HONDURAS SOCIETY.

A LAND CONTAINING NO PRYING MANEUVERING CLASS.

A Country Where the Best People Live Simply and Contentedly — Handsome Senoritas—The Custom of Chaperons. President Bogran and His Wife.

Here, at the capital, and, indeed, throughout all Honduras, the president's set constitutes the head and front of society proper. The coterie of "leaders" revolving around this gallant soldier and well beloved executive, though small, is eminently aristocratic. There is, despite the republican form of government, much that savors of royalty and suggests a court. As to precedence, the cabinet officers and their families very naturally follow the president. Without approaching it, the least what is called "a ladies' man," Gen. Bogran is fitted to shine in social circles as well as to govern wisely. An educated, a traveled man, he is also of gentle birth. That is to say, he not only knows that he had a grandfather, but his great great grandparents are a matter of actual knowledge. But then, all Hondurianians are fortunate in this respect. There is no parvenu element in the country. There is no nouveau riche class to push, pry or otherwise maneuver to "get into society." There are only those who are socially qualified, and the poor—the peasantry, so to speak, who are happy enough in their own way.

There is no great wealth in the country, and in consequence no superb establishments are kept up. The best people live quite simply, though servants are kept to as great an extent as in the United States, if not to a greater. No matter how many children may be in a family each must have its own nurse or governess. But, on the whole, peace and comfort appear to be more sought after than pomp and show. There is little thought of striving for social supremacy. The Honduras girls are too well bred to display envy or jealousy, even though they—being but human—should at times feel the pangs of either. They are all fond enough of Paris dresses, but if any one of them has an especially sweet thing imported her dear 600 friends are not going to turn green with despair. They are far likelier to admire it in a well bred way, smile tenderly, consider carefully, and presently interest papa to do his part toward ordering something sweeter for themselves.

HANDSOME SENORITAS.

Some of the senoritas are very handsome. There is some difference naturally between the two types; the daughters of Spaniards, or descendents of Spaniards, and the great-great great-granddaughters of the mighty Aztec warrior chiefs. A difference chiefly of externals, of height, complexion, figure. But all are alike in the gentleness of bearing, the quiet dignity that is so attractive.

The custom of chaperons exists of course, but less rigorously than in the United States. It is hardly necessary for mamma or mamma's representative to "glare" upon the young men, when the girls are so self-protected. Indeed at the very last ball at the palace I saw a young couple quite by themselves all through supper. They were not as yet betrothed, but the love making was a most interesting and tender little comedy for one watching it out of the corner of his eye, so to speak. The Hondurianians—even those foremost in society—are essentially an innocent minded people. Immorality is hardly known. There are no scandals. The newspapers are clean sheets. Perhaps that is one reason. The young men are steady, as a rule. Dissipation is hardly known. The greatest horror was felt and expressed concerning an incident of a few nights since, when some one who had looked too often on the wine when it was red, created a slight disturbance at the theatre and was summarily ejected. He was a stranger, however.

The president sets the example of a true gentleman. He might in some respects be likened to the lamented Chester Arthur. It is a matter of regret to many that the lady of the palace, the Senora Bogran, is unable to spend more time at the capital. She is a very accomplished woman—speaking five languages. But she is also a most devoted mother, with several young children, and is not over strong physically. This charming woman spends the most of her time at the country seat of the family, at Santa Barbara not far from the shore of a beautiful lake.—Paul Rochester in New York Home Journal.

Prevention of Diphtheria.

Curative treatment of diphtheria is admittedly so unreliable that the medical profession listens with interest to every suggestion of preventing this terrible disease. At a recent meeting of the New York Academy of Medicine this subject formed the staple of the evening's discussion. Following is a resume of the principal recommendations: In a city with densely populated districts the supervision of plumbing and the erection of air shafts in tenements are useful supplementary sanitary measures against diphtheria, and physicians should instruct the people in such matters as often as opportunity presents. Overheating of school rooms and dwellings should be most emphatically denounced as dangerous.

