Emmitsburg Chronicle.

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VOL. XVI. EMMITSBURG, MARYLAND, FRIDAY, FEBRUARY 8, 1895 NO. 37.

DIRECTORY FOR FREDERICK COUNTY

Circuit Court.

Chief Judge—Hon. James McSherry.
Associate Judges—Hon. John T. Vinson and Hon. John A. Lynch.
State's Attorney—Edw. S. Eichelberger.
Clerk of the Court—John L. Jordan.

Orphan's Court.

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Register of Wills—James K. Waters.

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School Trustees—O A. Horner, S. N. McNair, John W. Reigle.

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Commissioners—Chas. F. Rowe, Oscar D. Fraley, Philip J. Snouffer, J. Thos. Gelwicks, Peter J. Harting, M. F. Shuff.
Constable—H E. Hann.
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Churches.

Ev. Lutheran Churc

Pastor—Rev. Charles Reinewald. Services every Sunday morning and evening at 10 o'clock a. m. and 7:30 o'clock p. m. Wednesday evening lectures at 7:30 o'clock. Sunday School at 9 o'clock a. m.

Reformed Church of the Incarnation.

Pastor—Rev. A. M. Schaffner. Services every Sunday morning at 10 o'clock and every other Sunday evening at 7:30 o'clock. Sunday School at 9 o'clock a. m. Midweek service at 7 o'clock. Catechetical class on Saturday afternoon at 2 o'clock.

Presbyterian Church.

Pastor—Rev. W. Simonton, D. D. Morning service at 10:30 o'clock. Evening service at 7:30 o'clock. Wednesday evening Lecture and Prayer Meeting at 7 o'clock. Sabbath School at 8:45 o'clock a. m.

St. Joseph's Catholic Church.

Pastor—Rev. P. V. Kavanaugh. First Mass 7:00 o'clock a. m., second Mass 10 o'clock a. m., Vespers 3 o'clock p. m., Sunday School at 2 o'clock p. m.

Methodist Episcopal Church.

Pastor—Rev. Henry Mann. Services every other Sunday afternoon at 2:30 o'clock. Prayer Meeting every other Sunday evening at 7:30 o'clock. Sunday School at 1:30 o'clock p. m. Class meeting every other Sunday afternoon at 3 o'clock.

Mails.

Arrive.

Way from Baltimore, 9:06, a. m., and 7:09, p. m., Motter's, 11:17, a. m., Frederick, 11:17, a. m., and 7:09, p. m., Gettysburg, 3:20, p. m., Rocky Ridge, 7:09, p. m., Eyler P. O., 9:10, a. m.

Leave.

Baltimore way, 7:40, a. m., Mechanicstown, 5:25, p. m., Hagerstown, 5:25, p. m., Rocky Ridge, 7:40, a. m., Baltimore and Roanoke R. P. O. east, 2:45, p. m., Frederick, 2:45, p. m., Motter's and Mt. St. Mary's, 2:45, p. m., Gettysburg, 8, a. m., Eyler, 10:10, a. m.

Office hours from 7:00, a. m., to 8:15, p. m.

Societies.

Hassasoit Tribe No. 41, I. O. R. M.

Kindles her Council Fire every Saturday evening, 8th Run. Officers—Prophet, Joseph F Clabaugh; Sachem, Joseph D. Caldwell; Sen. Sag., Walter Dorsey; Jun. Sag., Daniel Shorb; C. of R., Jno. F. Adelsberger; K. of W., Dr. Jno. W. Reigle; Representative to the Great Council of Maryland, Wm. Morrison; Trustees, Wm. Morrison, Jno. F. Adelsberger and Jos. D. Caldwell.

Emerald Beneficial Association.

F A. Adelsberger, President; A A. Wivell, Vice-President; P. F. Burkitt, Secretary; V A. Riley Assistant Secretary; John M. Stonter, Treasurer. Meets the fourth Sunday of each month in F A. Adelsberger's building, West Main street.

Arthur Post, No. 41, G. A. R.

