VOL. XX1, NO. 61

PAUPER SLAVES IN MARYLAND Scenes of Slavery Days Revived.

The New York Telegram of a re-cent date prints the following special from Oskland, Md.:

In the town of St. George, the seat of Tucker county, in the heart of Chest Mountain, overlooking the beautiful Cheat river, stood eighteen wretched beings yesterday before a crowd of some six hundred people. The crowd was gathered before the little court house, and included farm-

ers, clergymen and townspeople.

These eighteen human beings some crying, others laughing, and among them an idiotic girl suffering from a scrofulous disease, who jab-bered and grinned—were paupers, and they were, under the law of the state, to be sold for a term of one year to the highest bidder.

Promptly at ten o'clock the crowd gathered in front of the court house and inspected the paupers, while the town boys on the outskirts of the throng jeered and tormented the unfortunates, this being taken as a matter of course and something that no person thought of stopping. Presently sheriff of the county mounted the horse-block, that relic of the dark days of slavery in ante-bellum times, and read "the order of the

court. The auctioneer, a stout, jolly-faced individual, mounted the block, and, making a jesting remark which caused the crowd to roar with laughter, announced that the "goods are divided into two classes, able-bodied and invalids," and asked for bids.

The first to step upon the block was a man seventy years of age. Turning him around for the better inspection of the bidders, the auctioncer began: "Now, gentlemen," said he, "here you have a fine man. He is sound, solid, and gentle as a kitten. He is good for a big day's work. How much am I offered?" The old fellow looked anxiously at the crowd of bidders as the amounts offered were out bid. Finally he was sold to man named John Anderson for \$26, who, after paying his money, took the old fellow, who looked sad and weary, and sighed heavily as he went away

Among the group of paupers was a beautiful girl of ten years, who cried bitterly because she had to leave the family to whom she had been sold the previous year. She had neither father nor mother, or, if she had, they had thrown her adrift when an infant. She had not even a name, and the auctioneer facetiously dubbed her "Sally," whereat his listeners laughed immoderately. She sold for \$8.50, and her purchaser was a minister of the gospel.
One of the most pitiful sights ever

seen was that of the next pauper to She was an old woman, and it was her first year as a pauper. Per-haps she had once been rich in this world's goods and had a happy home. At all events she had supported herself till the present time, and the r past was known only to herself. No one else knew. one cared. She was led to the block crying as though her heart would break. When she stepped upon it she wailed in her anguish: "My God, I wish that I could die. My husband and son were killed in the army. Oh, if I could only die." She was sold to the keeper of a boarding-house at a

logging-camp for 87.

The idiotic girl was sold to a hardooking mountaineer for the sum of 60 cents per week.

As the next part of the human goods and chattels stepped upon the block it showed the white curly locks of an aged colored man, who laughed as he looked over the throng with his good-humored and jolly eyes. "I golly," said he, as he glanced around, "dis yer is like ol' times, bress my soul." He was sold to a farmer for \$11. The sale aggregated \$113 for the

"able-bodied" paupers, and an aver-age price of thirty-two cents per week for the invalids. At the con-clusion of the sale the jolly actioneer with a parting jest to the crowd, stepd from his stand, and, entering the hotel, refreshed himself after his fatiguing duties. The purchasers, with their "bargains," as some of them termed the unfortunates whom they had bought, started off home

The stories of cruelty to these peo ple are numerous, and beyond ques tion or doubt. They are worked to their utmost capacity. They are fed on refuse, made to sleep in barns, have to go bare-footed for ten months in the year, and are whipped savagely on the slightest pretext. The tales of immorality are frequent, and too often true. The children are allowed to grow up without education, and, it is said, some of them do not even know that a God exists. They con-tract diseases which are neglected for in many cases medical aid is de-nied them. These poor wretches, in addition to their sorrows, are the butt and jeer of every person not a pau-per. They are looked upon as a piece of goods with only a money value, varied in accordance with their ability to perform manual labor.

PACIFIC COAST SHIP TIMBER.

A third of a century's experience in the timbers of this coast has pret ty well determined the respective merits of the various species and the comparative position with the recog-nized ship timber of other parts of

As most of the earlier constructions were small, and for local business, sufficient time has not clapsed to ac-curately determine the lifetime of a ship built of Pacific coast timbers when engaged in general business in all parts of the world, but sufficient is known to give them a leading posi-tion with other recognized ship tim-

The yellow fir of this coast, or what The yellow light this coast, or what is generally known as Oregon or Puget sound pine, is justly celebrated as the leading spar timber of the world, possessing more strength and greater elasticity as compared with its weight than any known timber, the growth of which is sufficient in size or sup-

ply for use for that purpose.

