MEXICAN RURALS COME

Detachment of Famous Soldiery at Pan-American.

Their Hard Life and the Immense Good They Do to Their Country In Keeping Out Law-Breakers — Beauties of the Electrical Features of the Exposition Never Before Equalled.

BUFFALO, May 14.—A Mexican band and detail of soldiers has just arrived in Buffalo to take part in the Dedication Day ceremonies at the Pan-American Exposition next Monday, which will cause wide interest and comment. This military contingent consists of 90 men and five officers, under the command of Captain Samuel Cuellar. Every branch of the service is represented by picked men from the infantry, artillery and cavalry. The artillry band is, if not the best, one of the best of all Mexican bands, and it will play frequently during the early days of the exposition under the direction of Captain Pacheco.

The musicians arrived by special train, having been sent as a special courtesy to the Pan-American Exposition by President Porfirio Diaz. They are quartered in accommodations fitted up for them in the Stadium.

Among the famous organizations represented are the "Rurales de Mexico." There are 20 of these at the exposition under the immediate command of Major Cisneros, and each Rural brings his own arms and accoutrements by special permission. These men are somewhat similar to the old Texas Rangers, only, if possible, they are even tougher and hardier than these. Bred from earliest infancy among the hills and valleys of old Mexico, and accustomed not only to the saddle but to living on the most meagre rations, and requiring no other bed than the green fields, or other covering than the zarape, this class of men, under discipline, make the finest kind of soldiers. And it is of such men that the Mexican Rurales are formed—men who can chase a malefactor hundreds of miles, continuing the pursuit day after day, sleeping in the forest or on the mountain, sometimes meeting with good fare and other times subsisting entirely on corn, which they moisten in water and afterwards eat raw. Men have been known to travel in the interior of Mexico in this way day after day, with nothing but corn and sometimes little of that, for themselves and horses to subsist on.

These are soldiers—a sort of revenue officer and mounted policeman rolled into one—whose name strikes terror into the assassin or robber in Mexico, for well they know that with these troops in pursuit the game is up. The one idea of the "Rural" is to capture, dead or alive—it makes no difference to him—but capture he knows he must, and he generally does, too. It is in a great measure due to the excellent surveillance of these men that the interior of Mexico is so free, so to speak, of crime; that trains are not held up, that banks are not robbed and that murders and assassinations are so very rare, for the Rurales are ubiquitous. You can find them all over Mexico from the Rio Grande del Norte to the Guntemalen frontier, and they meet every train all over the interior of the republic. Every town or village has its quota of them, according, of course, to the size or importance of the district.

The uniform or dress of the Rurales is very picturesque. Sometimes the whole suit is of buckskin, but generally the trousers are made of a grey cloth. The hat worn is the wide sombrero of the country, and both this and the jacket are embroidered or trimmed with silver braid. Their saddles also are embroidered considerably with the same material, while their saddle cloth and zarape are generally of some gaudy color. These go to make up one of the most attractive and serviceable of all soldier uniforms, and taken in conjunction with the fact that the Rurales are always well-mounted and at the same time armed in the latest and most approved manner, will give the reader some faint outline of one of the most picturesque and at the same time one of the most dashing bodies of troops to be met with in the entire world—Las Rurales de Mexico.

Magnificent Illumination.

Night after night as the Pan-American Exposition grounds are illuminated, the admiration of the wondrous beauty of the effects obtained becomes more intense. It is recognized that a remarkable feat has been accomplished, and the public is free to admit that such glorious lighting effects have never been witnessed in any part of the world.

When one looks upon this veritable City of Light, it is hard to realize that the chance leaving of a Japanese fan in the laboratory of Thomas A. Edison made the perfection of the incandescent lamp, with which the exposition grounds are lighted, a possibility.

Edison had tried everything as a material for filament making. Just when he was seeking for new materials with which to continue his experiments he ran across the old fan, and taking a strip from one of the ribs, he carbonized it. The result was the long-burning light that gives such beauty to the Pan-American Exposition.

Such facts as these are of great interest when the whole world marvels at such magnificent lighting effects as are now nightly witnessed at the Pan-American Exposition. Before incandescent lighting was discovered, it was impossible to make the evening opening of great expositions a success, and the thought arises, would there have been a great spectacular, electrical Pan-American Exposition if that old fan had not been left in Edison's workshop?