Commander, Maj. O. A. Horner; Senior Vice-Commander, A. Herring; Junior Vice Commander, John Shank; Adjutant, Geo. L. Gillelan; Chaplain, Samuel Gamble; Quartermaster, Geo. T. Gelwicks; Officer of the Day, Wm. H. Weaver; Officer of the Guard, Samuel Waggaman, Surgeon, C. S. Zeck; Council of Administration, Geo. T. Eyster, H. G. Winter and John Glass; Delegates to State Encampment, Geo. L. Gillelan and S. D. Waggaman; Alternates, Samuel Gamble and Jos. W. Davidson.

Vigilant Hose Company.

Meets 1st and 3rd Friday evenings of each month at Firemen's Hall. President, V. E. Rowe; Vice-President, Oscar D. Fraley; Secretary, Wm. H. Troxell; Treasurer, J. H. Stokes; Capt., Geo. T. Eyster; 1st Lieut. W. E. Ashbaugh, 2nd Lieut. Samuel L. Rowe.

Emmitsburg Choral Union.

Meets at Public School House 2nd and 4th Tuesdays of each month, at 8 o'clock P. M. Officers—president, Rev. W. Simonton, D. D.; Vice-President, Maj. O. A. Horner; Secretary, W. H. Troxell; Treasurer, Paul Motter; Conductor, Dr. J. Kay Wrigley; Assistant Conductor, Maj. O. A. Horner.

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Emmitsburg Council, No. 53, Jr. O. U. A. M.

Council meets every Friday evening at 7 p. m. Jr. Past Councilor, John F. Adelsberger; Councilor, Wm. J. Stansbury; Vice Councilor, Yost C. Harbaugh; Recording Secretary, W. D. Colliflower; Assistant Secretary, Jos. T. Clabaugh; Financial Secretary, Chas. D. Stansbury; Treasurer, Jos. D. Caldwell, Conductor, Jos. E. G. Eyler; Warden, Maurice N. Willhide; outside Sentinel, J. Singleton Sheeley; Inside Sentinel, Alfred M. Manahan; Trustees, Robert P. Zentz, H. A. Naylor, Denton A. Wachter; Representative to State Council, John F. Adelsberger.

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[17.]

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THE VIOLIN.

A. S. B.

A musical instrument full of sin
In childhood's days, was the violin.
It was seldom caressed by a lady's cheek
And would scarcely go well with a hymn,
But now we know that a skillful bow
Will stir our feelings within;
We are ready to laugh or ready to weep
With the tones from a violin.

A bewitching thing is a violin,
With a shape that's so graceful, so neat,
With beautiful scrolls and tuneful strings,
So thrilling, yet tender and sweet,
One touch of the bow, and the music will flow
From somewhere, it must be within,
We are ready to dance or ready to sing,
With the tones from a violin.

And when we are called and take our place.
With musical folk we have known,
I feel very sure that the orchestra there
Will be led by the violin's tone.
And looking around you surely will see
Some dear ones, now free from all sin;
We'll be ready to praise and ready to shout
When we hear the rare, sweet violin.

OLD IRONSIDES' GLORIOUS CAREER.

Now that the historic frigate Constitution has been brought into prominence by Congress making an appropriation to refit her the question of how the ship looked and on what lines she was built may well be considered. In nearly all the popular pictures of this vessel she is represented with the lines of the modern frigate, which make the bow considerable higher than the stern. This is just the reverse of the lines on which vessels at the close of the eighteenth century were built. At that time the stern was built higher than the bow, with the idea that the ship was to be driven through the waves; while the idea of modern shipbuilders is that the ship shall ride over the waves. As it is recorded of the Constitution that she at one time made fifteen knots an hour, it is a question if the eighteenth century style is not more conducive to speed after all.

The United States frigate Essex, which was built in 1799, on the model of the Constitution, gives a good idea of how the Constitution originally looked. This water color painting of the Essex, was made in 1799, by Joseph Howard, and is still preserved in the Peabody Institute at Salem, Mass. It represents the frigate under full sail, and shows the low cut bow with what bears a strong resemblance to, if it is not, the survival of the Roman trireme's beak.

It is doubtful if any vessel of modern navies has taken such a hold on the affections of the people as the Constitution, or Old Ironsides, as her stanch bulwarks of live oak came to be called. Even Nelson's portentous flagship Victory, which is inspected on bank holidays with such awe and pride by the youth of Great Britain, cannot boast of as honorable or as long a career as the Yankee Constitution. The name Victory could more appropriately be given to the American favorite, and as for age, the Constitution was old enough to box the Victory's ears long before the British ship was thought of.

