## THE EXPRESSMEN OF OMAHA.

Two Hundred Men Who Are Always on the Move.

THE SOURCE OF THEIR PROFITS.

Their Rigs and Rates-Sunday Business-Their Places of Business-Their Patrons-Old-Time Expressmen.

[Written for the Omaha Sunday Bee.] 'Have a wagon, sir?' is the query that will be shot at any person who halts and looks around inquiringly upon any principal street corner in the city. The police force may be too small to properly cover the streets, and disturbing influences will sometimes clear the street corners of their usual quota of loafers and close the shops of the banana peddlers, but from early morn till late at night, in all seasons and all kinds of weather, the traveled thoroughfares are always closely guarded by the man with the wagon, the expressman.

THE MEN AND THEIR CHARACTERISTICS. There are about 200 expressmen in Omaha, enough to cover the city thoroughly and attend to the wants of the people who are always on the move and whose necessities constitute the expressman's stock in trade. Different from other classes of workmen, the expressmen have no distinguishing characteristics in common, but form a class whose means and methods of doing business vary as much as they do among the merchants of the city. On one corner may be frequently found representatives of all the kinds of expressmen-the young lad with the big whip, who is the bane of existence to the fat man who is trying to nap on the next wagon; the old veteran with the sorrowful cast of countenance, who stands at the end of his wagon, with hands thrust deep into capacious trouser pockets, drawing consolation from a cud of the weed; the small-statured Ceit who is cracking jokes with passers-by; the portly Teuton, whose wagon is suspi-ciously near the lager beer saloon on the corner; the colored expressman, who stops whistling or singing only to answer the questions of patrons; and the ner-vous driver, who keeps his seat and constantly drives from one corner to another, blocking the streets in turning and making himself a nuisance generally Let a passer-by ask for a wagon, and the lollers become the most active men in the city. The probable customer is sur-rounded and the best that the city affords placed at his disposal, and prompt performance of the job in hand guaran-teed. When the outfit is selected the other drivers resume their wonted posi-tions of repose and quietly await the advent of the next patron. They work on the sufficient-for-the-day-is-the-evil-thereof plan, and know that there is no use in trying to create business. They merely take care of the work that is offered and

THEIR PLACES OF BUSINESS. The places where the expressmen make their principal headquarters are at the Union Pacific depot, at the corner of Fourteenth and Douglas, Fourteenth and Dodge, Thirteenth and Harney, Twelfth and Harney, Fifteenth and Douglas, Fourteenth and Farnam, Tenth and Farnam, and at several places on Sixteenth

THE EXPRESSMAN'S OUTFIT. There is as much variety in the style of

rigs used by the expressmen as there is in e men themselves. They range from the spavined horse with a chain harness and a wagon fearfully and wonderfully made to the magnificent platform spring wagon, drawn by thoroughbred chargers wearing finely mounted harness. The first named style, however, predominates. A small capital is required to provide ar outlit of this kind, the value of the aver age rig, horse, harness and wagon, not exceeding \$150. Many of the expressmen, however, have teams and outlits that cost them from \$400 to \$600.

THE EXPRESSMAN'S PATRONS. All classes of men contribute more or ·less to the expressman's support. The merchant whose business does not warrant the keeping of a delivery wagon furnishes numerous jobs to the expressman, and many of them have yearly con tracts for their work. The young men who are coming to the city, and those here who change the location of their rooms from time to time drop many a quarter that goes to make up pressman's income. Many of the expressmen have carryalls, and are kept busy during the summer season attending the wants of picnickers and conveying passengers to and from the ball park and fair grounds. They reap a rich harvest during fair week. A carryall that will seat ten persons will make at least five trips a day to the fair grounds, making an average of \$5 for each round trip, or \$25 for the day's work. Some of the expressmen have provided themselves with especial facilities for moving household goods, and find plenty of work in accommodating the great army of tenants who change their places of residence almost every month. But the servant girls form one of the expresman's most profitable class of patrons. Their name is legion, and they all have trunks The "Want" columns of the Daily Bee are an indication of the servant girl's itineracy that provides the expressman's profit. By their continual change of employers the servant girls have become known to most of the expressmen of the city, who are well posted as to the whereabouts of the kitchen mechanics and are frequently

able to discount employment bureaus in

providing this class of household help.

