

THE EVENING NEWS.

Friday, November 3, 1900.

THE CHINESE WALL.

Discrepancies of Travelers Recounted.

Since writing my last letter from the tower of Peking, which was forwarded via Peking to Shanghai by the kind father Tuma, who was returning from his mission in Peking, I have received over the wire and through the latest outworks of the Chinese wall proper, as far as Suetchen, on the border of the desert of Kobi or Shamo, and through the aid of my kind friends, Mr. Chung Wo, who have collected much valuable information with regard to the object which led to the construction of these gigantic barriers, which, in defiance of modern engineering, still remain the great architectural wonders of the world, in comparison with which the pyramids and temples of Egypt are mere specks. This curtain wall varies in distance from the true wall from one mile to ten, and for engineering skill in the selection of points for defense, when we consider that the wall was the only means by which the northern border of the Chinese empire was protected, and its passage, it would have taken the judgment of a Tieleben to have found a better line of defense.

The material used for building the first or outer wall was kiln-burnt bricks, and its construction was evidently intended to cover the progress of the more substantial inner fortification of stone. According to the information derived from Father Ing Oo, a learned house, of the Buddhist Seminary, Jaan Foo, the construction of the first wall of brick occupied a period of eight hundred years, during which three million of workmen were constantly employed. Like the frontiers of America, they were obliged to combine the occupations of warrior, artisan, and probably agriculturist.

During its progress there were upwards of two thousand forays and diversions, which must have greatly retarded the work. The inner, or stone, fortification was commenced according to the best authenticated accounts, about eight hundred years before our era, and with its completion, the temporary outworks of brick were probably abandoned. The line is through a country incapable of producing enough to supply the wants of a garrison such as would be required for its defense. And the economy of the ancient Chinese Government required that the military organizations should be self-supporting—the soldiers off duty engaged in the cultivation of the soil, or such mechanical employments as were adapted to the wants of the army.

The existence of these two walls has led to the discrepancy in the relation of travelers. Some have stated that it is a structure of brick, in a ruinous condition; while others, through the empire on the south, that it is built of stone, and is a grand in its architectural design, and in a wonderful state of preservation, considering that it has withstood the assaults of time and the machinations of men to accomplish its destruction for at least two thousand five hundred years since the last stone was laid.—Ada California.

MATRIMONIAL CANDIDATES.

It is a custom at a Gaiety fair for all the marriageable girls to assemble and to tempt all-waiting wives, by their captivating charms, to be made more happy for life. There a French gentleman of the highest character, who was an eye-witness, and invited by a nobleman to go and see these girls. At twelve, o'clock precisely, we went, as directed to apart of the ground higher than the rest of the field, where we found from sixty to one hundred young women, well dressed, with good looks and good manners, and presenting a spectacle quite worthy of any civil man looking at—and in which, I can assure my readers, there was nothing to offend any civil or modest man's feelings. There were the marriageable girls of the country, who had come to show themselves on the occasion to the young men who wanted wives; and this was the plain and simple custom of the fair. I can plainly say that I saw in the custom no very great impropriety—it certainly did not imply that, though they were ready to be had, anybody could have them. It was not a Circassian slave market, where the richest purchaser could make his selection. They were in possession of their own minds, and they were not to be had for the asking. The refined society under various covers and pretences—at theatres, at ballrooms, at public exhibitions, I will say nothing about the churches—was done by these humble and unpretending people in this straightforward manner.

THE SOUTHERN SCORPION.—The scorpion is frequently found in Georgia, yet it is not abundant. It is a little venomous reptile, about an inch and a half to two inches in length, of a brown color, and in general appearance somewhat resembling a small crayfish, except the tail, which, instead of being flat, is armed with a horny spear and with which it is very powerful and painful, although I have never known it to prove fatal. As their abdomen is generally under a long, narrow, and sometimes stung in the hand by them; the hand and arm swell up rapidly and become much inflamed, and the victim is laid up for two or three weeks and may slowly recover.

Its habits are the most interesting part, however. The female, after being impregnated by the male, kills and eats him up, she then lays her eggs and incubates them upon her own back, where they are hatched; she then turns her tail over her back and stings all to death she can reach; a portion of her brood, however, usually escape; those that are killed, the mother devours when they fall. The young that escape death, as they increase in strength and age, begin to devour the mother, by eating into her back and vitals and finally kill her.—Continued on page 2.

Fifteen years ago there were eighteen stage lines in New York city; now there are only six. Nearly four hundred stages have disappeared from the city streets.

CHICAGO NORTH WESTERN RAILWAY.

Shortest Line Between Omaha and Chicago.

The Old Established Line.

Fast Trains and Sure Connections.

The only line running the celebrated

PULLMAN PALACE SLEEPING CARS

BETWEEN OMAHA & CHICAGO.

TWO DAILY TRAINS

In connection with Trains on

UNION PACIFIC RAILROAD,

And make sure connections at Chicago

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EASTERN AND SOUTHERN ROADS.

For Through Tickets and all information in

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Connelley, Agent, Omaha, Lake City, or of

Agents at Union Pacific Road.

W. E. STROUD,

Ticket Agent, Council Bluffs & Omaha.

H. P. STANWOOD, Ticket Agent, Omaha.

G. L. DUNLAP, Ticket Agent, Omaha.

Omaha, Neb., and Chicago, Ill.

My statement of the CURTIS "Premium

Model" and learning to use them, which

can be done in a very short time, any lady

will be enabled to cut out all kinds of garments

worn by males or females, adults or children.

There may be other models in the territory

by which ladies' dresses can be cut, but the

only ones that will do as above stated, and

abundance of unquestionable testimony can

be given that they will do all that is promised.

Female Relief Societies will find these Models

of great service, enabling all, however ignorant

of the art of cutting out, previously, to insure a

perfect fit in every style of garment required.

See Book No. 1, of the Curtis Model, L. C. City,

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