

NOTES AND COMMENTS

THE total tonnage of war ships launched during last year by the four most active naval powers was: France, 52,188 tons; the United States, 40,060; Great Britain, 28,920; Russia, 17,826.

A WOMAN'S plea to be appointed postmaster of her town is, in the opinion of the Hartford Journal, the most unique yet presented. She most unique because she cannot write a living writing poetry. If this is a good plea the Journal opines there will not be enough post-offices to go round.

OIL has been struck in Somerset, England. Complaint was made about the water taken for drinking purposes from a spring, and investigations showed the presence of petroleum. The discovery may have great commercial importance, and investigations to determine whether the oil exists in paying quantity are being made.

WILLIAM HOSEA BALLOU has addressed a letter to the Secretary of the Interior saying that thousands of elk are coming down from the deep snows of the Rocky Mountains into the Shoshone Reservation and other lands owned by the United States; that these animals are subjects of indiscriminate slaughter by savages and settlers, and asking that the Government interfere to protect them.

WOMEN in medicine are steadily adding to the honors of their sex. Recently Miss Aldrich Blake, a student of the London School of Medicine for Women, went up to the London University to take her Bachelor of Surgery examinations and passed third in honors, qualifying for a gold medal and touching the highest point any woman has yet reached in the science. Miss Blake enjoyed a very dignified position in the Royal Free Hospital as assistant anaesthetist. She is now resident medical officer in the Woman's New Hospital.

AMONG the famous military schools of Europe there is none more popular for foreigners than the French school at St. Cyr. During the last twenty years more than 100 foreign cadets are said to have received instruction there, among them being twelve Americans. At present the countries represented are: Turkey, Japan, Romania, Paraguay, Haiti, Burma, Montenegro, the Argentine Confederation, Peru, Serbia, Greece, Persia, Switzerland, Belgium, Spain and England. Indeed, every country may be said to be represented there, with the solitary but natural exception of Germany.

The elaborate provision for public schools is a striking characteristic of State and Territorial legislation in the far West. North Dakota estimates the ultimate amount of her school fund at somewhere between \$30,000,000 and \$40,000,000. Oregon's school fund is now \$2,500,000. Idaho's school lands are worth nearly \$7,000,000. Kansas holds nearly \$7,000,000 in bonds for the benefit of her public schools. Missouri holds between \$4,000,000 and \$5,000,000 for her schools. Oklahoma will one day have a large school fund, and half a dozen other Western States and Territories have many millions invested for the benefit of such funds.

LEPERS are very plentiful in Jamaica, and they mix with the people without let or hindrance, plying all manner of trades and vocations, even to selling fruit and cakes on the public streets, and keeping butcher shops and bakeries. The government has provided a leper hospital at Spanish Town, which ordinarily shelters a hundred or more lepers. But there is no restriction on their coming and going as they please. Leprosy is fearfully rife throughout the West Indies and in many parts of Central and South America, and the authorities in almost all the various countries are lax in the exercise of control over the sufferers from the disease, and it is allowed to be spread unhindered.

BLUEFIELDS, on the Mosquito coast, whether the Kearsage was steering when she finally laid her bones on Boncaud, is well known to the United States navy. Our ships have visited the place before upon one errand or another. Not far from Bluefields are the Caru Islands, little and Great, over which the United States Government periodically exercises some such jurisdiction as that over the island of Navassa. There are guano deposits on one or both of the Caru Islands, and they are worked by American capital. When there is disturbance or serious threat of disturbance some vessel of the home station is likely to be sent to look after the peace of the islands. It was probably the Kearsage herself that posted from Hayti to these islands some years ago on just such an errand.

An interesting report has been issued by the Agricultural Department in this country during the last half century. From that it appears that fifty years ago farm wages averaged about \$50 a month with board. By

the horse average had been raised to a range between \$10 and \$15 being common in the East, while, with the withdrawal of many for service in the war, in 1866, it was as high as \$17 1/2. From that figure the average dropped to \$10 1/2 for 1879, rose again to \$12 1/2 in 1882. In 1885 it was estimated at \$12 1/2, and at the beginning of the present year at \$12 1/2. The statistics do not take into account the fluctuation in the purchasing power of the currency at the time of the war. Since the resumption of specie payment in 1879 farm wages have increased twenty per cent, and they are almost twice as great as they were fifty years ago. According to the report there is a scarcity of farm labor in the East, especially in New England.

