

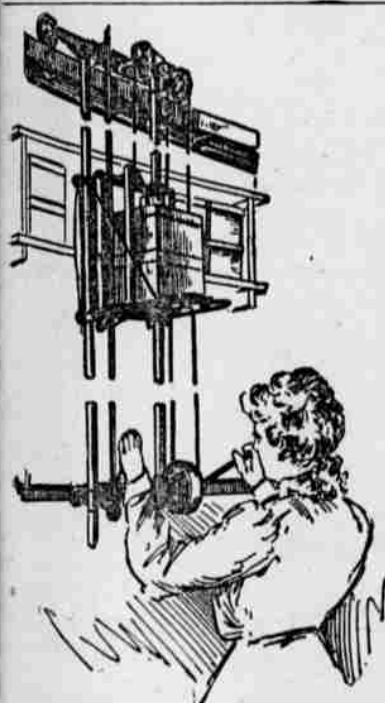
THE SICK MAN OF THE EAST.



The Turkish Empire does not stand of its own strength.

STORE SERVICE MACHINE.

One disagreeable feature of trade in a retail store is the necessity which often arises of climbing to the upper shelves on ladders for goods out of reach from the floor, and there is no doubt that the delay often caused by failure to move quickly in the ascent and descent loses the sale for the clerk. The object of the apparatus shown here is to provide a simple and rapid means for handling merchandise, and with its aid the clerk may stand on the



OPERATING THE MACHINE.

floor, as shown, and remove boxes or packages from any shelf or support, and, if so desired, as readily replace them in their former positions. The apparatus will also be useful in handling bottles and book racks filling cases, drawers, etc., and its structure is such that it will travel the entire length of a store and operate on any shelf. To put the machine in operation it is first brought to the proper row of shelves by sliding it along the overhead track. Then one crank is revolved to lift the elevator until the proper section shows on the indicator of the dial in front of the clerk, after which the second crank is turned to project a thin shelf member beneath the box. When motion is reversed the boxes are drawn on the elevator and the latter is lowered without any reach of the clerk. Thus no ladders are left around in the clerk's road, and there is no limit to the height from which goods may be brought for the customer's inspection.

MARCUS, THE SUPPLIANT

Colored Mail Carrier Was Getting Anxious About His Salary.

An old colored mail-carrier, named Marcus Anthony, has a grievance against the Post-Office Department, because, although he considered himself legally hired, he had received no pay for his services. After waiting what he considered a reasonable length of time he went into town to talk it over; and this, according to the Washington Star, is the story he told:

"Well, I bin er carrying de mail down yonner in Twigg's County, 'twixt Irma and Bullards, sence last June; going up an' down, an' down and up er sandy road three times er week, an' nobody ain't paid me nair nickel—not nair nickel. Huccum I'm byar is. I wanten know 'bout it. Is I er working fer wages or is I er working fer nothing?"

"Who hired you?"

"De postmaster down at Irma gim-

me de job, an' he tell me hit'd be all right when de boss man come erlong. But he ain't never come erlong yit, an' hit don't look all right ter me."

"Did you take the oath?"

"No, sah, I ain't took no oath in my life. Ain't no man ever hear me swear. I'm er wrastlin' deacon in de Shoal Creek church."

"Did anybody go on your bond—anybody stand for you?"

"Yes, sah. Mr. Tom Bond down at de store stan' fer me ter git er little meat an' bread."

"But what can I do for you? Speak out."

"Dat's what I'm er doin'. I want you to write a letter up ter Gen'l Rosewell, de head man, an' 'splain de case right. Tell 'im I'se got de oneasliest job an' de po'est pay of anybody on de line, an' I's tired out lookin' up and down dat road fer de man what pays off de mail-toter. Hyar 'tis mos' Christmas, an' no money yit. I ain't nuthing but a country nigger, but hit do look like I'm er working fer de riches' man what is, I orter git er word fum 'im' bout dat money. Looks ter me like he done forget I's er workin' fer 'im."

"Hid wa'n't so bad 'long in de summer, when folks was too lazy ter write an' de sack was empty; but bimeby dey got ter sending out seed by de bushel, and books what weighs nine poun's an' wid corners on 'em like er plow p'int, and den hit were sho'er 'sponsible job. 'Long in de summer, too, hit wa'n't so bad 'bout rations; watermelons growed 'long side er de road, an' plums and blackberries was hangin' in reach; an' de squirrels 'ud shake down de muscadines at every branch. But my foot's on de frost now, an' nuthing in sight on dat road 'cep'n er stray rabbit what looks back over es sholder an' teks his foot in es han' when he say good-by!"