HIS LICENSE AND WAGES. Each of the 200 expressmen of the city pays a license of \$10 per year, producing a revenue of \$2,000 yearly, which, with other licenses, goes into the city school fund. The scale of charges is also fixed the city of the city school fund. by a city ordinance—twenty-five cents for the delivery of a trunk or small parcel to any portion of the city, and this in a measure does away with the strife for business and forms a tacit agreement among the expressmen upon a division of the territory and the business thereof. The nature of the business, size of loads and length of trips, does away with the ordinance, however, and makes the price a matter of stipulation. To the credit of the expressmen, be it said that the g are seldom accused of making exorpliant charges, as is too often the case with their brothers, the backmen. Most of the expressmen do business on their own account, though there are several companies that conduct an exclusive express business. One of these operates a line between Omaha and Council Bluffs, another controls the trunk and baggage business at the depots, and a third does an exclusive light parcel delivery business. The wages of the expressman also come under the head of notable variances. Near the first of the month, when movers are numerous, on picnic days and during fair weeks, the business is a very lucra tive one, but it has its dull seasons. For a year's work the expressman with a one horse outlit will probably average \$3 to \$3.50 per day, with an increase according to his facilities for doing business. Some of the Omaha expressmen are in very comfortable circumstances, though the majority of them only manage to provide a comfortable living for themselves and families, and have little or nothing laid aside for a rainy day. Like all men who work for an uncertain and unfixed rate of pay, they regulate their expenses by their meonic, and are more apt to facilities, or have a surplus on the expense side of the to one cent.

ledger than the other. They are a quiet, orderly class, as a rule, and but little trouble is reported from their relations with each other or with their patrons,

with each other or with their pairons.

THE OLD-TIME EXPRESSMEN.

No business or class of work has undergone a more decided change with Omaha's progress than the express business. There are now in the city about a dozen old-timers, whose express ex-perience runs back into the sixtles, who could never content themselves to conduct the business under the present order of things. There was no scale of prices in those days, and there was profit in the work. The bulk of the work then consisted in hauling passengers and their baggage to and from the ferry boats. The passenger and baggage offices of the eastern roads were then located on Ninth street, between Farnam and Douglas streets, opposite the ferry, which was over a mile east of Ninth street. The expuessmen in those days made their headquarters at the Tivoli garden and divided their time between stipping lager and robbing tourists—in a professional way. Their usual charge for earrying a passenger and his trunk from Ninth street to the ferry was \$1, and it the connection was close and good time had to be made, the expressman had an exasperating habit of stopping on a sandbar about half way to the ferry and making his victim shell out from \$2 to \$5. This was in an early day when the business men of the town depended almost entirely upon their transient trade for a living. There were no regular customers. The chances were that a merchant would never see his customer again, and he consequently took advantage of his one opportunity and bled his purchaser at a four-price The expressmen therefore only acting under the recognized rule of business and their extortions were unnoticed. Just after the war there was a great rush of soldiers through Omaha on their way east, after having been dis charged from the armies in the west. The most of them had served four or five years and had money coming to them in sums ranging from \$500 to \$2,000. They had to come to Omaha to draw their pay and were invariably subjected to a welf-arranged system of robbery, of which expressmen were the agents and the merchants of the city instigators and part-ners. Upon his arrival in the city a soldier would be taken in charge by an expressman, who would conduct him to the government headquarters and help him draw his pay, always getting a fee for so doing. Drinks, at the soldier's exfor so doing. Drinks, at the soldier's ex-pense, would follow, and then a purchas-ing tour. The expressmen "stood in" with certain clothing merchants and dealers in the different lines, and drew a per cent upon all sales made to sol diers or other travelers run into the store by them. After a soldier had purchased an outlit, raying four prices for it, he would be sent on his way, and the expressman would go around and collect his commissions from his partners, the merchants. The express business was profitable in those days, one man having a record of having made \$145 in one day, while \$25 to \$40 was considered but a fair day's work. The old-timers, however. never dreamed but that those palmy days would last always, and most of them who failed to take advantage of their opportunities are still in the business, pegging away in a disgruntled manner for fees

that would nave sult in the early days.

HARRY HUNTER. that would have been considered an in-

Tale of the Two Alexanders. New York Sun: The antagonism be-tween the prince and the czar is not of modern birth or later growth. It dates far back from the time when they were both children. They used to meet every year at Darmstadt. The Empress Marie of Russia was in the habit of annually revisiting the city of her birth to spend a few weeks with her brothers, Alexander of Hesse and the former Grand Duke Louis III. They were so much liked by the Czar Alexander II. that, in order to be near them, he had fixed his summer residence at the castle of Jugenheim, and never failed to summon near him the two little Battenberg boys, his

Prince Alexander was so particularly a favorite of the emperor that the jealous rivalry of his own sons was thereby ex-cited. Thus were laid the seeds of the enmity which has attracted so much at tention. One day at Jugenheim the little Battenberg boy, seated on the czar's the cross of St. George," answered his uncle, "a cross you will wear on your breast when you are a Russian general and have won your first victory

czarewitch turned away, impatiently muttering so as to be heard: "Of course all the good things must be for Germans

At these words of his father's the

Are you not a German yourself?' asked the dauntless little boy. blood flows in your veins, imperial high-

The czarewitch never quite forgave or wholly forgot the retort of the pampered child whom in his heart he considered as an objectionable poor relation; and there never was then or thereafter much love lost between the cousins.