Isolation of the sick should be explained and insisted upon. The management of isolation houses for the poor should be such as to readily gain their confidence. Enlarged tonsils should be removed. Carious teeth should be removed or filled promptly; the fee of the poor therefor should be small, or nothing. Parents should inspect their children's mouths and throats each day before they go to school. Children should learn to gargle at an early age. Children suffering from apparently simple sore throat should not attend school until well. Kissing upon the lips should be forbidden. Children old enough to gargle should be taught to do so after each meal with a weak solution of an antiseptic chemical, and in young children a few drops should be dropped into the nostrils.—Chicago News.

Advantages of Industrial Education.

The great discovery of our age is industrial education. Its advantages prove large in all ways. It gives every child a chance to find out what it is fitted to do best. It enables every child to grow up able to earn a living. It relieves the professions of those utterly unfit by nature for a professional life. It destroys the unworthy prejudice against manual labor. It brings all grades of society nearer together. It develops a hand cunning or handicraft that relieves the brain from over use and exhaustion. It enables brain workers to secure easy reaction from brain toil. It encourages industry and saves many from falling into crime. Industry underlies moral behavior. Education of the brain can never be a perfect affair without hand skill. —Globe-Democrat.

There will be divided among the superannuated preachers, and widows and orphans of preachers, of the Methodist Episcopal church, next year, $100,000 out of the profits of the Methodist Book Concern. The book concern will be a century old in 1889.

The oldest bearded woman has just died in the Pyrenees. She had exhibited herself in the village fairs for sixty years.

LOUISIANA VETERANS.

Personal Notes of Delegates to the Convention.

At 7:30 this evening the delegates of the various camps of United Confederate Veterans will assemble at Memorial Hall to elect a Major-General to command the Louisiana Division for the ensuing year. The rumored candidates are the incumbent (who has served but the third of a full term), Major-General W. J. Behan of the Army of Northern Virginia; General John Glynn, Jr., Army of Tennessee; Colonel J. P. Richardson, Washington Artillery, and Colonel George Moorman of the cavalry. There may be, however, some "dark horses" from the country.

SKETCHES OF COMRADES.

Below will be found such personal notes concerning delegates as *The Item* reporters have been able to pick up, a number who promised memoranda not having sent it in and others not being found.

Colonel B. F. Eshleman, the present chief of the veteran corps, Washington Artillery Camp, went out with the famous battalion in 1861 as Captain of the fourth company. He was the first officer wounded at the battle of Bull Run. After serving gallantly in several engagements he was promoted to Major-ship of the battalion, and was in command at the surrender at Appomattox.

Paul Conrad.—A true representative of "*le vieux temps*" is found in Paul Conrad, a delegate from Camp Henry, St. Paul. He is a purely typical Louisianian. With an ancestry as old as the country, he combines in himself every essential feature of the old-time Creole, with the progressive characteristics of the present age.

Born in this city on December 31, 1840, of native parentage, he, with many whose names will ever live in the history of the State, attended the public school of this city.

At an early age the death of his father left him to buffet the world with but little help, save the encouraging and wise counsels of a brave mother, and determined his early embarkation in the varying and stern actualities of life.

He began a commercial career when barely 15 years of age in the wholesale grocery business, and afterwards engaged in the cotton business.

The war breaking out when he was about 20 years of age, he joined the Chasseurs a Pied, one of the first commands to leave this city for the then seat of war, Pensacola, in April, 1861.

His career as a soldier was conspicuous for his personal daring and bravery, not unmixed with a fair share of romance, and paying the penalty of his venturesome spirit, he was three times badly wounded, once in front of Richmond, at the battle of Frazier Farm, June 30, 1861, where he was appointed color-bearer of his battalion on the field by the Colonel commanding. The flag thus entrusted to him, which he carried to the end of the war, is the same battle flag which was presented to St. Paul's Battalion by General Longstreet to commemorate their desperate charge at Seven Pines, and which was after the surrender at Appomattox taken to a place of safety in Richmond.

About 1879 a meeting of the veterans of the old command delegated Mr. Conrad to go to Richmond and secure the battered war emblem, which he did, and after reporting to his old comrades in arms he delivered the flag into the custody of the Association of the Army of Northern Virginia, which has unfurled it in Memorial Hall, where it now hangs, a silent and eloquent reminder of those troublous times which brought it into existence.