One of the most effective pieces of illumination to be seen upon the grounds of the exposition—always excepting the Electric Tower—is the Temple of Music. This building is situated in the southwest of the Court of Fountains, having this great court with its surrounding buildings on the one side, and the west wing of the Esplanade with the Graphic Arts, Horticulture, and Mines Buildings, on the other.

All these structures are brilliantly illuminated at night, and the Temple of Music, with its octagonal form and its dome and other elaborate architectural features, constitutes a most effective part of the illuminations at this point, for all its picturesque and graceful outlines are traced in rows upon rows of these incandescent lamps.

The executive committee of the New York State Press association met in Buffalo yesterday and talked over the plans made for the convention of the National Editorial association, which will be held in this city during the four days beginning June 10. Among the out-of-town men present were A. O. Bunnell of Dansville, W. J. Klein of Amsterdam, Frank G. Garrett of Syracuse, H. J. Knapp of Auburn, Louis McKinstry of Fredonia and Senator Garry Willard of Booneville. All the members of the executive committee are delegates to the National Editorial association's convention.

Dedication Day Program.

The extensive preparations that have been made for the Dedication Day ceremonies on Monday, May 20, at the Pan-American Exposition promise to make it an event of the highest importance to the Western World. The program is already an elaborate one and the entire day and evening will be taken up with the many features. The crowd will be a phenomenal one, as all the railroads which enter Buffalo have announced special trains and such rates as will induce the people to take a holiday. It is expected that everything will have a sand paper finish on the Dedication day and that the magnificent exposition will be complete. Very little important work now remains to be done so that the present week will be devoted largely to cleaning up and to the completion of the installation of exhibits.

The day's events will open with the splendid parades. One of these will be the exposition parade proper and the other will be the concessionaries' or Midway pageant. The exposition parade will consist of the United States troops in Buffalo, the Mexican National band, and a detachment of all arms of the Mexican army and any other foreign troops in the city, and the Fourth brigade, N. G. N. Y., all under the command of General S. M. Welch, escorting carriages containing the exposition officials and their specially invited guests.

The guests and troops will assemble at the City hall at 9:30 o'clock, and the parade will move at 10 o'clock.

The route of the parade will be down Franklin street to Seneca street, Seneca to Main, Main to Chippewa, Chippewa to Delaware, Delaware to Chapin and Lincoln Parkways, entering the exposition grounds by the Lincoln Parkway gate.

The concessionaries are preparing for an elaborate representation in the parade. It will be a picturesque pageant of savage and civilized peoples from all parts of the world, clad in their native holiday costumes, including representatives of 50 Indian tribes, Orientals, Filipinos, Hawaiians, Africans, Esquimaux and Lilliputians. There will also be in this division many strange animals. A prominent feature will be floats typifying novel features of the midway. There will be 15 or more bands, some of them imported from foreign lands for the Midway of the Exposition. The concessionaires promise that the medley will surpass in picturesqueness anything of its character ever before witnessed. The concessions to be represented in this division are: Esquimaux Village, Glass Factory, Trip to the Moon, Aeriocycle, Old Plantation, Beautiful Orient, Miniature World's Fair, Around the World, Cleopatra, Colorado Gold Mine, Living Pictures, Dreamland, Moving Pictures, War Cyclorama, Philippine Village, Alt Nurnburg, Panopticon, Streets of Mexico, Darkness and Dawn, Darkest Africa, Burning Mountain, Hawaiian Theater, House Upside Down, Wild Water Sports, Gypsy Camp, Golden Chariots, Johnstown Flood, Bazaar Building, Infant Incubators, Scenic Railway, Fair Japan, Venice in America, Bostock's Wild Animal Arena, Jerusalem on the day of the Crucifixion, Indian Congress, Dawson City, Ideal Palace, Miniature Railway. The Midway pageant will start from the City hall half an hour after the Exposition parade, following about the same route.

The ceremonies on the grounds will open with a grand flight of ten thousand carrier pigeons, freed on the Esplanade, and conveying the news of the Dedication of the Exposition to the world.

