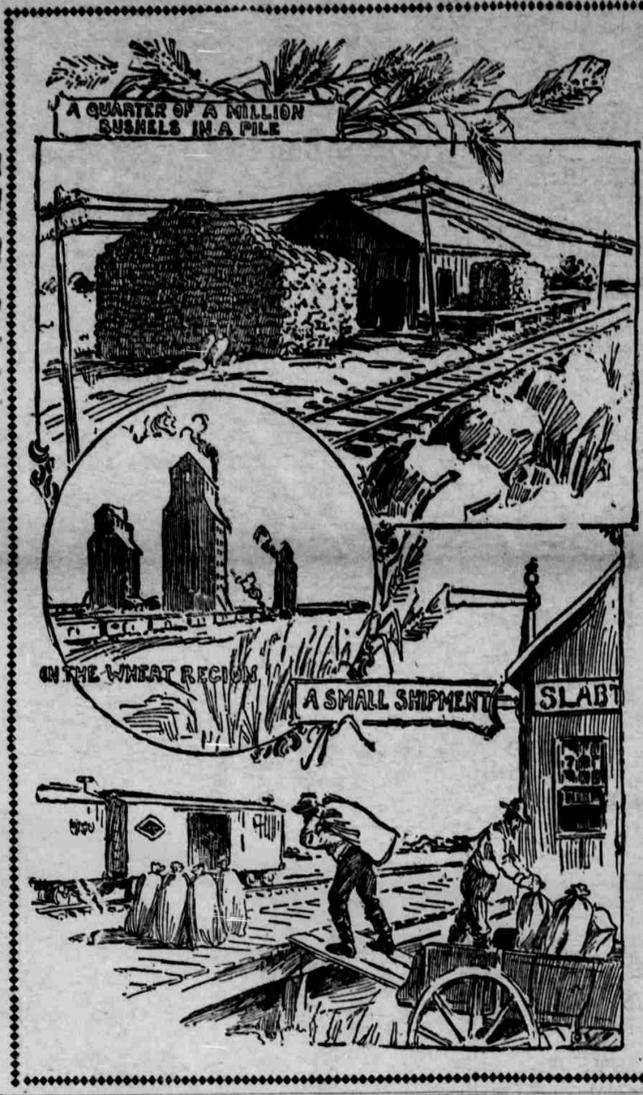


SCENES IN THE WHEAT COUNTRY.



age capacity of from 100,000 to 2,500,000 bushels, some of them built of steel, operated by electricity from Niagara Falls, protected from fire by pneumatic water systems, and having complete machinery for cleaning, drying and scouring the wheat, when that is necessary.

The elevators are provided with so-called "legs," long spouts, containing moving bucket-belts, which are lowered into the hold of a grain-laden vessel. Here the wheat is shoveled by grimy workmen, falling in a cloud of dust, into the pathway of huge steam fans, which, in turn, draw the yellow load to the ends of the "legs," where the buckets seize it and carry it upwards into the elevator, and distribute it among the various bins. A cargo of 180,000 bushels can thus be unloaded in a few hours, while legs on the other side of the elevator will unload, in an hour fill a canal boat.

The cost of all these operations has been reduced to a ridiculously low figure—the entire work of unloading, storing and reloading rarely adding more than one cent to the price of a bushel of wheat.

Carriage to Seaboard.

The transportation of wheat from the West to the seaboard is a business of almost inconceivable magnitude. It involves millions of dollars a year to railroad and ship owners, and during the rush season of the late fall, so great is the demand for transportation that shippers find difficulty in obtaining enough cars and vessels.

Most of the wheat of the North goes by way of the lakes, though the South Sea States' canal to Buffalo, where it is stopped by rail or canal to New York, Boston, Baltimore and Philadelphia.

Few appreciate the magnitude of the lake shipping interests, which have been developed to a considerable extent by the transportation of wheat. The United States is the second port in the United States in point of tonnage, being exceeded only by New York. The Saint Ste. Marie Canal passes two and a half times as much tonnage in eight months as the Suez Canal passes in a full year. Lake shipping furms, moreover, the cheapest transportation in the world, the cost being approximately three-quarters of a mill per ton per mile.

