

TOPICS OF THE TIMES

It doesn't take the average man long to get short.

Don't expect a soft answer when you call a man hard names.

Isn't it getting to be a good while between dunnas in Russia?

Will the ambitious mothers of America parade Count Boni as a "horrible example?"

A man is very apt to find himself in other people's way when he insists upon having his own.

Japan is conquering Manchuria commercially, which is a more substantial and lasting way than shooting holes through it.

When Opportunity knocks at your door and doesn't receive any answer she doesn't often leave a card with her address on it.

Count Boni de Castellane may now be listed with those people who have come to the conclusion that it is foolish to keep letters.

After this the American girl who marries a title must understand right at the start that it will be useless for her to expect any sympathy.

Every time a man and a woman engage in an argument the man gets a chance to say unprintable things and the woman to turn on the briny flow.

William Allen White, who originated the question, "What's the matter with Kansas?" has taken in more territory. He now asks "What's the matter with the United States?"

It costs Consuelo Vanderbilt \$100,000 a year to get rid of her ducal husband. Some women would have dickered him down to \$99,998, and bought thread with the difference.

The husband who refuses to carry the baby, cut kindling or build fires is no longer entitled to his wife. This is now a court decision. It may be inserted in the next new divorce law.

The editor of Harper's Weekly says the American girl between the ages of 18 and 25 is a bore. But he has probably been unfortunate in associating with one who was wearing her first engagement ring.

It cost J. Pierpont Morgan \$10,000 duty to bring the manuscripts of two poems by "Bobbie" Burns to this country. How "Bobbie" would have been tickled if anybody had ever seen fit to prove to him that there was as much as \$10,000 in the world.

Off the banks of Nova Scotia they have for some time been catching fish ordinarily to be found only in tropical waters, and this strengthens the supposition that the gulf stream may be changing its course somewhat. The Canadian Fish Commissioner, Prof. Prince, reports meeting with several varieties of fish lately which are strange to that latitude.

Recently at Brockton, Mass., a 6-year-old child blew a man's head off with a shotgun; at Bangor, Me., a small boy killed his infant sister with a load of shot, and similar occurrences have been reported from other places. Ninety-nine per cent of gun accidents might have been avoided by the exercise of a small symptom of common sense. The children referred to in the dispatches found the guns in their home and the guns were loaded. To keep a loaded gun in the house is next to criminal carelessness. To keep a loaded gun in the house where there are children is idiotic.

High finance is not without its humorous phases and one of them is presented in the virtuously reprehensive attitude of the New York Exchange magnates toward gambling in mining and other "curb" securities. Such gambling is highly sinful, they say, because "the money thus employed comes almost entirely from a class of people who would otherwise be likely to use it in listed stocks." "Don't blow your money against the crap game in the alley," about the stock exchange magnates; "come and buck our highly respectable faro bank." Is there no sense of the ludicrous on the stock exchange?

The business of The Hague conference is at once complicated and promoted by the number of questions which other conferences and conventions are submitting to it. At the recent conference in Berlin of the International Law Association, the proceedings of which will be submitted to The Hague, it was urged that floating and automatic mines be forbidden except in the waters of belligerents. They would not be allowed in passages like the British channel, which must be used as a thoroughfare by all nations. It was also the sense of the conference that letters conveyed by regular mail steamships should be free from molestation, that ships commissioned for warlike purposes should not be allowed to hoist a mercantile flag or change their character at sea, and that vessels captured while carrying contraband of war should be conveyed to port for legal investigation. Shortly

before this the Fifteenth Universal Peace Congress, at Milan, passed a resolution that ocean trade routes should be neutral. This resolution embodied a still earlier one adopted by the Lake Mohonk Conference of International Arbitration in June.