The invited guests will then proceed to the Temple of Music, where the following program will be carried out, under the direction of John G. Milburn, president of the Pan-American Exposition:

1. Music by the Seventy-first regiment band, under the direction of Professor Fanciulli.
2. Opening prayer by the Right Rev. C. H. Fowler, bishop of the Methodist Episcopal church.
3. Address by his honor, Conrad Diehl, mayor of the city of Buffalo.
4. Poem written for the occasion by Robert Cameron Rogers.
5. "Salve Libertas" — Sturm. By Roosevelt, vice president of the United States.
7. Music.
8. Address by Senator Henry Cabot Lodge of Massachusetts.
9. Poem written for the occasion by Frederic Almy.
10. Address by the Hon. Timothy Woodruff, lieutenant governor of the of New York.
11. "America" by band, Orpheus, and audience.
12. Benediction by the Right Rev. William D. Walker, bishop of Western New York.

Band will play as audience disperses.

At 12 o'clock noon there will be an exhibition of scientific kite flying by E. I. Horsman, scientific kite flyer of New York, and his staff of kite flyers.

At the close of the ceremonies in the Temple of Music, the following will take place on the grounds:

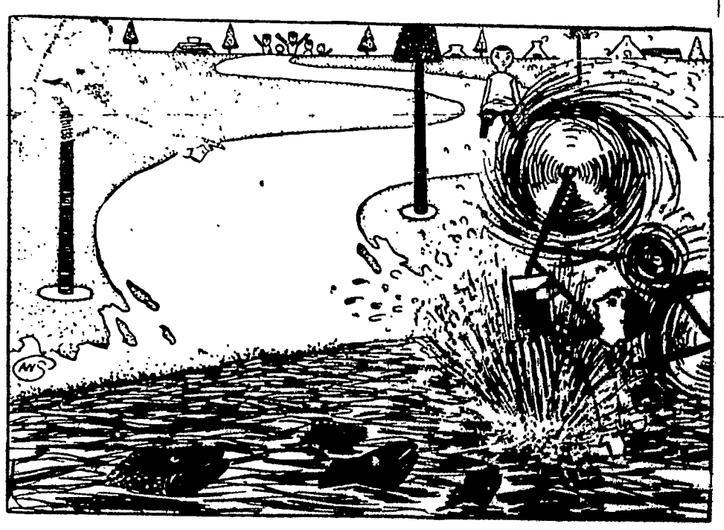
1. Grand salute of 125 aerial guns, fired from steel mortars.
2. Ascent of 27 large 12-foot gas balloons, each of which will be lettered with the name of one of the Pan-American countries, and carry suspended below the flag of the country.
3. Salute of the states. Forty-six mammoth cannon report rockets, one for each state of the Union, fired simultaneously.
4. Magnificent display of Japanese fireworks, released in mid-air from Japanese bombs.
5. Oriental kite display, exhibiting (if proper wind) 150 kites, from which will be displayed Pan-American flags, and state of New York.
6. Daylight bomb cloud shells, setting free American and Pan-American flags with souvenirs of the Dedication Day.
7. Simultaneous discharge of 1,000 small gas balloons, sent up in triplets, each bearing a souvenir of Dedication Day.
8. Grand American salute, consisting of 500 large gun cotton rockets.

HOW HANS LEARNED TO RIDE THE BICYCLE

Copyright, 1899, by Caroline Wetherell.

A bicycle the Jobbernowls were next resolved to ride;
They were quite sure they this could do, although they'd never tried.
Their wheel a lovely present was; Dame Goose, the giver kind,
Assured them that on it they could outrace the nimble wind!
There was no wheeling school near by, and so they all agreed
That one at first to learn should try, the rest help him succeed.
A penny—heads to win—they tossed, the learner to decide.
'Twas "heads" for Hans, and so 'twas Hans that soonest learned to ride.

To learn to ride is not such fun as it at first might seem,
And ere held learned, such falls had Hans he wanted much to scream,
But all the others laughed and said they "shouldn't mind a bit"
And wondered that he wabbled so and hadn't better grit.
Poor Hans by this and by the wheel was worried most to death;
With falling off and climbing on he was quite out of breath,
But when they said he was afraid, his teeth he tightly set.
"I'll show them," said the dauntless Hans, "I'll ride siretty yet!"



At this he said they darted round a corner of the way;
The Jobbernowls who'd clung to Hans shrieked out in great dismay,
For with that sudden turn the road went sloping down the hill,
And at the foot a river ran—an awful place to spill!
Yes, all would there have come to grief who rode upon that wheel,
But one by one the five dropped off, with many a frightened squeal,
While Hans went whirling on alone—the wheel he could not stop—
He'd learned to ride, but got a bath within that stream—kerflop!

SPRUCE GUM PICKING.

The Active Jaws of Boys and Girls Make Work in the Forests.