Some of the greater lake vessels carry enormous cargoes—up to 250,000 bushels of wheat in a single load. Without comparison, it is difficult to form any conception of the immensity of the cargo of the *St. Louis*. In Duluth, 700 bushels are estimated as a carload. At that rate, a cargo of 252,000 bushels, which has actually been transported from Duluth to Buffalo, would fill 360 cars, or nine trains of forty cars each. At fifteen bushels to the acre, this cargo would represent the yield of 18,800 acres of 100 acres is looked upon as a large one. It would take 105 farms to raise enough wheat to furnish this one cargo.

Until recently New York had the lion's share of the wheat export business; but lately Boston, Baltimore, Philadelphia, New Orleans, Galveston and Montreal have been large exporters. For the fiscal year 1896 New York took only 28.8 per cent, while New Orleans and Galveston had 10.9 per cent, each, Boston 12, Baltimore 9.4, and Philadelphia 6 per cent, the remainder being scattered between Montreal, Portland, Norfolk and Newport News.

To quote again from Mr. Baker, the average yield of wheat per acre is gradually creeping up. In 1880 it was only 11.1 bushels to the acre; in 1895 it was 13.7 bushels; while in 1898 it had reached 15.3 bushels. By the use of machinery and the use of many rates of fertilizer for supplies, the farmer can produce a larger yield more cheaply than ever before, so that, although the farm prices for wheat do not average higher from year to year, the farmer's profits are larger.

KISSES ARE HIGHLY PRIZED.

Kansas schoolmas'ams Distributed Thus as Rewards of Merit.

In Nemaha County, Kansas, Miss Millie Daniels, who is described as unusually handsome, has adopted a novel means of rewarding the faithful and well-behaved among her pupils, and her plan has been approved by the board of trustees, who have engaged her for another year. Miss Daniels, who is a student without being tardy or absent, kisses that student, whether male or female, if the student is tardy only once she allows that student to kiss her. All students who disobey this standard are ruled out of the kissing match. The kisses are given and taken every Friday afternoon. Needless to say the young men do not play "hooky" on that day.

There are sixty-five pupils at the Wilson district school. Four years ago, Miss Daniels went there from Illinois. She was a good teacher, but the students, mostly boys, were hopeless victims of the "hooky" habit. Try she would keep them in school regularly, she arranged a list of prizes to those who attended regularly, but they held no attractions for the country boys.

Then she consulted with the school board on the kissing question. They were willing if she cared to experiment that way. Some of the school board add among themselves if she did adopt the plan they believed they would like to be kissed. So two years ago she adopted the scheme, and it has worked well ever since. Speaking of her unique experience Miss Daniels said:

"I do not think I am doing anything wrong in allowing my young men students to kiss me for good behavior. Indeed, I think it is a great reform or I should not practice it. My pupils all respect me. I have a good attendance. The patrons of the district like me, for haven't I been given more than two years' job. I do not mind criticism from outsiders; my thoughts are about my school."

QUEER KAFFIR NICKNAMES.

They Are Generally Based on Some Distinguishing Peculiarities.

Approved of Major General Henderson's sobriquet, "Hilda Pant," literally meaning "to stay below," bestowed upon him by the Zulus, it may be mentioned that the natives of South Africa are peculiarly happy in their bestowal of names upon persons and places, generally based on some salient peculiarity in the case of places and some physical defect or virtue in the case of persons.

"B.P." in the Matabele campaign, was further christened "Impoo," or the wolf, by the Kaffirs, on account of the fact that he used to steal over the veldt at dusk. The late Sir Theophilus Shepstone, while British diplomatic agent at Fort Peddie, in the Cape Colony, acquired the name of "M-sontse," or the hunter, a title by which he was ever afterward known in South Africa. The late Bishop Colenso, whose affection for and deep interest in the Zulus is well known, was designated by them as "M-sabantu," father of the people. John W. Shepstone, son of Sir Theophilus and for many years judge of the Natal native high court, is called by his legal subjects "Mr. John." The attorney general of the colony apparently strikes awe into the native breast, as do certain other heads of departments, who, from the fact of their occupying private rooms remote from the clerks, are designated "kosi ka Pakati" or the inner chamber.