"I ain't gone back on Gen'l Rosewell ner de folks what sot me free; I'm still er totting dat sack; but it looks mighty like dey have gone back on me! You write Gen'l Rosewell an' tell him; tell him I's po'ly an' mighty pestered about de stomach."

Indians Sell Their Lands.

Those Indians who are allowed legally to sell their lands are rapidly doing so. Last year members of the Pottawatomie, Shawnee, Peoria, Miami, Wyandotte and Chippewa tribes have made 305 conveyances, aggregating 30,000 acres, for \$204,000.

The Fort Berthold Indians have ceded 208,000 acres for \$260,000, to be paid in stock, cattle and agricultural implements, after setting aside \$50,000 for a poor fund and paying out \$54,000 per capita. The Rosebud Sioux have ceded 416,000 acres in Gregory County, South Dakota. The Red Lake Indians in Minnesota have ceded 256,152 acres for \$1,000,000.

The Devil's Lake Indians in North Dakota have ceded 104,000 acres at about \$3.30 per acre, to be paid in cash, \$145,000 down and the balance in ten annual payments of \$20,000 each.

Birds Make Fog Signal.

The cries of sea birds, especially seagulls, are very valuable as fog signals. The birds cluster together on the cliffs and coast and their cries warn boatmen that they are near land.

Penance for Sins.

As a self-inflicted atonement for sins committed thirty years ago a Moscow beggar has ever since worn an iron chain from which two heavy weights depend.

THEY LACKED TACT.

Women Who Make Remarks Better Left Unsaid.

A woman who would consult her husband on his deathbed as to what mourning she would wear for him might fairly be pronounced lacking in tact. You agree with me? I should not hesitate to say that she had not proved herself a perfect wife. "Monstrous!" I hear you say. Yet this really occurred the other day. The woman in question belongs to that class in which reticence is a quality almost unknown, and in which arguments are conducted by means of lighted paraffine lamps and sharp-edged fenders. Think of the poor man clinging to life and cherishing a hope that he would get better, and being plunged into an abyss of desolation by the wife of his bosom murmuring tenderly in his ear: "The doctor says you are too far gone to recover, 'Arry. What sort of a widow's bonnet will I buy?"

Several instances of a want of tact have come before me lately. One was the case of a wife who had gone abroad and sent home a foreign post-card to the following effect:

"Safely arrived, and have just enjoyed the first well-cooked meal I have had for months."

Her husband wrote to her:

"What madness possessed you to write what you did on a postcard? You have bitterly exasperated my mother and her cook, and the house is in such a turmoil in consequence that I am most uncomfortable."

The peccant wife's reply was this:

"I can't forgive myself, and I am sure you will never forgive me for writing that idiotic postcard. You will scarcely believe me when I tell you that writing in Germany, as I did, some ridiculous idea possessed me that a postcard in English could not be understood, forgetting that its destination was England."—London Truth.

Definition of a Watt.

Everybody connected with the First District Municipal Court in Long Island City, from Justice Thomas C. Kadien down, says the New York Times, has been burning the midnight gas delving deep into electrical lore since the trial, a few days ago, of a suit brought by the New York and Queens County Electric Light and Power Company against a consumer to recover the amount of a bill for power furnished. Among the witnesses called by George W. Schoonmaker, counsel for the company, was an expert in electrical matters.

"Now," said Mr. Schoonmaker in the course of the examination, addressing the witness, "will you please explain what a watt is?"

"What?" asked Justice Kadien, looking up suddenly from some papers before him.

"Yes, your honor," returned the lawyer.

"I said what," repeated the court, somewhat irritated.

"Why, yes, that is it, your honor, and I have asked the witness to explain what a watt is," said Mr. Schoonmaker, coolly.

"Explain what?" asked the justice, beginning to wax indignant.

"What a watt is," replied the lawyer.

The court was about to lose its patience when Mr. Schoonmaker saw the point and hastened to explain. And he said that in the world of electricity a volt was the unit of measurement for pressure, an ampere the unit of measurement for volume and a watt the unit of measurement based upon both pressure and volume. He was going into kilowatts and such things when the court suffered a short circuit, and the case was adjourned for the day.

The Rocking of Lake Erie.