The picture post card has proved to be not only a joy to the millions, but an important source of profit to the Post Office Department. These cards are easy to handle and do not increase the expenses of post office administration in proportion to the revenue they bring in. Because of their financial value, which has seemed worth stimulating, the post cards have succeeded in securing a bit of favoritism from the government which no other mail matter has obtained. Before long it will be permissible to write messages on the address side of the cards as well as on the picture side. Probably hundreds of thousands of persons in America alone, and certainly millions if all the world is included, are picture post card collectors. A post card without a message from the sender is but half of a pleasure, but a message across the picture, or even beneath it, or at one side, is regarded by the collector as the right thing in the wrong place. When the new arrangement takes effect the sender may use the left half of the front of the card for his written message, and all of the blessings will be neatly delivered to the receiver without any of the evils. The United States is not the country that makes the innovation. Most of the European countries have already tried it, and even have private arrangements for the transmission of such cards across national boundary lines. By the last universal postal congress it was agreed that after Oct. 1, 1907, such cards should pass freely between all nations which are parties to the convention. Postmaster General Cortelyou has now issued an order providing for this, and also providing that after March 1 next such cards shall be admitted to the domestic mails. This is good news for the collectors, and presumably experience has sufficiently demonstrated that messages confined to one-half of the card will still leave free space enough on the other half to enable the mail men to make out the addresses without undue confusion.

WORK AMONG MOSLEMS.

Question Discussed at an American Board Meeting.
Following closely upon the acceptance of Mr. Leibman as ambassador at Constantinople comes the announcement of the new attitude of the American board toward mission work among the Moslems in Turkey, says the New York Tribune.

Hitherto it has been feared that Moslem fanaticism might result in violence against the missionaries at the front if it were plainly stated that this board is endeavoring through its missionaries to make Jesus Christ known to the followers of Mohammed. For nearly four score and ten years the board has maintained a silence that has been misinterpreted both in the east and in the west. Widely has the uncontradicted but erroneous statement been circulated that "mission boards are not working for the Christianization of Moslems," and that "no Moslems become Christian."

There is even a wide difference of opinion among the missionaries and the friends of the board as to the wisdom of discussing this question here. Some fear it may result in open fanatical violence against missionaries in Turkey and elsewhere, while others believe that the time has come when the board should speak boldly and frankly.

Last April witnessed a long step in advance in the conference in Cairo, Egypt, where some seventy delegates assembled from all over the world to discuss this question. Since the conference was in a Moslem country, secrecy was maintained at that time to prevent the breaking up of the gathering. Two volumes are soon to be issued, giving to the world a full report of proceedings of the first world conference of Christians upon the subject of Mohammedanism and its relation to Christianity.

Printing Press in Tibet.

When approaching Tibet from the valley on the west a correspondent paid a visit to a monastery, there far famed for its printing press, says the Times of India.

In winter the press does no work, probably because the ink cannot be kept from freezing, and we are disappointed in our hopes of witnessing the manner in which sacred literature is manufactured in Tibet.

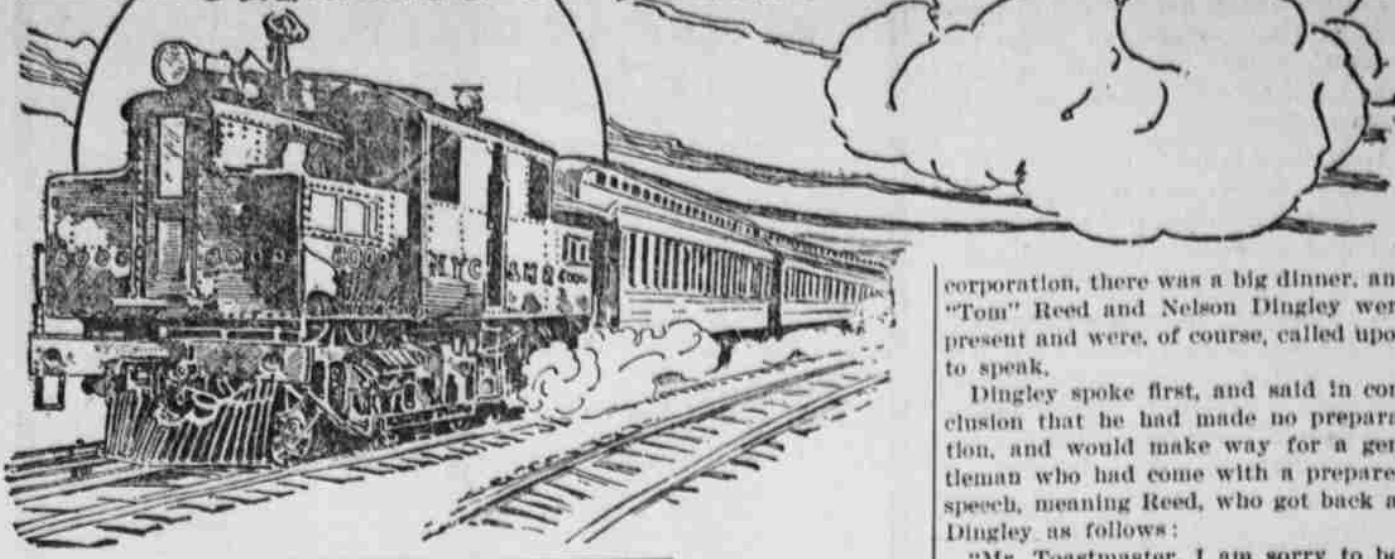
All around a big hall are arranged in shelves the printing blocks, which are simply rectangular pieces of wood upon which a whole page of lettering has been carved. When in action a block is held in a vise and then levered by hand upon the paper, where it leaves a facsimile of the carving on its face.