A tall, thin young man, "M-sabantu" was known to his black servants as "M-sabantu," meaning the goodly sapling, and a man who was left-handed in most things was promptly distinguished as "Neele," or the left-hander.—Pall Mall Gazette.

PHILOSOPHY OF AN OLD SALT.

Tells a Party of Boys Why Some Birds Commit Suicide.

While hunting for birds nests recently in a change of virgin forest that rises to the shore at Edgewater a party of high school pupils discovered a dead woodpecker hanging head downward from the limbless side of a tall tree. Its legs did not seem attached to anything, but on closer scrutiny a particularly fine-spun, though very strong, silvery web was found entangling the tiny bird's claws.

The youths had not concluded their speculations as to "the how and the why" of the bird's and when a well-worn sailor of the type of Coleridge's "ancient mariner" arose from a mist out of the lake and, approaching the scene of the discovery, gave a curious explanation of the puzzle the students were resolving in their minds. "The sailor said as follows:

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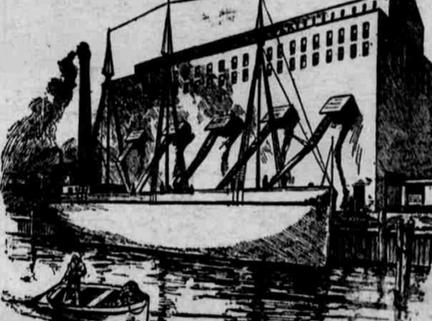
RUSSIAN DISLIKE OF TUNNELS.

Remarkable Statement by an American Railway Inspector.

There are naturally a number of sweeping curves through the Ural, but all tunneling has been avoided. The writer did not see a single tunnel in the Ural Range. It is a remarkable fact that during the transiberian railway inspection the writer did not observe a tunnel anywhere, and even after consulting the Russian atlas he could not find a single tunnel. The Ural Range had been covered before he saw his first tunnel. This was near Tyfa, not far from the illustrious Tolstoy's home; and it was while responding to a prearranged invitation from the grands (Russes) that the writer came across this, the first tunnel north of Moscow.

A Russian railway engineer would sooner blow up a small mountain than make a tunnel, leaving a yawning chasm between the rocks, with two "streaks of rust" at the bottom thereof as a souvenir of his activity. Or, if he finds that, after going to the mountain, the mountain is not likely to yield to him, his instinct is to circumvent it by a long detour. Anything to avoid it. The primary aversion to tunnels in Russia is not alone their first cost, but their subsequent cost; for tunnels, like houses, always have "something the matter with them."

LAKE VESSELS LOADING AT A CHICAGO ELEVATOR.



The doctors in their report considered it possible to free any town infested with mosquitoes by this means, provided the place is not too unfavorably situated. It is an economical remedy, costing only about \$250 a year for a town possessing a population of about 50,000 inhabitants.

Nervy Fraud on a Bank.

An impudent fraud was perpetrated upon an English bank by one of its customers, who opened an account with some few hundreds of pounds. The man, after a few weeks, drew two checks, each within a pound or so of his balance, and, selecting a busy day, presented himself at one end of the counter while an accomplice, when he saw that his friends checks had been cashed, immediately presented his own to a cashier at the other end. Both cashiers referred the checks to the ledger clerk, who, thinking the same cashier had asked him twice, said "right" to both checks. The thieves were never caught.

ERRATIPATION.

It is said that a large number of wealthy Americans are thinking of settling permanently in Great Britain.

An unfortunate characteristic of a girl is that if two girls have been faithful friends for fifteen years, a young man they have known but ten days can make trouble between them.