The 250-mile trough of Lake Erie lies approximately in the direction of the west to southwest winds which prevail in that part of the country. Thus the lake offers an excellent opportunity for studying the effects of the wind upon a large body of enclosed water, and very interesting these effects sometimes prove. Rhythmic gusts produce a rocking motion, and great blows from the west or southwest, like that, for instance, which accompanied the Galveston hurricane in September 1900, sweep the liquid body of the lake eastward, and sometimes cause a rise of eight feet or more at Buffalo in the course of a few hours. As soon as the maximum force of the gale has passed, the water swings back. Continued rockings are observed on days when the strength of the wind fluctuates.

Dad Got the Baby's Dime.

Copley—That's a pretty good cigar you're smoking.

Popley—Yes; that's a 10-center you gave me.

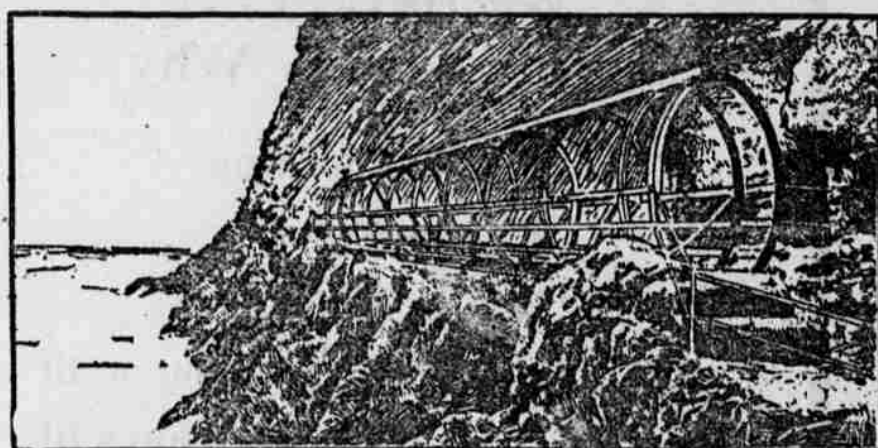
Copley—I gave you? I guess you're mistaken.

Popley—Oh, no. The only dime I found in our baby's bank this morning was the one you put in yesterday. —Philadelphia Ledger.

Land in Russia.

Of the land in Russia, as shown by the government report, the nobility own 181,000,000 acres and the merchants 36,000,000, while the peasants own but 35,000,000.

A Curious Elliptical Bridge



VIEW SHOWING THE POSITION OF THE BRIDGE ON THE CLIFFS.

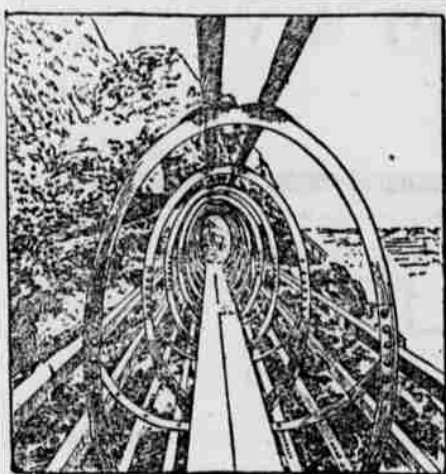
A clever and peculiar example of bridge construction has recently been carried out upon the seacoast of County Antrim, in the north of Ireland. At this point the shore drops precipitously into the sea, the cliffs, which are known as "Gobans' Cliffs," being 200 or 300 feet high.

The seacoast scenery is of the wildest and withal most beautiful in its solemn grandeur in the north of Ireland; and to enable visitors and tourists to view the spectacle from its most advantageous points, and also to gain

provided. The intervals between the rocks are spanned by delicate and spider-looking bridges of iron. The length of the walk so far constructed is nearly three miles, and it is to be continued for another two miles, which it is anticipated will be completed within a few months.

The most notable triumph of engineering in connection with this work is the erection of what is known as Gobans' bridge. This structure is distinctive owing to its curious design, being elliptical in shape. This piece of work was rendered necessary to span a gap 65 feet in width, giving access from the mainland to an isolated rock known as "The Man-of-War."