The process is simple and expeditious, and several fat volumes can be printed in a day. But the blocks, of which there are very many thousands, represent long and patient labor, their workmanship and finish being very fine. Of the usual adjuncts of a printing press there are none at Nartank monastery except that unwashed condition of some of the monks and all of the attendants entitles them to rank with printers' devils.

It is bad enough for a popular man to attempt to get votes but it is the limit when an unpopular man tries to.

Our idea of the right kind of a letter is one in which there is nothing to answer.

ELECTRICITY'S TRIUMPH OVER STEAM



With the characteristic rush and roar of the twentieth century, the mighty steam locomotive appears to be driving rapidly to its own doom. Electricity, that mysterious but potential agency to which man has hitched the chariot wheels of commerce, is the modern David that bids fair to vanquish and banish the Goliath of steam from the rails. While many years from now, perhaps the steam engine may be seen careering upon long journeys, it is thought that its place in suburban and interurban passenger and freight hauls will soon be usurped by the electric motor.

Already some of the largest traffic-handling roads in America are taking up the motor for suburban service and terminal work. Leading in this innovation are the New York Central, the New York, New Haven and Hartford, the Long Island Railroads, and the Canadian Pacific Railway, which are electrifying their roads for some distance out of the metropolis.

Within ten years, eminent authorities believe, steam locomotives will be used only in long runs across the country, while shorter hauls will be made almost exclusively by electricity.

One has only to contemplate the extensive plans, already matured, for the substitution of electrical power for steam at great railroad terminals, to realize how largely the former giant is to be relied upon to turn the car wheels of the future.

With the constant increase of passenger and freight traffic, the multiplicity of trains and growing demands upon terminal facilities, the quick, effective and economical handling of business in and about the big cities has been a problem that has grown like evil genius. For one thing the noise and dirt of steam-drawn trains have been seriously objected to by persons along the right of way, both in city and suburbs.

The New York Central and Hudson River Railroad is electrically equipping its metropolitan terminal for a distance of thirty-four miles on the main line, from Grand Central Station to Croton, and for twenty-four miles on the Harlem Division, as far as White Plains. All passenger traffic within this territory will be handled electrically, and the first equipment for through trains will consist of fifty large motors. These motors must make the thirty-four mile run from the Grand Central Station to Croton, and for twenty-four miles on the Harlem Division, as far as White Plains. All passenger traffic within this territory will be handled electrically, and the first equipment for through trains will consist of fifty large motors. These motors must make the thirty-four-mile run from the Grand Central Station to Croton, drawing a 435-ton train, in forty-four minutes, without stop. Two motors will draw the heaviest trains, which will weigh 875 tons. Each motor is to be capable of a maximum speed of from sixty to sixty-five miles an hour.

Weighing ninety-five tons and with potential energy representing 2,200 horse-power, these electric locomotives will be marvels in their way. They will have eight driving wheels, compared with four of the steam locomotive, and a drawbar pull of 34,000 tons, against 27,500 tons of the steam horse.

In order to make a thorough test of the qualifications of the electric motor, the railroad set aside a six-mile stretch of track near Schenectady, N. Y. There the ability of the motor was compared with that of the steam engine in a number of experiments. Starting together, and drawing equal loads, the electric motor, within two miles, passed the steam engine, and was at least two train lengths ahead.

Steam Foredoomed.
Within a few years it is probable that electricity will have banished the steam horse from a greater part of Long Island.