Science and Invention

The director of the Paris Observatory states that the map of the heavens on which work has been progressing for nearly ten years is nearly completed. It will show nearly thirty million stars down to the fourteenth magnitude.

Frank M. Chapman, in speaking of the migration of birds, says the birds which do not fear attack may migrate boldly in the daytime, but the timid birds of the forest wait until dark, then mount high in the air, and fly in large numbers, keeping in touch with their fellows by constant calling.

The Pacific Submarine Telegraph Survey, aboard the steamer *Albatross*, has taken the deepest cast and registered the two deepest temperatures ever recorded. The depths are 5,100 and 5,200 fathoms, and the temperatures are 36.9 degrees at 5,070 fathoms and thirty six degrees at 5,101 fathoms.

The new double telescope of the Potsdam Observatory was recently dedicated. It consists of two very large telescopes arranged side by side on one mounting. The larger, of 32 inches aperture and 30.4 feet focal length, is for photographic use; the other, of 20 inches aperture and 41.2 feet focal length, is for visual observation. The primary object of this telescope is to measure, with all possible accuracy, the velocity of stars that are approaching or receding from the earth.

The California Mineralogical Association has published a treatise on the mineral wealth of that State which brings out some facts that are not generally known. Gold, of course, holds the lead, but it will probably surprise many to learn that the value of the quicksilver annually produced in California is 50 per cent greater than that of the silver found there, and that even the petroleum output of the State exceeds the silver production in value. Copper and borax rank among the important minerals of California.

The filtration of the water supply of cities by means of sand filter-beds, or mechanical contrivances, has rapidly advanced in this country during the past ten years; but it is far more general in Great Britain than here. Allen Hazen, an authority on sanitary engineering, avers that the fact is fully established that the death-rate from typhoid fever is materially lowered by the filtration of the water supply. In Great Britain, cities containing an aggregate population of more than 10,000,000 people use a sand filter, and the result, it is claimed, is shown in London's freedom from typhoid. In this country only one-tenth of the towns and cities have filtered water.

The discovery of the part played by infected rats in the dissemination of the bubonic plague has led to a new interpretation of a passage in the First Book of Samuel, describing a fatal sickness which affected the Philistines after they carried off the Hebrew Ark of the Covenant. Mice are mentioned in connection with the epidemic, and this fact, together with the description of the effects of the disease, leads Doctors Tidwell and Dick of the Royal Society of New South Wales to the conclusion that the epidemic described in Samuel was an outbreak of the bubonic plague. This carries the history of that disease 800 years farther back than it had previously been recorded.

GENESIS OF GLASS WINDOWS.

They Were Not Used in Dwellings Till Long After Their Discovery.

The method of preparing glass was known long before it was thought of making windows of it. Rich people in Rome had their windows, or the opening of their baths, filled with mica or transparent stone. It is supposed that glass was first used for windows during the reign of Titus, fragments of glass plate having been found at Pompeii, which was destroyed in his reign, but the first certain mention of this use of glass is found in writings of the third century. St. Jerome also speaks of it as used A. D. 422. Benedict Bishop introduced glass windows in Britain A. D. 674, though they may have previously been brought in by the Romans.

The oldest glass windows at present existing are of the twelfth century and are in the church of St. Denis. They appear to have been preserved as part of the old church, which was erected before the year 1140 by the Abbot Suger, a favorite of Louis le Gros. Suger had a chapel gilded with mosaic and with the glass to give it a blue tint. A writer of the period accounted it one of the most striking instances of genius which he met in Vienna in 1458 that most of the houses had glass windows. Another authority, Pellican, says that in his time (1600) round glass windows were set in the windows of Italy, and we find that in France there were glass windows in all the churches in the sixteenth century, though there were few in dwelling houses. The manufacture of window glass in England was begun in Crutched Friars, London, early in the sixteenth century.

THE SOUTH'S SMALL FEET.

Shorter Than Northern Feet and with More Arched Instep.