You don't see so much spruce gum in the candy stores as you used to, but there is still enough demand for it to keep a lot of men busy in the forests of New York, Maine and other northern states gathering spruce during the winter. The pure gum of the spruce comes out on the tree trunks like drops of wax and crystallizes. The gum pickers gather and clean it and sell it to the gum manufacturers. When you buy this gum at the stores, you get spruce and some other things that the manufacturer mixes with it, expecting you to take it all for pure spruce. These adulterants cost less than spruce and include paraffin, rosin and chicle.

Gum picking is a good, healthy, out of door business and requires little capital. All you need is a long pole with a can—a tomato can will do—or a funnel about three inches wide at the top. Fastened to the side of this is a sharp chisel called the "gum spud." Most of these gum pickers act as guides in summer or own small farms.

As the snow in the Adirondacks gets very deep the gum pickers are obliged to wear snowshoes. They often travel from 10 to 15 miles a day. Old sheds used by summer hunters or fishermen serve them for shelter at night, and their bed is composed of fragrant pine and balsam boughs. They pride themselves on finding their way through the forest without a compass.

The best gum is gathered from the sapwood of the white spruce. The gum oozes out wherever the tree has been cut or a limb torn off by a storm. The rarest of the spruce gums is what is known as the "blister" gum. It is translucent and turns blue after it has been chewed. After being washed and brightened it is worth $1.50 a pound.—Little Chronicle.

Brave Maud King.

Maud King when only 13 years old saved three lives off Castle Pinckney, the lighthouse depot in Charleston harbor. At the time there was a southwest gale and a heavy sea. In a furious squall, which added impetus to the gale, a yawl containing three men and a boy was capsized. The boy managed to swim ashore, but two men got only as far as the piles of the wharf. There they hung, too exhausted to climb up, while the third man, unable to swim, clung to the yawl. Maud, notwithstanding her mother's protests, prepared, unaided, to launch a small boat in the boisterous sea. But she was joined by her aunt, Mrs. Mary Whitely, and together this brave girl and her aunt rescued the imperiled men.—St. Nicholas.

ENGLAND'S CONVERTS

MANY NOBLE NAMES ARE TO BE FOUND ON THE ROLL.

Charles Dickens' Grand Children Among the Recruits—Three of Earl Nelsons Sons are Converts—Followers of Newman Manning and Faber.

A London paper states that "the grand-children of Charles Dickens are being brought up as Catholics—that being the faith of Mrs. Henry Dickens."

The great novelist, while professing himself a man of large sympathies and broad views, was at heart a bigot. I happen to have at my elbow an old number of The Spectator, says a writer in the Sydney Freemen's. The date is March 24, 1877. This is how one of the staff writers commences an article:

"The English press is still childishly afraid of saying anything that happens to favor a Catholic cause however clear may be the justice of that cause. Miss Harriett Martineau tells of two occasions on which tales of hers were peremptorily refused solely on the ground that she had taken occasion to draw attention to the virtues of the Roman Catholics, and she declares that the late Mr. Dickens avowed to her his intention never to allow anything, however true, that could benefit the reputation of the Roman Catholics to appear in his columns. We must say that we should have supposed that to be the policy of not only the past age, but of a blundering editor, unless, indeed, the journal in which such a policy was adopted had circulated chiefly amongst the ignorant and vulgar."

It is not out of the way surprising to find the name of Dickens among the roll of Rome's recruits. Take the names most familiar and sonorous to English ears. Nelson is the nearest still to the heart of the nation, and three of the present Earl Nelson's sons are among recent converts. Wilberforce is a name to conjure by; it stands for unselfish devotion to the public good, and three sons of the Parliamentary Apostle of the Emancipator of the Slaves became Catholics, throughout life following in all unworldliness the example of a father who refused Pitt's offer of an earldom. Even Samuel Wilberforce (son of the great man), whom an Anglican bishopric detained, contributed a daughter and a son-in-law to the Church. A grand-daughter of the Rev. John Wesley became a Catholic, and so did a daughter of the Rev. John Owen, the founder of the Bible Society. Sir Walter Scott's descendants are Catholics, his daughter having joined the old Church. The present occupant of the old family seat at Abbotsford is a devout Catholic. In a daughter of whom he was not worthy (Lady Anne Blunt), Lord Byron has his representative in the Church. Mr. Arkright, of Sutton Scarsdale, England, is a direct descendant of the inventor of the world-tamed spinning jenny.