Negro State Fairs.

N. Y. Freeman: (negro organ). One of the most encouraging signs of the times is the activity displayed by the colored people of the south to show the people of the country the industrial progress which they are making. This activity is showing itself all along the line. ments are now being made to hold indus-trial fairs in Arkansas, Mississippi, and North Carolina, and one is talked of in

The North Carolina industrial associa tion has become a permanent recognized institution and has held state fairs for a number of years past. The best men in the state have the matter in hand, and their past successes are a guarantee that the fair which will be inaugurated at Raleigh, November 8, to continue five days, will be all that its projectors hope The Arkansas association is controlled by equally good management and the most satisfactory results may be pre-

We know of no enterprise originating with us more to be encouraged that these state fairs. They not only show what the race is doing, but they encourage greater effort on our part and compel the respectful attention of our white fellow

The zeal and fidelity displayed by the New York Evening Post in giving prominence to this activity on the part of the colored people of the south is not only commendable on the part of that great paper but encouraging to the race at

May these fairs multiply in the south. They are a sure index of the progress we are making in that section, and every evidence of this progress is of incalculable value to us.

Some Striking Changes in Journalism A new "blanket" sheet is to be added to New York journalism. The star, which is been run since its resuscitation by Mr Dorsheimer as a four-page paper, modeled after the Sun, will, on or about the 15th inst, be enlarged to an eight-page paper. The reduction of the price of the existing eight-page papers to two cents made a serious inroad into the popularity of the four-page two-cent journals, of which the Sun was the chief. The enlargement of the Star is a recognition of the demand thus shown for quan-tity as well as quality in the newspaper The general staff of the newspaper will not be increased, it is said, but the staff will be somewhat enlarged In this connection the rumor is interest ing that the Sun contemplates either s similar enlargement as soon as it can put in the requisite increase of press facilities, or else the reduction of its price

# BULGARIA AND ALEXANDER

the Country and the A Sketch of Prince.

BULGARIAN QUESTION

Alexander a Relation of the Late Empress of Russia, and also of Queen Victoria-A Romantie Story,

Bulgaria is a principality of southeastern Europe created in 1878 by the treaty of Berlin. Article 1 of this treaty pro cided that Bulgaria should be consitituted an autonomous and tributary principality under the suzerainty of the sultan. The Bulgarians were originally of a race reated to the Tartars and Turks, and are irst mentioned in history as inhabitants of the region of the Volga river, whence they made occasional incursions into the Roman empire. In the seventh century they crossed the Volga, and, mingling with the Slavie tribes, occupied the country north and south of the Danübe and built up a powerful state. They were converted to Christianity in the ninth century. The Bulgarian nation attained great extent and power, and the royal court became the centre of a certain degree of culture. It was overcome in 1389 by the Turks, and at the beginning of the present century the Bulgarians were the most miserable and back ward of the inhabitants of the Turkish empire. About fifty years ago an awakening was begun which has resulted in the revival of a strong national spirit, the organization of popular schools, and the growth of a small but promising literature. In 1876 lifty-one news-papers had been started. Bulgaria, as established by the Berlin treaty, is bounded on the south by the Balkans, including Verna on the coast and Sophia on the west, the state to own all the for tresses. It was stipulated that principal ity of Bulgaria should have a christian government and a national militia; that the prince should be elected by the people and confirmed by the porte and great powers. The first prince was Alexander . The first Bulgarian parliament, or assembly of notables, as it is called, met at Tirnova, February 22, 1859. The Bul garians of Eastern Roumelia and Mace-donia had elected deputies, who, however, were admitted as visitors only The assembly adopted a set of rules for its government, made education compul sory and free, and fixed the civil list at •600,000 francs per annum. The assembly consists of members by nomination, elec-tion, and ex-officio, but constitutes a harmonious whole, no distinction between members being made on account of their appointment, and the deputies not only represent the locality from which they come, but also the whole population of the Bulgarian principality.