Those who go down to the sea in ships are finding the task of steering their vessels made more difficult with the advance of civilization, asserts the Argonaut. From the lakes come tales of a vessel being cast away and a twenty-thousand-dollar cargo lost through the influence exerted on the compass by the steel joints and springs in the navigator's artificial leg, and of another compass bewitched by the corset-steels of two ladies, which had been magnetized during a visit to the engine-room, where there was a powerful dynamo in operation. More thrilling is the story of a great liner's recent experience on the icy Atlantic. During her last trip from Bremen, the North German Lloyd steamship Dresden, a big emigrant and cargo carrier, broke her steam steering-gear. Within fifteen minutes the old-fashioned steering-wheel was connected; but it took a quarter-master and three able-bodied seamen to work it. Frosty seas had tumbled aboard and coated the Dresden's decks with six inches of ice. The helmsmen were all in south-westerns, as the spray and wave crests came aboard frequently and clad them in icy armor. Steering a steamship of 4,796 tons by hand is somewhat of a task. Flesh and blood could not bear more than an hour the frightful strain on the wheel, with hail and snow beating in the faces of the helmsmen. So, at the end of the first hour, another quarter-master, with three men, took the trick for the next hour, and relinquished the job, with numb fingers and racked joints, to another quartet of hardy Germans. Every man, while he was on duty at the wheel, had a line around his waist to save him from being swept away should a sea topple over the quarter. The ship was steered in this manner for two days until she reached New York.

This is the age of great engineering projects. The magnificent idea of reviving English industry by cutting a thirty-six-mile canal, and thus making a seaport of Manchester, has just been successfully carried out, and the harnessing of a portion of Niagara Falls for the supply of light and power to a large section of surrounding country will soon be an accomplished fact. An enterprise that compares favorably with these gigantic undertakings in originality and daring is now on foot. It is proposed to use the tidal currents of the Irish sea for the generation of electricity by joining Great Britain and Ireland and building power houses on the isthmus. Two power houses would meet all requirements, one for supplying the Scotch side, the other for the Irish side, and a railroad would run along the isthmus from Cantire to Antrim, the respective points at which the junction with the main land would be made. The gulf stream flows in a continuous current from the North sea into the Irish sea in volumes of water estimated at many cubic miles daily, and the utilization of as much as would test the capacity of the two power houses would enable power and lighting to be supplied to the districts on both sides of the channel for hundreds of miles around. The waterway between the headland of Cantire in Scotland and Tor-head in Ireland, on the proposed line of junction, is fifteen miles wide and 474 feet deep at midcurrent, but much shallower toward either shore. The high bluffs of Cantire and the still higher land on the Irish side—from 900 to 1,200 feet high—offer facilities for gravitating the materials requisite for the formation of the isthmus. The superficial extent of land required to form the isthmus would be a little more than a square mile of the average width and depth of 100 yards. The cost of creating this junction would be about \$10,000,000, and it would occupy about three years.

A Docked Horse.

"There is as pretty an animal of his class as can be found—if he was all there. I hope that there will come a time when the Legislature of the State of New York, and for that matter, of every State in the Union, will pass a law making it a penal offence for any one to disfigure his horse in this most brutal way. It pleases, perhaps, about a couple of hundred of Angliomaniacs who drive in Central Park, and displeases the humane and patriotic sentiment of 80,000,000 of the American people."—Pro. Gleason.

The Trotter of the Future. "The horse breeder of the future," said Mr. Bonner, recently, "in order to make money must have nothing but the very best material to begin with. There never was a time when good trotters—I mean first-class trotters—were worth more money than they are to-day, and there never was a time when ordinary ones were so low in price. In my judgment, the situation will not change to any appreciable extent. The stars will bring as much money next year and the year after, but poor ones will sell lower and lower.