It must be admitted, however, that the Britishers bear off the palm in the matter of showing respect to their venerable ship. She has been properly taken care of and has been kept within easy visiting distance of the metropolis, where she can excite the pride and emulation of budding Nelsons and aspiring Collingwoods, while the poor old Constitution has been tucked away in an out-of-the-way corner down East as if she were so much rubbish of which Uncle Sam was ashamed and was anxious to get rid of. The recent appropriation made by Congress for repairing the famous old ship, and placing her in a condition and position to be seen by patriotic young America, therefore, will be hailed with delight all over the country as being eminently the proper thing to do—even if a little tardy.

Not the least of the valuable features of the grand old frigate is her intense Americanism. In this day of foreign invasions in the territory of American ideas, an article that is purely and intrinsically American should be treasured up as a precious jewel. There is nothing foreign bred or foreign built about the Constitution. Every idea about her was conceived by Americans, she was built with American wood and by American mechanics, and she has always been manned by Americans.

Yet, come to think, there was one foreign made article about this ship. When she was at Boston, shortly after the war of 1812, being fitted for a cruise to the Mediterranean, she was visited by a distinguished British naval officer. He went all over the ship and after having made a thorough inspection of her he returned to the quarter deck and said: "This is one of the finest frigates, if not the very finest, I ever put my foot aboard of; but, as I must find some fault, I'll just say that your wheel is one of the clumsiest things I ever saw, and it is unworthy of the vessel." The American commander who had accompanied the English officer on his tour of inspection, replied: "That wheel, sir, is the only thing English in the ship. When the Constitution captured your British frigate Java in 1812 our wheel was smashed into splinters by a shot from the Englishman. After the battle was over the Java's wheel was taken aboard the Constitution and fitted in place of her disabled wheel, and although we think it as ugly as you do, yet we keep it as a trophy."

Even in her name the Constitution is an intensely American ship. She was built with a group of warships that may be properly called the nucleus of the American navy, for all the ships that made such a gallant struggle on the high seas against the mistress of the ocean during the war for independence were destroyed or sold shortly after peace. The new group of warships was built in accordance with the recommendations of the Secretary of War, April 1, 1794. The first of the group to get into the water was the 44-gun frigate United States. She was launched in Philadelphia, 1797. The second was the 36-gun frigate, Constellation, the United States being popularly described at that time as a new "constellation" among the nations of the earth. This ship was launched at Baltimore on September 7, 1797. About the same time were launched the 45-gun frigate President, the 36-gun frigate Chesapeake, and the 36-gun frigate Congress. The Constitution, named from the historic document (which in spite of the kind prophecies of our British cousins, has survived a century just as the ship so named has existed nearly a century in spite of the protest of English cannon balls,) was launched on September 20, 1797, at Boston.

When the Americans, acting on the recommendation of the Secretary of War of April 1, 1774, proposed to build frigates combining great speed with heavy armaments they encountered much ridicule at the hands of the French and English, so that when this first group of American warships appeared in the West Indies they aroused a good deal of interest and not a little covert merriment among the European naval officers on that station. The English particularly were emphatic in predicting the failure of the "monstrous and preposterous" armaments carried in these ships, and many a mass room rang with laughter over the anticipated mishaps that would befall these presumptuous attempts at naval architecture by "rebel subjects," as the Americans were generally regarded by their friends, the English, at that time.

The result of several naval actions between American and French cruisers did much toward changing the tune of their laughter.

But British officers were still anxious to know if Yankee-built frigates really could sail with any respectable speed, and to satisfy themselves on that point the commander of a crack sailing British ship, while on blockade duty off San Domingo, sent a challenge to Captain Silas Talbot, of the Constitution, to an all-day race, wagering a cask of wine on the result. As the British ship had the reputation of being one of the best sailors in the West Indies, the younger American officers immediately were on their mettle, and urged Captain Talbot to accept the wager, and, as making an agreeable break in the monotony of the cruise, he consented.