Besides the Mohammedans, who con-

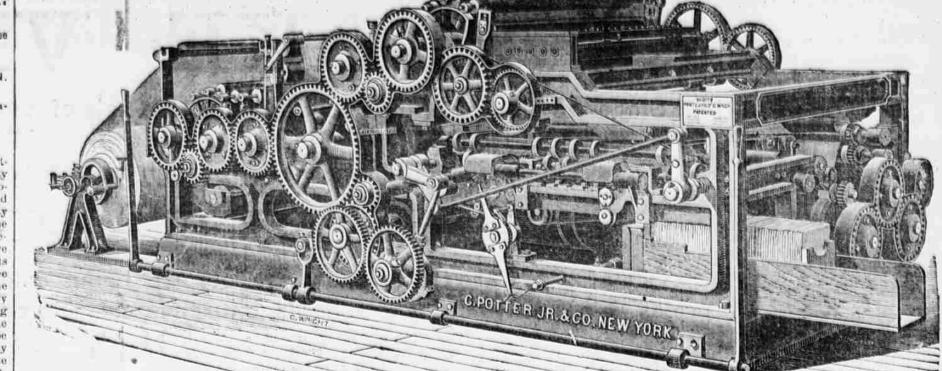
tinued to disturb the peace of the country, and who proved but unwilling subjects of Prince Alexander, the Greeks, who live in considerable numbers in the large cities, did not take kindly to the new order of things. Thousands of the more wealthy and intelligent declared them-selves subjects of the king of Greece, and secured passports from the consuls of that country. The poorer classes of the Greeks, on the contrary, joined the Mohammedans, making common cause with them in disturbing the order and peaceful establishment of the new regime. Dis-turbances occurred also in Rasgrad, in which Mohammedans attacked the Bulgarians. They were quelled within a tew days, and, forty-two of the insurgents being killed, the rest, after a short resistance, took to flight, sheltering themselves in the forests of Osman-Bozar. Other disturbances occurred in various parts of the principality, caused chiefly by the and even basi and furloughed soldiers took part in them. The government proclaimed a state of siege and complained to the Turkish government, which took measures to suppress them.

Previous to the meeting of the congress at Berlin, the British and Russian governments came to an agreement respecting the terms of adjustment which they would accept from the congress. This agreement provided that Bulgaria should be divided into two provinces; one north of the Balkans to be endowed with a political autonomy under a prince; the other south of the Balkans, but hot to ouch the Ægean Sea, and to have a Caris tian governor and a government similar to that of an English colony. the British government reserved, among other things, the right to demand of the congress the participation of Europe in administrative organization of the two Bulgarian provinces, and to discuss the duration and nature of the Russian occupation of Bulgaria. THE BULGARIAN QUESTION

was the first topic considered by the con-gress, and the first to be settled. The final decision of it was made substantially on the basis of the Anglo-Russian agree ment, and established the new Bulgaria as before mentioned, the territory south of the Balkans to be created into an auto nomous province to be called Eastern Roumelia, and to be governed by a Chris tian hospador nominated by the sultan and the Powers, who should be aided by local elective parliament, and supported by a local militia, the higher officers of which must be approved by the sultan The Turkish government was given full and entire right to occupy and cover the ine of frontier separating Bulgaria from Eastern Roumelia, to be used exclusively for frontier service. The province of Eastern Roumelia as defined by this treaty has an area of 13,664 square miles population of 751,000. The major ity of the Bulgarians were anxious to be incorporated into a state embracing this whole nationality, and strongly opposed to a return to Turkish rule. The disconto a return to Turkish rule. tent of these people over the provisions of the Berlin treaty aggravated the disorders with which the country was already afflicted. A petition signed by 50,000 Bulgarians protested against the division of Bulgaria, and declared that after nine months of Russian occupation they were opposed to a return to Turkish misgovernment.

THE DEPOSED PRINCE. Alexander I., prince of Bulgaria, is the son of Prince Alexander of Battenberg, brother of the late empress of Russia, and was born April 5, 1857. His mother, born Countess Von Kauck, was the daughter of a former Polish minister of war and was raised to the case on her morganatic marriage with the ruler of Hesse. The prince of Bulgathe ruler of Hesse, of this union, his war and was raised to the rank of printhe second son of this union, elder brother having entered the English navy. Prince Alexander served during the last Turco-Russian war in the Russian army, acting part of the time as an attache on the staff of Prince Charles of Ron mania, and also serving in a Uhlan regiment. He was present with Prince Charles at the siege of Plevna and crossed the Balkans with Gourko. Soon after returning to Germany from the campaign he was transferred from the dragoons to the life guards. He was elected hereditary prince of Bulgaria by the assembly of notables, at Tirnova. April 29, 1879, and by vote of the grand national assembly, July 13, 1881, he was invested with extraordinary legislative powers. He was appointed an honorary knight of the order of the Bath in June night of the order of the Bath in June,

Thus Prince Alexander is a distant relative of the Russiau czar.
Queen Victoria is the friend of Prince Alexander. He is the brother of the husband of her daughter Beatrice, and also



### LIGHTNING

Owing to the rapid increase of the BEE's circulation following the purchase of a web-perfecting press one year ago, together with the enlargement and improve ment of the paper, it was deemed essential by the management to order a second lightning press from the same manufacturers. The order was accordingly given in March last to Potter & Co. to manufacture a duplicate of the first press, together with duplicate stereotyping apparatus. The second press was received in Omaha two weeks ago, and is now doing beautiful work, as a glance at this issue of the BEE will show.