Once taken up for terminal, urban and suburban traffic, it is thought the electrical step to inter-urban service will be a short one, especially in the case of cities not very far apart, such as many along the Atlantic seaboard and in the Central States. Before electricity is used for the longer cross-country hauls a number of present-day difficulties surrounding the transmission of power must be overcome.

In certain parts of Europe, notably in Switzerland, Germany, France and Great Britain, immense strides have been made in the utilization of electrical power. The Northeastern Railroad of England works its suburban lines with electric motors, and electric trains are run between Liverpool and Southampton by the Lancashire and Yorkshire Railroad.

Recent improvements and inventions have so far advanced the possibilities of general electrical service that railroad men of America have been closely watching its strides. In many parts of the country the utility of the motor has been demonstrated.

Everywhere out-reaching trolley lines have wrought havoc with the suburban business of steam railroads east of the Mississippi. The usual steam railroad fares are from two to three cents a mile, while the long interurban trolley lines haul passengers at from one to one and a half cents.

Multiplying steam trains to meet travel requirements is more expensive than increasing electrical facilities. With the steam road, the fixed charges, cost of fuel and engine labor, increase with each additional locomotive.

While a large amount of capital is required to establish electrical service, in the construction of power houses and transmission systems, the proportionate cost of subsequent expansion is not so great.

It is estimated, too, that a high-class freight service, in light, swiftly moving electric trains which can be readily divided and distributed, will prove at once an economical and paying proposition.

Electricity Is Economical.

Electricity applied to short stretches of road formerly under steam has demonstrated a striking economy and effectiveness. Between Lockport and Tonawanda, N. Y., a distance of fifteen miles, a branch of the Erie has been electrified and leased by the Buffalo and Lockport Railroad. Only freight is hauled over this line, and 160-ton locomotives are used. The results have been very satisfactory.

Full grown freight trains are electrically operated about Buffalo by the International Railway. The Chicago, Harvard and Geneva Lake Railway handles, in the same way, the steam freight cars of the Chicago and Northwestern system without breaking bulk. Trains of eighteen freight cars are hauled with success by the 50-ton motors of the St. Louis and Illinois Suburban Railway. This is exclusively a freight road, and claims to be the pioneer electrical freight line in the country.

At Hoboken, N. J., the Shore Line is an electrically equipped section devoted to steam road terminal distribution and dock work.

As the tracks are numerous and the travel of cars in switching is generally short, a great saving is effected by abandoning the use of steam locomotives.

From Indianapolis to Muncie, Ind., 53 miles, trolley coaches as large and as heavy as the average steam car are drawn by 300 horse-power motors. Upon part of the route a speed of a mile a minute is maintained.

A mile a minute schedule has been arranged for the Indianapolis, Lebanon and Frankfort Railway. Motors on the Albany and Hudson line work up to 60 miles an hour; on the Nantasket Beach line, to 40 miles, and on the Lorain and Cleveland line, to 50 miles. Between Schenectady and Albany, N. Y., a heavy double track electric system is operated at high speed for both express and accommodation trains.

It would appear, therefore, that constant advances in construction and the evolution of more powerful motors will meet all speed requirements for inter-urban service.

Were it not for a few breaks here and there, one might now travel by trolley from Portland, Me., almost to Central Nebraska.

From Portland is an easy journey to Boston; thence nearly across Massachusetts the trolley lines run. A network of shorter routes stretches across New York State, although all are not connected as yet for through transit.

At Painesville, Ohio, one finds straight, unbroken communication through Cleveland, Toledo and Detroit to the principal cities of Western Michigan, whence ready outlet to Chicago exists.

Recently trolley construction has been rapidly pushed through Iowa, and west of Omaha, in Nebraska.

When a few connecting links have been made one may journey half across the continent to the continual hum of the trolley.

Boston, New York, Philadelphia, Buffalo and Pittsburg are great trolley centers. From Pittsburg lines radiate in every direction, some fifty miles or more.—Montreal Herald-Star.

Reed Got Even.