The use of iron and steel is more rapidly displacing perhaps the use of wood for spars than the hulls of ships, but in the use of wood the choice supply of the spars of the future is year by year centering in Pu-

The English navy has in times past drawn its supplies of spars from Puget sound, and large quantities have found their way from there to the Atlantic coast, for which destination a large ship is at present load-ing on the Sound. One of the principal means of distribution of Pacific coast spars is through the wheat and merchandise fleet that visit this coast, take advantage of cheap supplies to renew here all bad or doubtful spars they have in use, besides taking with them a full supply of spare spars to meet future contingencies.

The merit of the yellow fir is not confined exclusively to its use for spars, but the same characteristics that recommend it for spars, viz., lightness, strength, elasticity, and its great length commend it for all long-itudinal parts of any construction, but particularly so for the construction of ships in which all of those qualities are particularly desirable. The question of weight of mate

rials employed in the construction of a ship is an element of much greater importance than is generally conceded, for it is true of all bodies floating on the water that they displace ex-actly the same weight of water as their own weight, or in the case of ship the total weight of itself (outfit included), and if loaded, the cargo; hence, in the case of two ships of ex actly the same size (whatever the form may be), the hull of one of which weighs 100 tons less than the other, the lighter ship will carry 100 tons more cargo on the same displacement and with the same degree of safety as the other ship.

It is this that gives the iron ship its chief preference over a wood ship or its increased earnings proportionately to its size. The use of mate rials giving the greatest strength for the minimum weight, then is an ele-ment of the greatest importance to the ship builder, but particularly so to the owner, and measured by that standard, the yellow fir stands prominently ahead of all competitors, and for keelsons, ceiling, clamps, water-ways, beams,deeks and bottom plank, has no superior; for, in addition to the great strength of each individual piece used in the construction of a ship, the strength of the total con struction may be vastly increased by the diminished number of butts due to extra lengths of our Pacific coast timber.

There are, however, other parts of a ship for which other qualities than those possessed by yellow fir are de-sirable, for which there are several varleties of timber in use and found to give satisfactory results.

The best known of our native woods and most generally used, where a hard and close grain is desirable, as for stem, sternpost, rudder stock, windlass, bitts, etc., is the laurel, which on this coast attains a size entirely unknown elsewhere, but is unfortunately restricted in locality, and compared with the abundance of the

fir, in limited supply.

The superiority of the laurel, for such exterior parts as mentioned, is generally conceded, but some earlie experience of the government with the steamer Saginaw, built at Mare Island, of mixed timber (of which a portion was laurel) and the efforts of rebel officers to condemn the same in China, in the early part of the rebel lion, had a great influence in retarding a just appreciation of a timber that really has so much to commend it.

Laurel, however good it has proved for exterior work, has always been looked upon with much suspicion when enclosed in a ship's frame, or excluded from the air, and has rarely been used in such places, except in

are we chiefly to derive experience in Some fourteen years since, the U. S. Pensacola had large repairs at Mare Island navy yard, and I think has been most of the time since in the Pacific waters, returning to the At-

government vessels and from them

lantic in the early part of the present As is generally the case with a vessel returning from a long cruise, the Pensacola has been submitted to a thorough inspection and survey, during which a most thorough examina-tion was made by the removal of plank and boring of the ship from

end to end. The result of that survey is best giving by quoting the words of the U. S. Naval Constructor Hiehborn, who was on the survey, and who says she was found to be in the best condition I ever saw a vessel after a cruise. The laurel timber put into her at Mare Island fourteen years ago was in every way as sound as at that time, proving its superior quality, and all the planking, decking, etc., were perfectly sound. The ship reflects credit on California material and

workmanship."
Such testimony as this, with our local experience with these materials should establish for them a character worthy of their excellence, and if the competition of iron ships is destined to drive our wooden deep water flee from the ocean, we, on the Pacific coast, may yet console ourselves with the fact than we have not only the best, but the cheapest materials to maintain our coasting fleet.—Veritas,

in Com. News. Mrs Elizabeth Carnagie, 40 Spruc street, Toronto, Ontario, Canada, states that having suffered with a sprained wrist; at another time with pains in the side and sore throat, she was completely cured in each in-stance, by St. Jacobs Oil, the sover-

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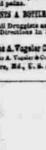


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