The first lieutenant of the Constitution was Isaac Hull, afterward her famous commander. Even at that time Hull had won a reputation for being one of the most skillful navigators in the service, and the sailing of the frigate on that occasion was intrusted to him. The race began at daybreak and lasted until sunset, the Constitution having it all her own way from the first. As the sun was going down she fired her evening gun, the signal that the race was ended, and heaving to waited for the Englishman to come up. The British commander handsomely acknowledge his defeat, and lowering his barge sent the cask of wine aboard. Had this captain lived sixteen years longer the mortification of his defeat would have been dimished by learning that eighteen British frigates and several ships of the line subsequently endeavored to overtake the Constitution with a similar want of success.

Probably no other ship has done so much to level British naval pride as Old Ironsides. High rewards and rapid promotion awaited the English commander who sailed into Spithead with the dreaded Constitution as a prize. When by the extraordinary seamanship of Captain Isaac Hull she escaped the clutches of a powerful British squadron off Sandy Hook in 1812 after a chase of some sixty hours, Captain Byron, commanding one of the ships of the pursuing squadron, wrote to a friend in London: "Nothing can exceed my mortification from the extraordinary escape of the Constitution in 1815 from another British squadron off Port Praya caused the commanding English officer to committ suicide.

Of this group of six frigates which formed the nucleus of the present American navy, only three are now in existence—the Constitution, the President and the Constellation. The Constellation is now in American waters, but the President is in London. She was captured early in 1815, after a long chase off Long Island, by a powerful British squadron, and has been kept in London as a trophy. In a certain sense the fourth of the famous group, the Chesapeake, also in existence to-day. She was captured June 1, 1813, by the British 38-gun frigate Shannon and carried to England. Some years after the war she was broken up, and many of the timbers were sold to a British miller named John Prior, who built a flour mill out of them at Wickham, Hants. Some of the shot of the battle are still visible sticking in the timbers of the mill.

Such being the notable career of Old Ironsides, it is not surprising to find that the action of Congress in appropriating money to restore the ship to her original condition has met with widespread satisfaction and the wisdom of placing her where she can be viewed by patriotic young America will be amply demonstrated in the growing interest in this important arm of the service.—*N. Y. Tribune.*

A Doubting Question.

The resident was showing the visitors the sights of the town, when they passed a distinguished looking citizen.

"Did you notice that man we just passed?" asked the resident.

"That fine-looking one?"

"Yes. Well he can draw his check for a million dollars."

The visitor turned around to get a better look at such a rarity.

"Can he get it cashed?" he asked quietly, and the resident appeared to feel hurt.—*Detroit Free Press.*

SOMETHING ABOUT BELLS.

We do not know in what country bells were first used, but their origin dates away back in the past. In the writings of Moses we are told that "bells of gold" were suspended from the robe of the high priest when he officiated in the service of the sanctuary.

History tells us that bells were appendages to the royal costumes of the ancient Persians, and Æschylus and Euripides say, "They were concealed within the hollows of the shields of Grecian heroes and commanders."

At one time it was the sustom to put a bell on the neck of a criminal to warn people to move out of the way of so ill an omen as the sight of him or his executioner. Among the Greeks, those who went the rounds at night in camps or garrisons, used to ring a bell at each sentinel-box to see that the soldier on duty was awake. Anciently, bell were used as city guardians; the one that had charge of the bell really had charge of the town, for he could instantly summon the inhabitants from all parts of the city to the ramparts of the public square.

In the service of the church of the Middle Ages, the duties of the bell were many. The Ave Maria was tolled twice each day, and at its sound every person within hearing directed his prayer to the Virgin. The vesper bell was the call to evening prayer. There were also the "Compline" and "Sanctus" bells.

Bells also had their social uses; among them, the ringing of the "Curfew." The Curfew dates from the time of the Conquest, when it was enforced by William the Conqueror. As the houses were for the most part of wood, they were frequently destroyed by fire. To guard against this, William ordered the Curfew to be rung at 8 o'clock in the evening, at the sound of which all lights were to be extinguished and all fires covered.

Large bells were used in India and China a long time before they were introduced into Europe. China has always been famous for having large bells, but they are of very inferior tone.