There will always be strong competition for the cream of the market between those who have a fondness for the trotter and the money to gratify it. In years gone by, say when Flora Temple was at her best, trotters were largely accidents, but to-day, with breeding farms at every crossroads, the business is becoming so systematic that in a short time 2:10 trotters will be as common as 2:20 performers are to-day. Dexter was an accident. He was not bred to break records, and sold, when four years old, for \$450. People knew little or nothing at that time about popular strains and about the blood that produced the best results. All that is systematized now, and the breed is bound to keep on improving, which improvement will be manifestly aided by the newer and better courses and the improved vehicles to which horses are driven. Horses that can trot in 2:30 or 2:40 will be cheap, because they will be common. I think the outlook is good for those who breed nothing but the best.

Man's Fall.

Since the original fall of man we have had some signal examples of great falls—not to include Niagara or the immense falls in values which the times have brought about—in the nature of accidents which waylay men at all times. One such is that of Mr. George W. Lord, Olanta, Pa., who says he fell down stairs and suffered four weeks with a sprained back. The use of St. Jacobs Oil completely cured him. Mr. G. Rosler, 609 S. 17th St., Omaha, Neb., relates that he jumped from his engine in collision and sustained a very bad sprain to his ankle; he had to use a cast for weeks, but was finally cured by St. Jacobs Oil. Never fall out with so good a thing.

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Sparrows as Irish Nightingales.

If a man was obliged to go out and sell English sparrows as nightingales he would find his job a hard one and his sales small. Adolph Vogelhanger, however, appears to have adopted the business from choice and to be making a success at it. Frederick Kaempfer, the Madison street bird man, says that he has had about 200 complaints about Vogelhanger, who represents himself to be an employee of Kaempfer. Vogelhanger carries a large cage with him full of sparrows, and gets anywhere from \$5 to \$10 apiece for them. He tells purchasers who appear dubious about the birds that it is all right; that the birds are molting, and will prove perfect orchestra's when they get through. Mrs. M. J. Klich paid him \$7 Monday for an Irish nightingale and Mr. Klich solemnly restored it to liberty in the gutter. Then he went down to get an explanation from Mr. Kaempfer, got it, and went home a very angry man.—[Chicago Journal.

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The Inn of Death.

In Brussels there is now a restaurant entitled the Cafe de la Mort, the walls of the subterranean chamber being hung with paintings of skulls, skeletons and cross-boxes. The chairs are stools, the tables coffins, and the beverage, which costs six cents a glass, is called "microbes." A performance takes place nightly in an adjoining vault. On the black curtain rising a man is disclosed standing upright in a coffin. As the assemblage watches, his white bones are gradually seen to shine forth through his clothes until he becomes a grizzly skeleton. A death certificate is then presented to the principal actor in this optical illusion, and the performance closes.—New York Tribune.

New Scheme of Weather Prophecy.

Dr. Zergler, a German scientist, thinks that it may be possible to forecast the weather by taking photographs of the sun's disk. He says that circular or elliptical halos round the orb of day indicate violent storms, especially if the halos are dark in tint or of a large diameter. Lightning and magnetic disturbances may also be expected from these signs.—[New York Tribune.

The largest single arch in a stone bridge is that over the Rialto, at Venice.

CURES OTHERS

Mrs. J. H. LANSING, of South Glen Falls, Saratoga County, N. Y., writes: "After my third child was born, I barely gained strength enough in two year's time, so as to be able to crawl about to accomplish the little house work that I had to do, and that only by lying down to rest many times each day; had sick headache very often, many pains and aches all the time. After I had taken one bottle of your 'Favorite Prescription' I could see a great change in my strength and less sick headache. Continued taking the medicine until I had taken seven bottles of the 'Favorite' and one of the 'Medical Discovery.' I am now able to do housework for myself and husband and two children aged nine and five. I also take dressmaking and enjoy walking a mile at a time, when I can have the time to do so. And I am sure it is all due to Dr. Pierce's Favorite Prescription as I know I was falling fast before I commenced to take it. Sold by medicine dealers everywhere."

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