There is no doubt a marked difference, said the manufacturer to the New Orleans Times-Democrat man, "in the size and shape of the average foot north and south of Mason and Dixon's line. A great deal of nonsense has been written about the so-called 'crescent last,' but the shoe best adapted to the Southern foot does not possess a curve to begin with, and has a much higher instep. The difference in the instep varies from one-half to one and a half inches, which is equivalent to saying that a man with a typical Southern foot could not get into a shoe made on a typical Northern last. The crescent curve cuts less of a figure in the trade now than it did formerly, for two reasons: First, people wear looser footgear at present than they used to, and the distinctive points are not so noticeable, and, second, an immense number of Northern folk have come into the South and the local manufacturers cater to their patronage with a considerable percentage of the factory output. But the native Southern customer still calls for a short, high-arched shoe.

"In the old days every Southern gentleman had his boots and shoes made to order and the impression is even now pretty general that no factory-made article can possibly be as good as the hand-built wares turned out by the antebellum craftsman. That is a great mistake. A high-class machine-made shoe is better than anything produced by hand, for the simple reason that the stitching is absolutely uniform throughout. In hand work as two

stitches are of exactly the same tension, but on the machine they are as like as so many peas. The result of this uniformity is that the shoe holds its shape better and lasts longer. That is one point out of many. The only question is that of being fitted, and last-making has been reduced to such an exact science that there is no difficulty with any foot not absolutely deformed."

ONESOME AMONG GHOSTS.

Traveling Men Often Feel Want of Companionship in Miraculous Places.

"There are many degrees of loneliness," reflectively remarked a grizzled commercial traveler, "but there is one that when I used to experience it hit me worst of all. I tell you," continued the man of mileage books and sample trunks. "It is the sensation that comes over a man, especially a young man, when he is on the way to a new place, or a great city for the first time. It generally strikes him as the outskirts of the city are reached and the twinkling electric lamps begin to come into view. As the train gets nearer the center of the city and the lights multiply tenfold the sensation increases almost in like proportion, but it doesn't get in the center of the big station and the passengers begin to disembark.

"Here is where the newcomer feels indeed that he is a stranger in a strange land. Say the trainload numbers 300 or 400 passengers. It seems to him that every other man and woman has some friend or relative to meet him, or else knows exactly where to go to meet friends and acquaintances, and how to get there quickest. As for himself, he may know the name of the hotel at which he intends to stop, but he has never seen it and he hasn't the slightest idea in what direction to go to reach it. He has to turn to a policeman for directions as to its location or to a hackman to haul him there. If any man ever thinks of his home town, where he knows everybody and everybody knows him, where he can go about blindfolded almost as well as with his eyes open, he thinks of it then. And, in his mind's eye, he wishes himself back there."

LAW AS INTERPRETED.

Statute to license and regulate the business of commission merchants, or persons selling agricultural products and farm produce on commission, is held, in State ex rel. Beck vs. Wagener (Mich.), 46 L. R. A. 442, to be a valid exercise of the police power, and not an infringement of the constitutional rights of such merchants.

A statute making it unlawful to work more than eight hours per day in mines or smelters is held, in Morgan (Colo.), 47 L. R. A. 52, to be in violation of constitutional guarantees of liberty and the right to acquire, possess and protect property, notwithstanding a decision of the Supreme Court of the United States holding that the Federal Constitution was not violated by such a statute.

Service on a person of a notice of suit against him in another State, made only five days before he is required to appear, and when it would take four days of constant traveling to reach the court, giving him but one day, and that Sunday, to prepare for the trip, without any allowance for accidental delays, is held by the Supreme Court of the United States in *Holler vs. Holly*, U. S. Adv. Sheets, 410, insufficient to constitute reasonable notice or due process of law, though the suit is for the foreclosure of a lien upon land within the jurisdiction of the court.

QUER STORIES

The British empire is forty times larger than the German empire and sixteen times larger than all the French dominions.

Ostriches are often unruly, and when they are shipped each of them has a lady's stocking drawn over the head and neck, and in that condition they can be led like lambs.