At Sharpsburg (or Antietam) September 19, 1861, he was a second time wounded, and fell into the hands of the Federals. After being exchanged and before thoroughly recuperated from his disabling wounds, we find him again in the field of active duty with his command in and about the historical Blackwater, Southampton county, Va., and at the battle of Bellefield he was again wounded.

Surrendering with the last forlorn hope, after four years and several months of actual active service, he resumed his duties of citizenship to his native State, relapsing into those peaceful pursuits in which he could serve his people most beneficially. In 1867 he was elected Assistant Secretary of the Finance Committee of the City Council, where his intelligent administration of the office soon promoted him to the Secretaryship.

With varying successes to himself financially he thereafter engaged in various commercial enterprises, until of late years he acquired a home in the town of Waveland, adjoining Bay St. Louis, Miss., where his progressive spirit and enlightened enterprise were soon recognized, and he was elected and is still serving as a Councilman of that corporation. His suggestions of progress were soon adopted by his new constituents, and some time ago he was called upon to serve as President of the Gulf Coast Ice and Manufacturing Company, which is now affording such material comforts to the denizens of that lively little town.

Many years ago he accepted a subaltern position with the Louisiana State Company, where his worth was soon recognized, and his promotion to the internal direction of his office affairs gradually followed, and which upon the death of their late President, Dr. M. A. Dauphin, culminated in his being chosen President of that vast institution which office he now holds with credit to himself and advantage to the company.

He is also a Director in the Cherokee Iron Manufacturing Company of Rusk, Tex., which has sought the benefit of his advice and experience, and altogether he finds his time well taken up with the administration of the affairs of others.

Yet with his multifarious duties he remains what he ever was, a true and loyal friend and safe adviser, one upon whom none who know him ever hesitate to entrust their most secret confidences.

His peculiar attributes are his unswerving devotion to duty, his undeviating punctuality and his loyalty to any cause he may espouse.—*New Orleans (La.) City Item, May 30.*

The Columbus Grove (O.) murderer and train robber has been captured and identified by Cashier Mapel, who was wounded at the time of the robbery. His name is James Roberts.

A band of armed negroes near Memphis ordered Henry Joel, a storekeeper, to open the safe. He was so frightened that he forgot the combination, and the negroes shot and fatally wounded him.

Four women have been arrested at Szenttames, Hungary, on a charge of poisoning their husbands and selling poisons to other women for a similar purpose. Orders have been issued to exhume the bodies of many supposed victims.

FARM AND GARDEN

Truck Farming Near Large Cities.

HOW IT PAYS BIG MONEY.

Where Land is Plowed in Summer a Drag Should Follow Closely After the Plow.

"If I could only get a corner on the truck farms of this country," said a New York marketman with a turn for statistics, "I wouldn't trade jobs with Vanderbilt or Gould if they'd roll both their jobs into one. What do you think the truck farmers pulled out of us dealers here and there about the country and carried home with them the last year? Only a little more than seventy-six million and a half. That's all! Out of that they had to pay their help, of course, which cost 'em something like $9,500,000, for they hire 217,000 men, to say nothing of the 10,000 women and 15,000 boys that help out with the work. And their seeds knocked about a million and a half more out of the proceeds, and they had to put up a trifle of $10,000,000 for fertilizers. But after taking all that out they had a good round $50,000,000 to put away in the sock for a rainy day. Yes; you give me a corner on the truck farms of the country and you can have all that Gould and Vanderbilt make, if you want it.

