rails, but they might occasionally slip so. A horse is most likely to slip from pulling hard, which they will not be obliged to do on this roadway, and there is little occasion for a horse to tread on the rails, as there is room enough between them.

"A mile of this road requires about 60 tons of steel, which can be produced in quantities for \$1,500 or less. One cubic yard of gravel is required to the rod.

"For this roadway I would make the following claims:

"First—It saves power. A vehicle may run on it with the least possible draft. It is estimated by engineers that the required draft is one-fifth of that on gravel, and one-twentieth of that on the average dirt road.

"Second—It saves wear and tear to wagons. A vehicle is always on a level, smooth surface, and is not subjected to irregular strains, as when one side of it is much lower than the other, causing two wheels to carry most of the load, or when a wheel drops into a rut. A town will save enough in vehicles alone to pay a large portion of the cost of the road.

"Third—It saves time. With a load of two or three tons, a team will trot as easily on level ground as it will walk on a gravel or dirt road.

"Fourth—It is a perfect bicycle road, and will be greatly appreciated by wheelmen.

"Fifth—It is extremely durable, and the repairs will be nominal.

"Sixth—The dust, which is so annoying on a gravel or dirt road is caused largely by the grinding of the wheels. On this road there could be no such grinding.

"Seventh—It is a motorcycle road, and a speed of twenty miles an hour can be obtained with safety.

"In conclusion, The universal use of this road will increase the value of the farm; it will beautify the street, because when we cease to rut the road, grass will take the place of weeds. It will make possible the free delivery of mail in rural districts, by bicycle or other swift vehicle. Traveling will be as safe at night as in the day, because the team will keep the road.

Abel Bliss"

Hooley—"Did you hear about Casey quit?" "No, what?" "Hooley—"Did you hear about Casey quit?" "No, what?" "Hooley—"Did you hear about Casey quit?" "No, what?"

KISSED HER ON A BET.

She, a Salvation Lady; He, Her Husband; Drummer Didn't Know That.

A clever trick was worked by Walter Redmond and his wife at Union Station in Louisville, relates the Courier-Journal, by which several drummers were duped out of their money. At the end of a long seat in the waiting room was a pretty and modest looking young woman attired in a Salvation Army uniform. She was very intent upon a paper which she was reading, and paid little attention to the crowd of traveling men standing near her.

Aside from the crowd was a well dressed young man, who was walking back and forth by the news stand puffing away at a fragrant cigar. Finally a member of the crowd of traveling men remarked upon the beauty of the little Salvation Army worker. All eyes were fixed on the little woman and she received many compliments. The prosperous-looking young man who had been walking near the group of drummers drew near to the crowd. He, too, was struck with the appearance of the woman.

"I'll give any one of you fellows \$15 if you kiss that girl," said he. Those in the crowd took the dare. One spoke up, however, and said to the stranger who had offered the money: "I'll bet you \$20 that you can't kiss her."

The stranger hesitated for several seconds and then said: "I'll just take that bet." The money was put up, and the stranger, who had given his name as Walter Redmond, walked over toward the little woman in uniform, and, after bowing profoundly, took a seat by her side.

At first the woman seemed to be very indignant, and the traveling man thought he had the \$20 won. A minute later, however, Redmond's arm stole around the woman's waist. The spectators then began to open their eyes wide. One of them said: "That fellow has a whole lot of influence over the girl. It may be that he is a hypnotist." Redmond talked for probably two minutes, and then kissed the woman.

Redmond walked over to the stakeholder and received his money. He then started from the depot. The little woman quickly arose from her seat, and, taking his arm, walked to Ninth and Broadway, where the couple took an East Broadway car. Redmond is tall and handsome. His wife is blonde, and is exceptionally pretty.

Two Forest Freaks.

These illustrations are taken from photographs of two gnarled giants of the forest which are familiar sights to the passengers of the College Hill electric line, Cincinnati. The forked tree stands at the corner of Ludlow and Lafayette avenues, Clifton. It is fifty feet high and forked about twenty feet from the ground, thus forming an almost perfect letter Y. The tree is a silver poplar.

Further out upon this same line is to be found another forest freak. On Hamilton avenue, just a square beyond



GIROUQUET'S NATURAL WONDER.

the city limits, two tall cypresses have done sentry duty over this approach to Cumminsville for years. They stand side by side and rise to an equal elevation, twin giants of the woods. They are called the "Slaves twins." Both are about sixty feet in height and at the base are less than one foot apart. Ten feet from the ground a heavy cord extends from one to the other, joining them, as were the famous children of Slam. Both oddities have been viewed by arboriculturists, but no explanation of the peculiar growth has been reached.

Don't buy what suits the fancy, regardless of their combined effects.

Don't select anything because it is fashionable, but because it is good.

Don't have any apparent, much less any regular, arrangement to furniture.

Don't believe for a minute that expensiveness is essential to beautiful effects.



Liebig COMPANY'S Extract of Beef

DIOCESAN NEWS.

What Our Catholics in the Surrounding Parishes are Doing.

From Our Special Correspondents.