Having two Scott web-perfecting presses, with duplicate stereotyping apparatus, the BEE is the most completely equipped newspaper establishment west of Chicago. Since the first press was placed in position one year ago, the BEE building has been remodeled, and the press-room has been made fire proof. With the exception of the Chicago Tribune, there is no other fire-proof press-room west of New York. The plant in our press-room, exclusive of the steam engine, represents over \$30,000. We are now enabled to print 1,000 four-page papers, or 500 eight-page papers per minute. This is at the rate of 60,000 four-page papers, or 30,000 eight-page papers an hour. This machinery has not been placed here for mere show. There is plenty of work for it to do. The Weekly BEE has an edition of over 30,000, and the Daily BEE has two editions a day, the morning edition heing printed on one press and the evening edition on the other. Having two presses, we are fortified against accident, and the pressmen can devote more time to keeping the machinery in good order. The first press has now been running one year without a single day's intermission and without a break or accident of any kind. It has given satisfaction in every respect, and the second press is equally as good.

The above cut is a fair representation of either of the Bag's lightning presses, the invention of Walter Scott, a Scotchman, whose patent was purchased by R. Hoe & Co. for \$100,000. The Scott press is manufactured by the Potter Printing Press company, at Plainfield, N. J., under a license from R. Hoe & Co. The weight of the press is about nineteen tons. This mechanical marvel prints, cuts, folds and counts 15,000 copies of an eight-page paper, or 30,000 copies of a four-page paper per hour. It is won. drous in its compactness, completeness and power. The roll of paper is spindled at the left of the press, as shown in the cut. This continuous roll of paper is about four miles long. There are two ink fountains, one at the lower left-hand corner and the other at the upper right-hand corner, with two corresponding sets of ink rolls to spread the ink on the plates. The steoreotype plates, to print one side of the paper, are placed on the second cylinder from the left, and are inked by the inking cylinder, the one on the extreme left. The third cylinder carries the paper against the inked plates, and one side of the paper is printed. The paper then passes up over the big central cylinder, and the other side of the paper is printed by being pressed against the plates attached to the small cylinder above and a little to the right of the big cylinder. Another cylinder to the right is an inking cylinder. The three cylinders at the bottom of the press, to the right, and a little wheel, the latter not shown in the above picture, cut the paper and deliver it folded. The upright levers serve to start and stop the press. The very small cog wheel, under and a little to the right of the large central cylinder, is the wheel that drives the whole press.

the brother of her granddaughter, born of the Princess Alice. Although the Al-manach de Gotha mentions their mother, Julie, daughter of the late Maurice Compte de Hauege, and titled Princess E. de Battenberg, it omits A ROMANTIC STORY.

There once lived in Dresden a certain Count Bruhl. He organized the museum there, employing on his stall as clerk, a citizen of Saxony named Hancke. This clerk wearied of Bresden china and art and emigrated to Warsaw. There he became a journalista Hancke had a son, tall and handsome. As a journalist, Haucke pere gained favor with the Grand Duke Constantine, the Russian governor of the city, who has been immortalized by Kosciusko. This potentate advanced young Haucke as a soldier very rapidly, and he became a colonel almost as quickly as the eldest son of the Prince of Wales recently became a member of the Middle Temple as a barrister. Soon afterward he get the handle to his name as mentioned in the Al-manach of "Comte de." The poor favorite did not long enjoy his new onors, for in the insurrection of the Poles, in 1830, he was killed in the streets of Warsaw. He left a little daughter, aged 5 years. She was sent in honor of her father's memory by the grand dake to St. Petersburg to be educated as a daughter of the state at the imperial cost. Here the beautiful, and, as it seems, gifted maiden made an impresson upon the heart of Prince Alexander of Hesse, brother of the late empress of Russia and he married her. He was obliged however, in consequence of this marry ing beneath him, to give up his Russian career and return to Germany. In Darm stadt his wife received the title of Prin cess of Battenburg, and gave birth to

Some time ago Prince Alexander of Bulgaria proposed for the hand of a princess belonging to one of the great reigning families. Although the lady herself was not adverse to the match, her parents scouted the idea, telling the suitor he must rise a good deal higher be fore he would be permitted to mate with their daughter. The prince took this reouff in good part, merely remarking: "Yery well, then, since you will not accept a mere prince for a son-in-law. must try to make myself a king." was regarded at the time as a mere idle vaunt, but Prince Alexander's subsequent enterprise gave the utterance something of the character of a prophesy.