To the Academy of Sciences (Paris), M. Hatell reported that when the heart of animals has ceased to beat for a quarter of an hour, it has been reanimated by abdominal massage.

There are a number of deep places in the Hudson, as every one is aware, but few know that spots ranging from a depth of twenty to twenty-four fathoms are frequently met with south of the Highlands.

There are 6,700,000 volumes in the libraries of the American colleges and universities, but in the Harvard library there are five hundred thousand volumes, Chicago 350,000, Columbia 275,000, and Cornell 225,000.

Because of the multiplication of governments in Chicago due to the existence of seven townships in Cook County the per cent. cost of collecting taxes is 6.66 as compared with .57 in New York proper, .47 in St. Paul and 1.12 in Boston.

In order to facilitate traffic along the shores of the Dead Sea it has been decided to establish regular intercourse by means of small steamers, and the first steamer has been purchased. It will certainly be a shock to many to hear of a steamer on this historic body of water.

In olden days, when tea was a rare and precious luxury, silver strainers were used, into which the exhausted leaves were placed, which they had been well watered and drained. They were afterward eaten with sugar on bread and butter. This fact is recorded by Sir Walter Scott in "St. Ronan's Well."

From a lecture delivered in the Sorbonne by M. Mangin, it would appear that Paris possesses about eighty thousand trees in the streets and public places. There are twenty-six thousand plane trees, seventeen thousand chestnuts and fifteen thousand elms, the remainder consisting of sycamores, maples, lindens, etc. Apparently, there is only one oak and one mulberry.

THE BURNING QUESTION.

We're kind of on the anxious seat just now in our town—

We're soon to be puffed up with pride or sadly beaten down.

There's some talk of Republicans and some of New Democrats.

And each crowd wants its man to win who's election comes, but that's not what we're thinkin' most about—the thing we'd like to know is whether the figures gathered by the census men'll show.

For we've done a lot of bustin' and we'll all be pretty sick Unless our town is bigger than the town across the creek.

We've had our arguments about the Briton and the Boer.

We've wrangled and we've jangled, but we're real set on this.

We've split up on expansion and discussed the Philippines.

And we've had a lot of talk about the New Orleans, but to march in the Orient requires men of leisure, who are scarce. One cannot sail around without companions with whom to while away the time. The qualities that compose companionship that will stand wear and tear are difficult to find. We have agencies for about everything in this kind of the free world there are so few really free. Why not have agencies for the supplying of desirable guests?

Confused.

A certain liverman who is slow to take up modern improvements has been timid about using the telephone, which only recently became a part of his establishment. He is so awkward in communicating with people telephonically that he never answers the ring or "calls up" unless absolute necessity requires. This necessity came the other day when there was no one in the office but himself. Going to the telephone, he rang up a grain and hay dealer and bawled: "Being down some hay."

"Who is it?" inquired the dealer.

"What's that?" was the nervous response of the liverman.

"I said who is the hay for. How can I send hay unless I know who it is for?"

"Why," was the curt answer, "it's for the horses of course. You didn't suppose I eat hay, did you?"

"The hay did not come that day.—Detroit Free Press.

Wearing of Men's Attire by Women.

In France women are allowed to wear men's attire, but they must pay for the privilege. The amount of the tax which a woman pays for wearing masculine garb is about \$10 a year; but she willingness to pay tax does not have her the right to wear those garments. As a matter of fact the right is conferred by the government as a tribute of great merit.

Every year, as a man's rheumatism becomes worse, it seems to take longer for spring to come.

London's Underground Railways.

It cost \$1,500,000 per mile to build the underground railways of London. Just before the moon reaches her last quarter she looks like 30 cents.

MOVING THE WHEAT CROP.

A Gigantic Industry Employing Millions of Capital and Countless Hands.

At the present time the quantity of wheat which is sent abroad from the United States and Canada annually is about 250,000,000. Yet this, large as it is, will certainly be more than doubled within the next ten years.

