

PICKETT'S FAMOUS CHARGE

One of the Most Thrilling Episodes of the Battle of Gettysburg.

ANNUAL REUNION OF THE SURVIVORS

The "Fortiori Hope" of the Confederacy and the Awful Slaughter It Entailed—A Non-Combatant's Story of the Charge.

The reunion of the survivors of Pickett's charge at Gettysburg, now being held at Philadelphia, recalls one of the most daring and deadly exhibitions of valor recorded in American history.

The story is well worth another recital. Here it is told by the Count of Paris in his personal history of the civil war.

After reciting the movements of the two armies in the first two days of the battle, he tells of the determination of Lee to attack the federal lines and spend his all in one glorious, final effort.

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for a slight breeze from the northwest, driving the smoke over their heads, and with their rifles and bayonets and the valleys through which they were advancing to the assault. This assault, as we have stated, is directed against the salient point occupied by Hancock.

"Colonel Alexander, hoping speedily to all the guns, ordered the batteries to give Pickett the signal of attack after a quarter of an hour's cannonade. It is near 2 o'clock, however, when Alexander writes to Pickett, saying that if he wishes to charge the moment has arrived.

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THE FIELD OF ELECTRICITY

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For an up-to-date Western Newspaper Read The Omaha Bee

Price Paid by Advertisers for News of Dewey's Victory.

"Papa" Cobb, the old Harvard athlete, who returned from Dawson on the Hoanoke with a big bag of gold, told the Seattle Post the following story about patriotism for the Stars and Stripes at Dawson.

"One day a man showed up in camp with a single copy of a newspaper containing the first account of Dewey's victory at Manila. This single paper was the first intimation we had of the great things our navy had been doing, and it was sought after more eagerly than gold.

An enterprising Yankee purchased it for \$10 and then hired Tammany hall for the evening. He charged 50 cents and packed the paper in the crowd. A student of the law, after every sentence there was a ruckus, war whoop. It made the walls of the building tremble. The success of the venture was so pronounced that he rented the hall for the next night and resold another paper and sold it to a miner who was going into the diggings for \$25."

Disproved. Washington Star: "What nonsense," exclaimed the proud young father, as he flung the book aside.

"To what do you refer?" asked the friend who welcomed any topic that did not lead to a description of phenomenal children.

"This statement that all men are born equal, it's an utter fallacy. Why, my baby weighed ten pounds when it was born and Tackley's weighed only seven and a half."

calabazie sign with his thumb and forefinger above his head.

The man was almost overcome by surprise, reports the Chicago Tribune. At last he found the place he had long sought, where he could rest in quietness. When he had finished the eggs and coffee he sought out the manager of the house and said:

"I want to buy a ticket to eat here the rest of my life. I want to find out some things about this system of yours."

The manager took him aside and told him the secrets of the queer messages which had passed from water to head water and back to the kitchen. The distance is too great for the water to walk back and transmit every order to the cooks and then return to his customer. Years ago two waiters who should go down to take for their service to despatch and unhappy mankind devised a system of signals for all the articles of the bill of fare. At first the system was simple and the signs were few, calling only for the principal things on the card. But it has grown with time until now there are over 150 articles of food which can be ordered by waves and motions of the hand. No other restaurant in the country has a system like it.

A head waiter or his assistant stands in the center of the floor during the rush hours and keeps an eye on the waiters behind the long counters, surrounded by "stool chasers." If a customer orders roast beef medium, the waiter snaps his fingers to attract the attention of the head waiter.

Even if there is but the germ of the right idea it is possible that subsequent experimentation will improve and ingenious mechanics will be able to perfect it.

WIGWAGGING IN A RESTAURANT.

A Chicago Lunchroom Where Orders are Given by Signals.

The other day a man slipped into a Monroe street lunch room, ordered medium boiled eggs and when he had done so he ducked instinctively that the waiter's voice might pass over his head; but it didn't.

The waiter snapped his fingers vigorously, looked across the room and then raised his right hand with the thumb and forefinger held to form a circle and the other three fingers in the air. Then he turned to an urn to draw the coffee quietly and in good order.