The Iniquity of the Copper Tariff.

St. Paul Pioneer Press: There are many more disastrous chapters in tariff history than that relating to the copper duties; there is none that exhibits more directly the essential immorality and the certain results of ultro-protec-There was never, in the first place the slightest excuse for a duty on copper The sole source of domestic supply, up to fifteen years ago, was the Lake Superior mines. These could have been worked to advantage in free competition with the world. But the owners wanted a monopoly, and when every body else was having a tariff slice they got theirs. Still, under the original tariff, Chilian ore could be imported, and there were large smelting works in Boston and Baltimore. This did not suit the mine owners at all; and so, regardless of the fact that the whole country was asked to pay a tax for their benefit, and of the farther fact that the smelling industry would be utterly destroyed, as it was, to build up the mining industry, they asked and received in 1869 an increase of duty about equal 19 that from 5 to 25 per cent. After this copper mining became a close corporation. The companies combined and set an arbitrary price upon their product. This every American consumer had to pay, at the same time hat these same companies were selling abroad their surplus product at prices far below the American market. The wages paid were those fixed by the competition of the market. The profits of the mining companies were among the largest known. These enormous profits, together with the discovery of other deposits in Montana and Arizona, caused the mining business to be overdone The price of the metal fell heavily. The duty was cut down in 1883 from 5 to 4 cents per pound. But overproduction continued until something had to be done to restore the magnificent divi-dends of the past. What is the remedy? Mines are shut down, and hundreds of men will be thrown out of employment the price has been raised to the level of the profit until hat the manufacturer requires. When the market was good, laborers received the ruling wages, not a penny more, and he tax levied on every user and manufacturer of copper in the country went o swell the fortunes of the mine owner.

deprived of work and cut off from wages until the monopoly created by the tariff sees fit to resume business. In the history of this, perhaps the least

When the scramble for these profits over-

loes the business and times become bad,

the laborer makes the sacrifice by being

excusable of all our tariff miquities, we have an illustration of the invariable working of high and useless duties. They begin in extravagant profits for monopo lies and cud in industrial postration; but, from beginning to end, the only individual who cannot possibly gain any benefit whatever and who bears the heaviest share of the loss is the workingman. This is the system by which capi tal has for nearly a generation "pro-tected" labor for its own priqute emolument.

#### MALMAISON.

The Dismantled Home of Napoleon,

Where Josephine Lived and Died. Edward King in Boston Journal: I went the other day to Malmaison, the old home of Napoleon and Josephine, and the quiet old-fashioned mansion in which Josephine died. I had not been there since 1867, at which time the Imperial government had organized a complete Napoleonic museum in the old place. The library, where Napoleon had worked out his campaions, the boudoirs, the salons, were all fitted up with the furniture which had done duty in the early days of the First Empire, and one could ost imagine, while strolling from room to room, that the Little Corporal would suddenly appear and in curt tones inquire to what the intrusion was due The small bedroom in which Napoleon slept on an ordinary camp bedstead was filled with his old clothes and cocked hats; and his favorite books were thrown down as if they had just quitted the impatient imperial hand, which they some-times did in a great hurry, as Napoleon would pitch a book even out a traveling carriage if he happened to find anything which was not in harmony with his own notions. During his Austrian and Russian campaigns he had a light carringe fitted up with a compact library and it is said that one of the duties of the aide-de-camp who followed this camp was the rescuing from the mud of the war-worn roads of the time the books which Napoleon shied into the air when he disliked them. Malmaison was dread fully cut up during the Franco-German war, and to-day there is but little left of old-fashioned country house. Some of the rooms are so unsafe that vistors are requested not to venture on their floors or under their ancient ceilings. Not a book remains in it and the concierge who shows visitors over the house dwells with a kind of ferocious em phasis upon the mischief which the Prussian headquarters officers did during their long sojourn there. The beautiful park into which Napoleon used to pass from a little drawbridge rigged over a most directly from his private bedroom is being parceled out and sold to the rich landlords of the neighborhood. The magnificent alley of sycamores which leads to the chateau is now unkempt and somewhat desolate, and there is none of the old-time life or gayety at Malmaison save when a joyous party of litterateurs