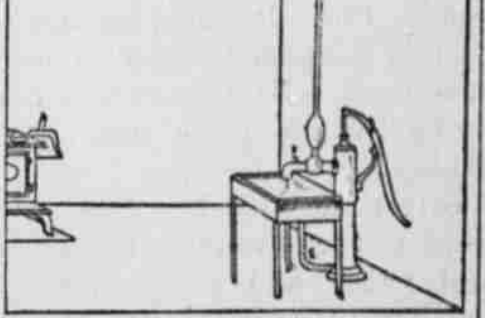
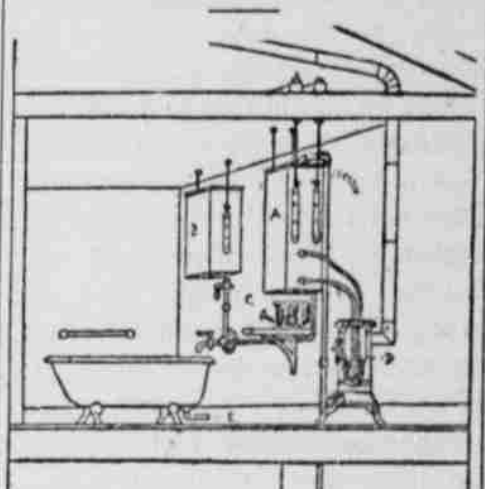
When the town of Brunswick, Me., celebrated some years ago the one hundred and fiftieth anniversary of its in-

corporation, there was a big dinner, and "Tom" Reed and Nelson Dingley were present and were, of course, called upon to speak.

Dingley spoke first, and said in conclusion that he had made no preparation, and would make way for a gentleman who had come with a prepared speech, meaning Reed, who got back at Dingley as follows:

"Mr. Toastmaster, I am sorry to begin with an apology. Some time ago I attended a celebration like this in Unity, in Waldo County and there heard Governor Dingley refer touchingly to Unity as his birthplace. I afterward learned that the Governor was also born in Durham, in the county of Androscoggin, and I know that nothing but my presence here prevents his claiming he was born in Brunswick, too. And I feel like apologizing for being here, for it will hereafter be an honor to have shared in the birthplace of Governor Dingley."—Pittsburg Times.

ARRANGING A WATER SUPPLY.



SECTION OF KITCHEN AND BATH ROOM. A, hot water tank; B, cold water tank; C, kerosene heater; D, claw heater; E, drainage pipe from bath and sink; F, stop cock in pump spout.

ONE OCEAN LITTLE KNOWN.

Vast Area Between Africa and India Traveled Less than Formerly.

Perchance of no area of our great oceans do we at the present day know less than of the Indian ocean within the tropics. Fifty years ago in the days of the great China and Indian clippers it was, save for a small area to the north of Madagascar, alive with white wings anxious to take advantage of every slant of wind or the smallest current. Its minutest characteristics were then the subject of anxious study, where as now its greater part is to most navigators an unknown sea.

With the opening of the Suez canal there was a profound alteration of trade and the most important routes now start not from Mauritius or the Cape but from the Red sea. Hundreds of steamers, laughing at winds and currents, pass annually from Aden to Bombay and Colombo on the one hand and to East African ports to Madagascar, Mauritius and Seychelles on the other.

From Colombo again there are regular lines to Calcutta, Singapore, West Australia, Mauritius and South Africa. But except on the lines from the Red sea to Colombo and from the latter to the far east and to Australia there is a relative absence of competition, a want of that necessity for accurate knowledge of the winds, currents and topography which is only called forth by a keen desire for saving time or mileage.

The routes across her surface are also wide apart and her islands are commercially unimportant. Great areas are seldom or never crossed by ships. In our six months' cruise on his majesty's ship the Sealark we never saw except in port a single steamer and only one solitary brig, a small trader from Mauritius to the Chagos.—Geographical Journal.

Not Fruit.

"What ye got aboard?" called the dockwaller on Mount Ararat as the ark came alongside.

"A cargo of pears," chuckled Capt. Noah from the hurricane deck.

A moment later the animals stepped down the gang plank two by two.—Cleveland Plain Dealer.

From Compliment to Insult.

Blobs—Queer fellow, that Bjones.

Blobs—How so?

Blobs—Well, you called him a sad dog and he seemed tickled to death, and I called him a miserable cur and he wanted to lick me.—Philadelphia Record.

A Problem in Logic.

Teacher—Now, Willie, if you aimed your gun at ten rabbits and shot three how many would remain?

Willie—None, unless they were darra's' fools.—Boston Transcript.