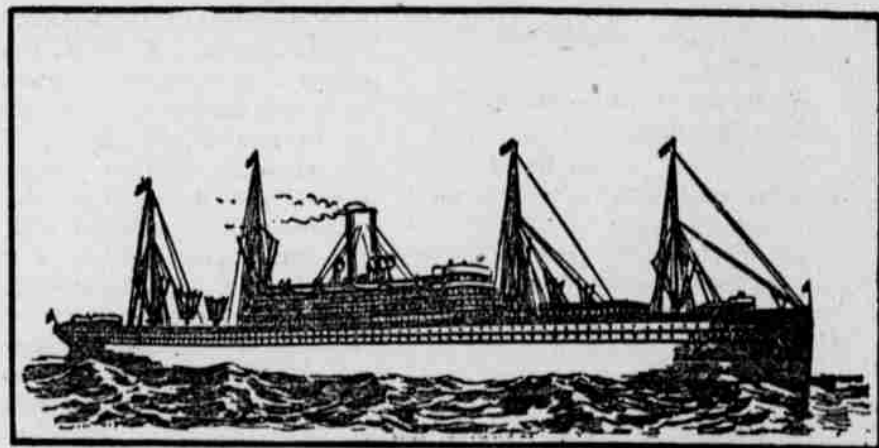
Owing to the exposed position of the site of the bridge, the turbulency of the surf playing upon the rocks immediately below, and the strength of the tides, it was found impossible to erect the bridge on the spot. Under these circumstances the structure was erected at Belfast and transferred intact to a scow. The latter was then towed to "The Man-of-War" rock and carefully brought to, as far as possible, immediately below the spot where it was to be installed. Lifting tackle was then placed in position upon each side of the gap to be spanned at the roadway level, and the lifting cables attached to each end of the bridge. The hoisting operation had to be carried out with extreme care, owing to the cramped space in which the lifting tackle was operated, and to prevent the structure being thrown by its own swinging motion when suspended in the air against the face of the rocks, which would have seriously damaged it. The structure was, however, lifted to its position without mishap. It was originally intended to stay the bridge when in position with guys, but when the bridge was erected it was found to be sufficiently rigid to dispense with these additional supports.—Montreal Star.



PECULIAR BRIDGE CONSTRUCTION.

access to the many remarkable caves in the vicinity, a walk has been cut out and built in the face of the cliffs. This pathway is only from two to three feet in width, and winds along the face and climbs the cliffs in a most extraordinary manner, which from a short distance imparts to the promenade a most perilous appearance, since immediately below the waves thunder among the rocks. But the walk has been most skillfully and cleverly designed and constructed. Steps are cut roughly and broadly into the solid rock, but to insure perfect safety to climbers a hand rail has been

TWIN-SCREW STEAMER "MINNESOTA."



THE LARGEST VESSEL EVER BUILT IN AMERICA.

The Minnesota, recently launched at the yards of the United States Shipbuilding Company, New London, Conn., for the Great Northern Railroad Company, is the largest vessel ever built in America and has the greatest freight capacity of any ship in the world. She is 630 feet long, nearly 74 feet wide and 56 feet deep. She has nine decks. The Minnesota will ply between Seattle, Honolulu and Yokohama, and in order to make these long trips she has been provided with bunker space for 6,000 tons of coal, which will be automatically delivered to the stokers. Her total carrying capacity is about 30,000 tons dead weight. The Minnesota will not be an "ocean greyhound," her speed being only about fourteen knots, but every provision has been made for the comfort of passengers and crew, and several novel features introduced in her construction have resulted in a great economy of space. It is said that if the Minnesota should prove as successful as is hoped for the purpose for which she is intended several vessels of exactly similar model and size will be built as soon as possible for the Pacific trade. It is believed that vessels of such enormous carrying capacity, where there will be no abnormal consumption of coal in the effort to get great speed, will be more economical of operation than any steamships ever built.

Yankee Ideas Invade Syria.

For the first time the ancient and primitive methods of labor in the Holy Land have been disturbed by the introduction of Western inventions. The natives of Syria have been jolted out of the rut of ages by the boom of the thrashing machine and the musical whirr of the reaping machine!

Last summer an enterprising American imported the first reaper and set it to cutting the grain in the Syrian fields. He had it sent all the way from Chicago. Then a little later a steam thrasher, the product of an Indiana foundry, was heard of in Coele-Syria. It created great excitement among the native farmers. They were afraid of it at first, then later concluded it to be the work of the evil one and tried to destroy it. They were

with difficulty brought to see its many advantages over the old way of treading out the grain.

The American windmill speedily followed the thrasher, and a month or more ago a flour mill, with machinery and oil motor engine complete, from Indianapolis, began grinding wheat in Lebanon.

Statue to Lee.

General Fitzhugh Lee, referring to Virginia's proposal to place a statue of Robert E. Lee in the national Capitol, says he thinks they should honor Washington, the successful, as well as Lee, the defeated.

When a man pays his wife more than the usual attention, they say it is a sign she is about to "hear something" on him.