Willard.

Miss Stargis has returned from her home at Rome, where she spent a week.

Miss Mary Gavin spent Christmas at her home at Seneca Falls.

Miss Mary Ryan spent last week at her home at Ovid.

Miss Mary Toner of Philadelphia, is spending the holidays at the home of her father, Mr. Owen Toner, near the hospital.

The nurses of the female department, south wing, main building, presented their superior, Miss Mary Tierney with an elegant silver tea set as Christmas present.

The school near the hospital is closed until after New Year's, and teachers and scholars are enjoying a vacation.

The usual amount of poultry and other good things were dispensed at the hospital on Christmas day.

Dr. Macy, superintendent, has returned from a long vacation.

Hemondspott.

Miss Minnie York of Elmira, is spending the holidays with her mother.

Mr. Charles Matson of Lehigh University, Bethlehem, is at home for a week.

Mr. Charles Cane of the Buffalo University, is spending his vacation with his parents at Urbana.

Mr. Wm. Shanley spent Christmas with his mother.

Mrs. Philip Argus died at her home in South Putney, Dec. 23. She was a faithful wife and loving mother, and bore with Christian fortitude her long and painful illness. She leaves a husband and nine children to mourn her loss. The funeral was held at St. Gabriel's church, Hemondspott, on Monday.

The Christmas midnight mass was celebrated by the pastor, Rev. M. O'Shea. The choir rendered a beautiful mass. Miss Julia Mason and Miss Friedell being the soloists.

Mr. James Vaugelder, of Washingtonville, N. Y., was home Christmas.

John Dwyer of Grand Rapids, Mich., is home on a two weeks' vacation.

Jerry Conkling is in Rochester for a few days.

Miss Margaret Merriman of Geneva, visited her parents over Sunday.

Mr. and Mrs. James Mooney, of Canaan, and Mrs. Mary Burr of Penn Yan, spent Christmas with Mr. and Mrs. Patrick Kiley.

Miss Nellie Burns of Rochester, was at home Christmas.

Miss Mary Healy, and Miss Mary Hagerty, of Canaan, are home for a few days.

The Misses Mary and Margaret Dwyer, were in Rochester last Wednesday.

Miss Ella Mcweeney returned to her home in Le Roy on Monday morning.

Pittsford.

Mr. and Mrs. Adam Flanagan have named their son Adam Everett O'Connell. Miss Mary Little and Mr. John McElhannon were sponsors. Long life to the little man.

Mr. Timothy Sullivan visited his parents on Sunday.

Mr. and Mrs. Matthew McGrath and family of Rochester, spent Christmas with his aunt, Mrs. Wm. Mullane.

Miss Hannah Sullivan was at home Christmas and Sunday.

Miss Mary Carroll of Rochester, spent Sunday in Carterville.

Mrs. John McGrath met with a severe accident last week in breaking her left arm.

Mrs. Morris and children of Rochester, spent Christmas with her brother, Mr. Theo. Platt.

Corning.

Our Christmas weather has been of the kind best designated as ideal. Cool, sharp air, just enough snow to whiten lawns and attract hunters to the woods, and a steady low temperature to "bride up" the river with ice, and enable crowds of enthusiasts to enjoy the delights of skating. It is fortunate that the river furnished us with skating for Christmas day, for the proposed skating rink, which was expected would open to the public on that day proved to be a "frost." If one may see a team to employ a freezing failure. Corning.

The water was cold enough to make a skater's skis, and a good clear sheet of ice was not forthcoming at Painted Post seems to argue that those in charge of the matter don't know their business very well. The suggestion that a roof built over the rink would keep off the melting rays of the sun and preserve the ice seems to be a good one. There is no roof there at present.

A pound party, given by St. Mary's Aid Society Wednesday evening of last week, at the residence of Mrs. James McGinnis, West First street, was greatly enjoyed by all present.

A very pleasant church party was given Tuesday evening by Miss Nora O'Connell in honor of her brother Timothy, of O'Connell University, who is home for the holidays. A most delightful time was had by all those who were present.

Jason Gould, who is studying at Holy Cross college at Worcester, Mass., is home for the holidays.

Miss Mary Baxter is spending the holidays with friends in Wellsville and Shrewsbury, Pa.

Miss Nellie Teal, who is studying at the Oswego Normal school, is spending her vacation at her home in this city.

Thomas Regan of Niagara University is home for the holidays.

John Cassidy, who is a student at Holy Cross college, is spending the holidays with his parents in this city.

A high mass, requiem given, by the members of the League of the Sacred Heart was celebrated Monday for the repose of the soul of Mrs. Levi Cowley, who died last week.

A Truthful Statement.

An excellent and invaluable remedy for the cure of cough, cold and hoarseness. Is Dr. Bull's Cough Syrup, and Mr. Jas. Hadfield, 550 West St., New York City, verifies this statement. He writes: "Dr. Bull's Cough Syrup is a most excellent remedy for cough, cold and hoarseness, and I feel great pleasure in recommending it to all who require such relief."

Rich.

Rich. is a name of a famous brand of whisky.

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