One cannot touch the subject of English converts without naming Cardinal Newman. With his secession from the Church of England in 1845 the recruiting sergeant practically commenced his work of forming a new army of the Pope in England. Frederick Faber, like Newman, joined the army as an humble private in 1845. Six years later what we may call the big boom in conversions set in, Cardinal Manning leading a brilliant following in the field.

One by one there dropped into the ranks such men as the Marquis of Ripon, who has ruled as viceroy of India and who is still active in every Catholic movement in England; Lord Bury, who gave such good service as a member of Governments; Lord Emly, a postmaster-general; Lord Lyons, the best British ambassador of modern times; the late Marquis of Bute, scholar, author and princely philanthropist; the Earl of Ashburnham, and Lord Braye. These may all be classed as public men of the first class. Other names which occur are the Earls of Gainsborough and of Dunraven, the Earl of Denbigh, who was with Her Majesty on a recent visit to Ireland; Lord Henry Kerr, whose Catholic namesake is now second in authority in the British admiralty; Lord North, Lord Charles Tynne, Sir Paul Molesworth, Sir John Croker Barrow, Sir Richard Hungerford Pollen, Sir William Percival Heathcote, Sir Vere de Vere, Sir Phillip Rose, Sir John Simeon, the Hon. Colin Lindsay (a former president of the English Church Union) and Sir Henry Hawkins (the famous judge, now on the list of the peerage).

Literary men and artists would prefer to make up their lists of Rome's recruits from such names as Aubrey de Vere, Adelaide Proctor, Coventry Patmore, Sir Richard Burton (the most famous of oriential travelers and writers), Fred Burnand (editor of London Punch), Lady Georgianna Fullerton, Lady Herbert, of Lea; Lady Gertrude Douglass, "Arthur Sketchley" (Mr. Rose), Frederick Lucas (founder of the London Tablet), Clement Scott (the eminent dramatic critic), Lady Butler (Elizabeth Thompson), the painter of "The Roll Call," "The Scotts Greys," and other popular battle pieces; Pugin, the giant among modern architects; Sir Charles Haile, the pianist and conductor; Charles Santley, the singer; the brilliant Dr. W. G. Ward, and Burns & Oates, the big publishers.

Next June Bishop Brondel will celebrate his eighteenth anniversary as Bishop of Helena. When he was appointed Bishop of the diocese there were only sixteen Catholic churches in Montana; now there are sixty-three. Then there were only 15,000 communicants of the Catholic faith in the State; now there are over 50,000.

The English papers chronicle the death of Father William B. Morris of the London Oratory. He was the last but one of the men who [illegible]

AMERICA'S GREATEST RAILROAD

NEW YORK CENTRAL & HUDSON RIVER R.R.

THE FOUR-TRACK TRUNK LINE

Trains leave from and arrive at Central Avenue Station, Rochester, as follows:

EAST BY MAIN LINE.

A. M.—*1:00, *3:15, *3:44, 6:00, 8:00, *9:05, *9:38, *10:05, 10:50 ac. P. M.—12:00 ac., 3:24, 5:00 ac., *5:05, 5:15 ac., 6:00, *7:50 ac., *8:43, *9:50, *10:20, *11:15 ac.

Trains arrive from the East.

A. M.—*1:15, *3:17, *4:00, *5:40, *8:00, 8:10 ac., 9:25 ac., *9:45, *10:20 ac., 11:00 ac. P. M.—*12:05, 2:00, *3:30, 3:37, 5:00 ac., *5:30, *9:00 ac., 9:30, *9:40, *10:00, *11:35.

EAST BY AUBURN ROAD.

A. M.—5:35, 9:44, *7:45, 9:40, 11:40. P. M.—*3:40, 5:10, *6:10, *7:45, 10:15.

Trains arrive from Auburn Road.

A. M.—8:17 9:00, *9:47, 10:00. P. M.—*1:50, *4:00, 5:10 8:40, *9:00, 11:00.

WEST BY MAIN LINE.

A. M.—*1:20, *2:00, *4:05, *5:35, *8:15, *7:50, ac., *9:52, 10:35. P. M.—*12:10, *2:05, 12:40 ac., 3:05, *3:15 ac., *5:20, 9:27, *9:50, *10:05, *11:40.

Trains Arrive from the West.