"Ain't you going to order my eggs?" the man asked fearfully.

"Eggs is ordered, sah—got 'em on the fire now," replied the waiter.

"How is that?" asked the customer, suspiciously.

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SOME NAVAL MYSTERIES.

War Vessels of the United States That Have Disappeared Completely.

Curious disappearances and accidents to our war ships characterized the early history of our navy, and in spite of all the efforts of the Navy department to explain the cause of the disasters, many of them are as absolute mysteries today as when they happened.

When the government built ten new gunboats to prosecute the war against Tripoli in 1805, relations Leslie's Weekly, they were sent out as soon as they were finished and before they were named each one was given a number and dispatched to the scene of the war. No. 7 sailed from New York June 20, 1805, under the command of Lieutenant Ogilvie, and after she cleared Sandy Hook light she was never heard from again.

She had never been seen since she had left New York. A most extraordinary accident was that which happened to the corvette Monongahela at Santa Cruz, in 1867. While at anchor in the harbor a tremendous tidal wave lifted her upon its crest and carried her clean over the town of Freshburg, where she was without injuring the town or the boat to any great extent. The receding waves landed her on the beach instead of in the deep waters of the harbor, and it cost our government \$100,000 to float her again. Fully as strange was the fate of the ship-of-war Waterata, which was wrecked in the harbor of Arica, Peru, in 1868, when a huge tidal wave swept inland and flooded the whole city. The wave carried the sloop several miles inland and finally landed her in the midst of a tropical forest. It was impossible to release her from such a peculiar position and the government sold her for a nominal sum. The purchasers turned the vessel into a hotel, and the remains of the once formidable war vessel loom up in the tropical forest today as a monument to the power of tidal waves.

Among other cases of disaster, which are attributed to the violence of the waves or weather, there is none more interesting than that of the strange fate of the Saratoga. When she sailed from Philadelphia, in October, 1782, under the command of Captain James Young, the ship was a handsome war vessel afloat. That she was as formidable as she was attractive she soon demonstrated in a practical way. After cruising around a short time she captured three British vessels in succession, and then with her prizes she started to return to Philadelphia. But off the Delaware capes she encountered a British ship of line. As the Saratoga carried only eighteen guns and the Intrepid was a seventy-four-gun ship, Captain Young considered it safer to run than to fight, and he ordered chase her far, but returned to protect and recapture the British prizes. The Saratoga sailed away in the very teeth of a storm, and she was never heard from again. Did she founder at sea in a gale, or was she blown by a storm to the bottom?

There are some peculiar accidents to our naval vessels in the past that are accounted for, but while the mystery of their loss is removed and explained, the strangeness of their mishaps is no less interesting. For instance, there is the sinking of the United States sloop-of-war Onondaga in 1869. She was bound home from Yokohama, but when a short distance from port the British steamer Bombay ran into her and cut off her stern. The injury was so mortal that the Onondaga immediately fired her guns of distress, but in the darkness the Bombay crept away instead of returning to assist her. In a short time the sloop went to the bottom, carrying all of her crew with her. When the news reached Yokohama the captain of the British steamer was mobbed by the indignant consuls, and she was dismissed from the service in disgrace.

Hurricanes have been responsible for the wreckage of several of our naval vessels other than those at Samoa in 1889. The brig-of-war Bainbridge was turned over by a hurricane off Cape Hatteras in 1823, and everybody on board was lost except a colored cook, who managed to cling to pieces of the wreck until picked up. Ninety-eight lives were lost by the wrecking of the sloop-of-war Huron in 1877. A small hurricane blew her off Cape Hatteras, and she was pounded to pieces by the violent surf. The Saginaw was wrecked in the very middle of the Pacific in 1870.

All sides of the political questions are given in full. Sent until January 1, 1899, for 25 cents.

M. Dussaud's Telescope.

One of the inventions to be shown at the Paris exposition in 1900 and which will doubtless attract much attention is the Dussaud telescope, devised by M. Dussaud