painters penetrate the old domain on their capricious way to Bougival for rowing or driving parties. I went into the little room in which Josephine breathed her last. It was as desolate and forlorn as that of some old colonial mansion on the eastern coast of America. Life and thought had gone It seemed impossible to believe that in the suite of rooms adjoining were once assembled the most brilliant collection of French poets that has been known in the last two centuries. Josephine had a fine frenzy for calling about the court of the future dictator the liter ary men of France; and so went to little country seat men like Bernardin de St. Pierre, Ducis, who tortured Shakspeare on his procrustean bed; the elder Legouvey, Joseph Chenier, Talma, Picard, Duval, and Girodet. In the wake of these poets, all of whom were men of line manners and certain distinction in literature, always followed a number of pretty women. There were Hortense Beauharnais, who was then a dazzling creature of 18, the Countess Fanny, her sister, and a host of ladies of rank and fortune who, in the intervals of the clashing of swords and the noise of politics, helped to honor the muses. In these now desolate rooms Arnault declaimed his fables, Bouilly read his dramas, and Legouvey recited his poems Bonaparte was pounding up and down Egypt and baranguing his soldiers as to the spectral host which contemplated them from the tops of the pyramids. Josephine was working with feminine zeal and acts to raily about it those spirits which still hesitated. Had it not been for her work at Malmaison he would never have been able to undertake the 18th of Brumaire or to become First Consul. He was sincerely grateful in those days to Josephine for all that she had undertaken in his behalf, and nothing pleased him so much as to visit maison and rest there from his ambitious projects. Josephine tried to make a new Triauon at Malmaison; and in which will now soon be lost to park, view, she had built all sorts of klosques

temples of love, shepherds' rendezvous a la Watteau, cottages and labyrinths, where, no donbt, the same intrigues practiced long before at Versailles were carried on. There, too, was created a re-markable library and a theatre. To-day the little theatre has disappeared and its site is occupied by a Catholic chapel, which has no beauty or space to recommend it.

I asked the somewhat frosty guardian of this once imperial domain why the nation did not keep it in repair? Her answer was somewhat vague, but the respouse is easily found. The nation has a sovereign dislike for perpetuating souvenirs of the Napoleons. Malmaison, which got its ominous name as far back as the invasion of the Norsemen in the ninth century, when the pirates did so much damage in the neighborhood that the monks called it mala mansio, was in the fourteenth century a dependency of the abbey of St. Denis. In the sixteenth century it belonged to one of the old councilors of the parliament of Paris, and was the handed down through a long succession of wealthy families until Josephine Beauharnais, just as she was about to become the wife of Napoleon, bought it for 160,000 francs. It is a curious historical fact that the sum asked for it to-day, nearly 100 years after, is identical with that by Josephine. Much larger sums have been paid for it at different imes. It was bought in 1826 by a Swedish banker, who had been attracted to it by the fact that Napoleon staid there during his tremendous discomfiture after Waterloo, for several hundred thousand francs: and in 1842 the property, reduced in size, was purchased by Maria Christina for 500,000 francs. Napoleon III, was so anxious to get it, and in it to perpetuate the memory of the man whom he was pleased to call his immediate re lative, that he paid, in 1861, 1,500,000 francs for it. It is believed that the Second Empire spent as much as this large sum in fitting up Malmaison, transporting thither all the reminiscences of the First Empire. There were no historical museums superior to this in France. Now the collections are all dispersed, and it is probable that Malmaison will shortly become the home of some English, or American, or other foreign family, and that the house will be completely remodeled. Out of the enormous park at least a dozen gardens and rustic retreats are to be created. There monument anywhere in the hamlet to perpetuate the memory of Napoleon. Oddly enough, Josephine is most spoken of by all the local guides and the guardians of the quiet church at Rueil, in which the divorced empress lies buried If the visitor did not inquire for Napoleon I. not one of these guardians would intimate that he had ever existed.

### ABOUT FUNERALS.

Obsequies Now Superintended by a Paid Director-New Methods in Practice.

New York Mail and Express: what I call a solid funeral," observed a Grand street funeral director, as he stood at his window Thursday afternoon and watched a passing procession with the

eye of connoisseur. "May I ask what you mean by a 'solid' funeral?" inquired a Mail and Express reporter who stood close at hand. The funeral director smiled with a wholesouled and expansive smile peculiar to funeral directors. "I suppose you never noticed any especial difference in funerals," he said. "Well, that's the way with most people. It is remarkable how much people in general don't know about such things. Not one man in a thousand has the remotest idea how a funeral should be put together, beyond the necessity of a corpse, a hearse to carry it, and some carriages to follow the hearse. That's actually all the vast maority of people think is required for a irst-class funeral. Why, a think persons don't care about being buried at all."