Sir William Crookes, the distinguished president of the British Association for the Advancement of Science, writing recently of the proportion between wheat production and wheat consumption, ventured to name the year 1910 as a date when the world's bread-eaters would require for more wheat than the world's farmers could produce. This may be an overestimate, yet the statistics from which such prophecies are drawn show how very closely the consumer reads upon the heels of the producer, and how imperative is the necessity of distributing the crop—grown perhaps half a world away from the centers of consumption—as soon as it is shaken from the threshers in a million fields, in order that every white man shall have his loaf, and here it is before his last supply has run out.

Great Britain eats her entire wheat crop in about thirteen weeks, and then she must be supplied immediately with the products of America or Central Russia or India, or else she must suffer. If the United Kingdom be completely blockaded, say by the ships of allied Europe, her population would probably be totally extinguished by starvation within three months. The like is true of every country in western Europe, although in some of them actual starvation could be much longer retarded.

Generally speaking, the vast diets of wheat sent to the east and north—from the emigrant farmers on the edge of civilization to the cities of the old countries; from the American continent, Chili, and Argentina to Europe. There are lesser diets to the west and south, as from California to China, from Russia and India to England, from the United States to Brazil.

A few years may make a great many changes in these diets. The rice-eating Chinaman has tasted the food of the white man and he finds it more palatable than the present world's crop and still so hungry. Siberia, opened by the Russian railroad, may yet be one of the greatest wheat-producing countries. Australia has been farmed only around its fringes.

When a European thinks of food he thinks in terms of wheat. He is the greatest of bread-eaters. Yet in the best of years Europe never produces enough, even including the crops from the vast fields of Russia, to supply her own needs. She is therefore completely dependent on the United States, Canada, India, Australia and Argentine.

Progressive Wheat Growers.

The American and Canadian farmer, and particularly the Northwestern wheat farmer, who ploughs and reaps and threshes by machinery without so much as touching his product with his hands, is becoming precinously a man of business. The Governments have supplied colleges for educating him, and they send him regular bulletins explaining the results of long-continued experiments conducted by the Department of Agriculture. He is a wide reader, sometimes a thinker, and always a politician. Every morning during the days of harvest he receives the reports of the Board of Trade or the Chamber of Commerce where his wheat is likely to be sold. He has also on his desk daily prices and a general advisory letter from his commission men.

The primary movement of wheat is the natural flow to the local flour mill, where it is ground to feed the farmer's family, and toward the granary, where it is stored up for seed. The proportion of wheat thus actually retained

As a consequence, the State government, or, in some primary markets, the local chamber of commerce, stepped in, and assumed charge of the whole system of grading and inspection; and now no portion of the great wheat business moves with more ease and efficiency, a degree of care and accuracy simply amazing to the outsider being constantly maintained.

The method of grading the wheat is thus described by Mr. Baker, in *McClure's*:

"The deputy inspector and his men are out early in the morning. The cars from the wheat fields have been shunted to their special sidings in each of the yards. One man goes ahead, recording the numbers and initials of the cars, and examining the seals to see that no one has tampered with them. A second man breaks the seals and opens the doors, and then comes the deputy himself—the wheat expert. He is quick and keen, long schooled in observing the minute differences which mark the wheat from different parts of the country. I saw one grizzly old inspector who had become so expert that, according to humors report, he could tell what country in the West a car of wheat came from merely by sniffing a pluck of the grain.

A Rigid Examination.

"The inspector looks sharply for threshers' dust, oats, coxae; and he examines the kernels keenly to see if they are shrunken or burnt; and then he smells for smut. He even plunges

Destroying Mosquitoes.

For several months past experiments have been conducted at Sarsary, in Saratoga, by Dr. Fernal, Dr. Conant-Rocca, and Dr. Lumbau, for the purpose of ridding that town of the mosquitoes which which it is overrun. The doctors effectually destroyed the larvae by distributing large quantities of petroleum in the swamps and other spots where the insects bred, and the mosquitoes were exterminated by chipping and other powerful destructive chemicals.

Philosophy of an Old Salt.

Tells a Party of Boys Why Some Birds Commit Suicide.

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