A. M.—*12:05, *3:15, *3:40, 8:27, 9:00 ac., *9:00, *9:35, *10:00, *10:45 ac., *11:00 ac. P. M.—*2:10 ac., 2:20, *5:00, *7:25 ac., *8:40, *9:45, *10:25.

WEST BY FALLS ROAD.

A. M.—*6:10, *8:20, †10:30. P. M.—†2:30, *5:45, 11:00.

Trains Arrive From Falls Road.

A. M.—†7:40, †9:20. P. M.—†12:00, †4:15, *7:45, *9:30.

CHARLOTTE AND ONTARIO BEACH

Leave Rochester Daily.

A. M.—†*7:00 †*8:25, †10:20. P. M.—†*1:30, †*3:00, †*5:00, †*6:30, †*8:30.

Arrive from Charlotte Daily.

A. M.—†*8:00, †*9:35, †*11:00. P. M.—*2:30, †*4:00, ††6:00, †*7:50, †*9:35.

R. W. & O. DIVISION.

Trains arrive and depart from State street station:

East Bound—A. M.—*3:05, 8:20. P. M.—3:00 6:05.

West Bound—A. M. 8:10 P. M.—4:00.

Arrive from East—A. M.—*6:10, 9:00. P. M.—3:45, 7:05.

Arrive from West—A. M.—*9:30, 10:35. P. M.—7:35.

* Denotes daily. **Sundays only. All other trains daily except Sunday.

Trains marked † stop at Genesee park. ac. denotes accommodation train.

†Sleeping Car passengers only.

For rail or ocean steamship tickets, reservations or information regarding Tourist Cook & Sons tours, apply at City Ticket Office, 80 State Street, corner Commercial (Telephone 350-A), and Central Station. Baggage called for and checked through to destination.

GEO. H. DANIELS, Gen'l. Pass. Agt., New York.

J. C. KAPPLER, Div. Pass. Agt., Rochester.

WEST SHORE RAILROAD

IN EFFECT NOVEMBER 26, 1899.

All trains and depart from N. Y. C. & H. R. R. R. Station for Syracuse, Oswego, Albany, Boston, New York, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis, and all points east, west, north and south, as follows:

LEAVE GOING EAST.

*6:05 A. M.—Continental Limited.
*9:10 A. M.—Local Express.
*10:18 A. M.—New York Express.
*5:58 P. M.—Newark Local.
6:05 P. M.—National Express.
*8:55 P. M.—Atlantic Express.

LEAVE GOING WEST.

*12:07 A. M.—Continental Limited.
*2:38 A. M.—St. Louis and Chicago Limited.
10:05 A. M.—National Express.
*7:13 A. M.—Buffalo Local.
*10:13 A. M.—Pacific Express.
*4:55 P. M.—Buffalo Local.

TRAINS ARRIVE.

From the East, A. M.—*12:00, *5:10, *7:10, *10:10. P. M.—*4:15.

From the West, A. M.—*7:00, *10:00. P. M.—*6:40, *8:45, *9:50.

* Denotes daily.

† Denotes Daily except Monday. All other trains daily except Sunday.

Tickets sold, sleeping car berths secured and baggage checked to destination at office, Telephone 350-A, 80 State, corner Corinthian, or at American Express Power's block, also at New York Central Station. Agents of Wagons Express Company are on all through trains to transfer baggage and engage cab or carriage, etc.

C. E. LAMBERT, Gen. Pass. Agt., New York.

J. C. KAPPLER, Div. Pass. Agt., Rochester.

Buffalo, Rochester & Pittsburg

Trains leave West Ave. station as follows:

7:45 A. M. Week Days, Pittsburg Limited Express, for DuBois, Punxsutawney, Perry, Horseheads, Watkins, Elmira, Corning, Bradford, Butler and Pittsburg. Has through and elegant day coaches. Connections at Junctions for Jamestown, Cambridge, Washington, Cincinnati, Chicago and points west.

8:30 A. M. Sundays only.

4:05 P. M. Week days for Bradford, Kane, Perry and Horseheads and intermediate points.

9:00 P. M. Daily, Pittsburg Express for LeRoy, Warsaw, Olean and Pittsburg. Pullman sleeper Rochester to Pittsburg.

TRAINS ARRIVE.

8:45 A. M. Daily from Pittsburg.
11:30 A. M. Week days from Perry.
7:40 P. M. Daily from Pittsburg.

EDWARD C. LAPEY, General Passenger Agent.

PAN-AMERICAN