POLICE SLAVES OF A BABY.

Turns the Station Upside Down for a Period of Two Weeks.
The officials of the Children's Society breathed a sigh of relief when they got rid of a 2-year-old baby boy who was on their hands the last two weeks. There have been hundreds of 2-year-olds in the society rooms since the organization was founded, but none ever compared with the little unknown who made things so lively that there wasn't an hour's peace while he stayed in the place.

On the night of Oct. 4 little Samson, as he was quickly called, was found in Corlears Hook park, where he had been abandoned. He was turned over to a cop, who took him to the Delaney street police station. Thence he was shipped to the Children's society. He was a pretty little youngster, with light hair, big blue eyes and fair complexion, and he was fairly well dressed.

Although unable to talk, he made it known that he wanted a drink of water and a couple of cops on reserve made a rush to wait on him. When the tot drank his fill he let the dipper fly and caught Policeman Sullivan over the eye. He laughed in the merriment of the cop rubbing the sore spot and straightway bawled for all he was worth until the dipper was handed back to him. A second time he let it rip and it crashed through a window of the back room.

Seeing that he had done some destruction, he appeared to be happy for a while, but once his eyes rested upon the checkers and dominoes on the table he slid off the bench and toddled over. The big cops didn't like the interruption of the game, but there was nothing to do but quit then and there. Samson gathered all the checkers and dominoes together and then let loose a fusillade. Laughing and chucking, he threw every one at the cops, who dodged and fled from the room.

Left alone, Samson toddled across the room and kicked over every cuspidor, overturned benches and chairs and with a mighty effort tipped the heavy table. The sergeant, hearing the racket, rushed in and just nailed Samson in the act of hurling a brush through a pane of glass. The cops were accused of cowardice for not standing their ground and the doorman was threatened with charges. Two blocs were detailed to watch the youngster, while the others were set to work straightening out the disordered room.—New York Sun.

QUEER STORIES

"It is nine hundred years since the failure of a bank in China," said a bank examiner. "Ove, nine hundred years ago, in the reign of Hi Hung a bank failed. Hi Hung had the failure investigated, and to his indignation found it had been due to recklessness and shady conduct on the part of the director and the president. Hi Hung at once issued an edict that the next time a bank failed the heads of its president and directors were to be cut off. This edict, which has never been revoked, has made China's banking institutions the safest in the world."

The Washington State Fish Commission reports that fish can be frozen solid and thawed back to life, if not exposed to the sun or allowed to get more than twelve to fourteen degrees below the freezing point. Salmon from the Pacific coast could be frozen and transported to the Atlantic coast and resuscitated to full life under proper conditions. The results of this test will be that live salmon, frozen in blocks of ice, may be shipped to the Atlantic coast market before long. The test has not been made, but a company at Taku harbor, in Alaska, will make the experiment.

The Geneva correspondent of a London paper thinks the sums done in a Swiss school sufficiently extraordinary to telegraph some of them to his journal. The father of a schoolboy, aged 8, lying at Chaux de Fonds, sends to the impartial the following problems as specimens of the home work the youngster had recently been set to work out at the cantonal school: Multiply 5,101,520,253,035 by 3,530,232,015,105. The boy obtained the following answer: 18,009,652,153,375,778,242,633,075. Divide 71,421,283,542,000,000 by 24,538,714,212. After some hours' work the youngster obtained as answer 2,910,555,523. The mere reading of those terrible figures should make every small boy glad he does not live in Switzerland.

In Western Beaver County, Oklahoma, what is known geologically as the Dakota sandstone rises from its dip under the plains, and isolated fragments of striking contour stand like sentinels in the silence of the lonely country. Erosion by wind and rain has worn these pyramids of sandstone till they resemble tall chimneys of fantastic design, cap lying on cap till it would seem that a push would topple them to the ground. Many natural formations, alleged to resemble human faces, etc., require a stretch of imagination to fill in the detail. Six miles east of Kan-ton, however, is a Dakota sandstone chipped and chiseled by the elements till its likeness in silhouette to the head of a woman is perfect. Every feature, chin, mouth, nose and brow, is cut against the sky in clearest outline. The head rounds gracefully to the neck, which offers a slender support to the mass of rock above it. The face is that of an aristocratic Colonial dame.

Don't bet on your popularity.