"Probably some wouldn't if the matter were left entirely in their discretion. But

you haven't to'd me what a 'solid funeral' 'Well, a solid funeral's a mighty good kind of a funeral to have. place you must understand that a funeral an be made up with as much artistic skill as a fine piece of architecture, or it can be thrown together as carelessly as a crazy quilt." A solid funeral is one that is made up with some regard to symmetry of construction, like the one that just passed here. Of course you didn't take in the fine points, but that was a funeral any man might be proud to have. came the hearse, then the double earriages, then a few single vehicles; the best and most elaborate conveyances at the head and the smaller ones in the rear, exactly on the same principle that a skill ful mason building a pyramid puts the largest blocks at the base and tapers off in gradual and regular layers to the smallest. That's one important fact. well regulated funerals you would have

noticed that all the vehicles in that funeral were the same distance apart. That's another important point. Only a funeral director who knows his business thinks of those little things. They are just as much a part of his duties newadays as preparing the body and furnishing the coffin. Every carriage has to be assigned to its place in the line by number beforehand, and the drivers all have to be instructed to keep the same distance between the carriages. That prevents the procession from having a straggling, disconnected look, When there are bands or delegations, societies or secret orders, they must, o course, be properly located in the line, generally preceeding the hearse. This attention to details is what gives a funeral the air of artistic symmetry and solidity without which a funeral is a truly mournful spectacle. Some funerals with plenty of material for a creditable turnout I have seen absolutely ruined by lack of proper direction. For a really stylish funeral there should be at least a dozen double carriages and eight or ten single carriages, as many more of each number as can be had the better, es-pecially double carriages. Some di-rectors now mosts that all shall be double, but most of us haven't got so particular as that yet. A funeral of the kind I de scribe, properly conducted, wouldn't look out of place in Fifth avenue or Murray No mourner, however fashonable,

need be ashamed of it. "And, speaking about the differences in funerals, let me tell you a good deal de-pends on the nationality of the deceased. There's as much character in funerals as there is in faces. An Irish funeral is just as different from a German funeral as the shamrock is from sauerkraut. A German funeral usually has a tendency to be . It is compact and slow going. An Irish funeral is just the reverse. It moves briskly, almost jauntily, compared with the German procession. Its surrounding atmosphere is one of hope rather than of morbid depression. same spirit which makes the best of mourning at a wake is noticeable in the Irish funeral. Then, too, Irish funerals are not marked by solidity. The vehicles are generally tossed in, as it were, haphazard, first come, first se and they will frequently of every known style and r from the most elegant landau to the ram shackle express-wagon, with occasionally a man on horseback here and there in the This, of course, doesn't apply to the funerals under the auspices of the Catholic church or the vasions Hibernian societies. Irish funerals of that class are always carefully, even elaborately conducted. So, also, are high-grade German funerals, in which the best bands are often to be found. The Germans are particularly fond of the sombre music of the dead marches on such occasions, while Irishmen care more for banners and insignia. French funerals are or-dinarily small, and the ceremonies are performed with as much haste as decency will permit. Italians have little more patience for the details of death than the French. Their tunerals, in this country, at least, (are usually insignificant and

common-place, "The typical American funeral? American funeral is the hardest of all to classify. Sometimes it is one thing, sometimes another. The solid funeral which passed here a few moments ago was ar American funeral. Of late American funeral has been Of late years the American funeral has been growing more and more symmetrical and artistic. The advance in methods and change in customs have done much to improve the American funeral, and will eventually result in well-regulated funerals for all classes.

"What are the advance in methods and change in customs to which you

refer? "The advanced methods of handling the dead, and the change from the oldfashioned custom of having one or more of the immediate relatives supervise the arrangements, sometimes even so far as preparing the body and buying the cof-lin. Now all that is left to the funeral director-in fact, everything connected with the funeral, from furnishing the coffin to furnishing the carriages and from dressing the deceased to ordering grave dug. Thus, the family is relieved of all the painful cares of preparation and better results are obtained in every respect from leaving all the arrangements in the hands of one person; provided always that he is intelligent and competent. Nor is it enough that he should be efficient in a strictly business sense. He must be a man of education and experience with human nature as well as with Such a man will win respect and confidence and bring an unconscious but genuine solace to the bereaved while furnishing them the most approved style

DR J. H. McLEAN's Liver and Kidney Pillets are a remedy and specific tor chairs and fever, mild in their action they are agreeable to take and a certain cure

of funeral to be had for the money.