The great bell at Moscow, Russia, cast in 1653, weighs no less than one hundred and ninety-eight tons, and is the largest bell in the world. It has much silver and gold in its composition. Because of its great size and weight it was never hung in a tower; but, at one time, it was swung between supports about twenty-five feet in height. Even then it was too heavy to be used. It was not rung, but was struck, the clapper being unclasped and used as a striker.

During a very severe winter the bell was cracked and the part between the cracks came out. As it had been cracked in the shape of an acute angle, the piece that fell out left an opening like a Gothic doorway. The bell was then placed upon the marble and syenite pavement of the Kremlin; the opening was really made a doorway, and the bell became a small but exquisitively unique and beautiful chapel. It is used only for prayer. The ringing of the words spoken therein is of a soft, musical, altogether peculiar sound, producing a weird, thrilling, yet solemn effect.—D. V. F. in *Phila. Times.*

The Farmer's Mistake.

"Jerusha," cried Farmer Haymow, "come here an' look at this young man on a bicycle. I'll be dinged if he hain't got hair as long as a woman's."

"She!" exclaimed Jerusha, when she adjusted her spectacles, "that there's a gal in bloomers."—*New York Press.*

A Fly Beggar.

Tramp. "Madam, last Thanksgiving I was around here and you gave me a turkey wing."

Lady of the House. "Well, I can't give you anything to-day. Come, take your flight."

Tramp. How can I fly without that other wing?"—*New York Herald.*

A Slow Railroad.

A lot of railroad conductors were sitting around the stove talking about their experiences.

"About the worst case of passenger I ever came across said a veteran, "was one I had on a train that used to run into Indianapolis a long while ago. I am free to confess now, that that train wasn't the fastest train in the world, though at the time I thought it was right fair, seeing it was the first passenger train I had the honor of conducting. On the occasion I am telling about a passenger got on about fifty miles east of Indianapolis, and after we had jolted along for an hour or more, stopping every two or three miles, he called me to him.

"'I say, conductor,' he said, 'how far is it to Indianapolis?'

"'About thirty-five miles.' I said.

"'And do you go any faster?'

"'No, this is schedule time.'

"'Well, will you stop and let me off?'

"'What's that for?' I asked in astonishment.

"'Oh,' said he with a lot of confidence, 'I'll get out and walk back the other way and meet you at the depot in time to get my baggage.'"

Somebody laughed.

"You may laugh now," said the veteran, "but when I thought of that fellow sitting there telling me he would get out and walk back clear around the globe and meet me in Indianapolis, I was mad enough to fight.—*Detroit Free Press.*

Couldn't Teach Him Manners.

He had his legs stretched clear across the aisle of a street car when a man who had just got on gave them a kick which nearly slewed the other off his seat. He recovered himself and turned and demanded:

"Did you do that on purpose, sir?"

"Yes, sir," was the prompt reply.

"Wanted to pick a fuss, did you?"

"I wanted to teach you manners. It isn't manners for a man to stretch his legs across a car."

"Manners! You talk to me about manners! Sir, do you know who I am?"

"No, Sir, and I don't care!"

"Do you know that I've rid on a street car more'n twenty times?"

"I thought this your first trip!"

"Oh! ye did? Well, it hain't, not by a long shot! I was right on this car last night, and I not only stretched my legs across the car and ate a pint of peanuts, but laid down on the seat when I got tired and went to sleep. I guess I know how to behave myself as well as most folks, and if anybody kicks my legs agin he'll want to have his will made in advance!"—*Detroit Free Press.*

A Street-Car Tragedy.

They had mutual friends, and that fact emboldened him to speak without the ceremony of an introduction.

"Sloppy, isn't it?" he remarked persuasively.

"Rather," she replied.

A freezing silence followed, but he had no intention of letting the opportunity slip.

"You wear a wewy long hatpin, do you know?" he said. "Weally, the end reaches out quite far."

"Yes, it's quite a protection."

"But it's all rusty."

"That isn't rust."

"No? How wewy queer!"

"It is the blood of chappies who have spoken to me in the street car without an introduction."

"That fellow must have forgotten something," said the conductor as the chappie bounced from the car without asking him to stop.—*Detroit Free Press.*

No matter how good the deacon is, he will always look wise and pleased if anybody suggests that he was a pretty lively young fellow when he was a boy.—*Somerville Journal.*

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