"Speaking about truck farming—and, by the way, there are over half a million acres of good land in the country that don't do anything else but raise garden and field truck for markets with a capital invested of over $100,000,000, and a call on 76,000 horses and mules, and about $9,000,000 worth of implements to help do the work—where do you suppose all of these nice, bright, green plums and tempting cucumbers you see in the big restaurants and the swell fruit-store windows in the spring, before the snow is gone, and for which you have to put down a good half dollar before you can get one—where do you suppose they come from? I knew you'd say Bermuda, or some other place down South. But you're way off. These early cucumbers come from a climate about as near like Bermuda as California is like Minnesota. These cucumbers come from New England, from the cold and storm-tossed coast of Maine and Massachusetts, and even from New Hampshire. The growers of cucumbers in New England get more out of an acre of land than the growers of any other crop in this or any other country. They think nothing of netting $2,000 for an acre of cucumbers, but they also have 272 acres that they grow them on. Of course you will understand that these cucumbers are not grown outdoors. They are the products of the green-houses, and New England is the only truck-growing district where the raising of cucumbers in this way has been made a successful and standard branch of the business. In other parts of the country the cucumber crop averages a net profit of from $26 to $250 an acre, the latter figure being made in Texas, Arkansas, Missouri and Kansas; but we never get any of their cucumbers here. New England heads all other vegetable-growing districts in return for all of her truck products, the least she makes being $100 an acre on watermelons, which is $20 more an acre than the highest price Southern watermelon-growers receive for their crop. As a matter of fact, the Southern watermelon-grower thinks he is doing very well if he can get a net price of $150 a carload for his crop, and a car will hold the yield of three acres. New England gets nearly $100 more an acre for her celery crop than the crack Michigan celery-growers get for theirs. In the matter of tomatoes New England finds no difficulty in selling her crop for $300 an acre, the next highest price being paid to New Jersey and Long Island, whose tomato farmers get an average of $165 an acre for their crop. But it is curious that cold New England should lead the country on early vegetables, isn't it?"

Early String Beans.

There are some crops which farmers at a distance from market can grow with profit if they have rich, early land, capable of bringing the crop forward rapidly. Beans to be used green require rich land. It can hardly be made too rich for them, the warmth from heavy manuring carrying them along while the weather is still much too cold for beans not thus cared for to make any growth. The first string beans in market this year are a ready sale at $4 per bushel, or more commonly $2 for a market basketful. The best variety is Golden Wax, it being productive, and its golden-colored pods being always salable. Two or more pickings can be made, and the land cleared in time to plant turnips or late cabbage. After the price gets low, as it does later in the season, it is too bulky a crop to bear long carriage.

Dragging After Plowing.

In all cases where the land is plowed in summer a drag or harrow should follow closely after the plow to smooth the surface. Early in spring an excess of moisture in the soil is common, and then to have rough furrows to dry out the superfluous moisture more quickly is an advantage. But even then harrowing the furrows down should be done before they get very dry. In summer, where sod especially is plowed under, the heated air under the furrow often retards fermentation, and if the plowed land is left long without dragging it may become too dry for seeds to germinate in it. A very light rain soaks down better into a smooth surface, because it does not give bulk enough to spread it out, so that it cannot soak inside the hard lumps.

Cut Barley While Green.

One of the secrets of barley-growing is to cut it before the straw turns white. A little white at the upper part is enough. All the sap that will ever come to the berry is then in the plant, and separating it from the root appears to concentrate it there where most needed. Early-cut barley is also less likely to stain than that allowed to become dead ripe.

MISCELLANEOUS.

Electric Railways Continue to Multiply With Surprising Rapidity.

There were 5,088 deaths in Boston this year up to August 1.

The opening of the new electric-car lines in Boston before snow flies is promised.

Three of the Georgia train robbers have been captured and all but $1,500 of the money recovered.

Prairie fires have been started by home-seekers to drive off cattlemen and herds on the Cherokee Strip.

The Patriotic Order of the Sons of America in session at Philadelphia are wrestling with the color question.

Fully 25,000,000 feet of lumber are reported to have been stolen by Canadians from American forests in the last three years.

Mrs. Jackson, widow of the famous Confederate leader, asks for a pension on account of her husband's services in the Mexican war.

It is announced that President Moffat of the Denver and Rio Grande railway has forwarded his resignation to the Board of Directors at New York.

British Columbia sealers have sent a protest in the shape of a memorial against the prohibition of seal-hunting in the Behring Sea to the authorities at Ottawa.

Queen Victoria has telegraphed her condolence to the President on the death of Mr. Lowell, and this is said to be the first time England has so conspicuously recognized an American man of letters.

Electric railways continue to multiply with surprising rapidity. An estimate published in the *Railway Age* gives 400 lines now in operation and under contract, representing 3,000 miles, with 5,000 cars.

The Kansas State Board of Railroad Commissioners have addressed a letter to the Manager of the Union Pacific railroad, informing him that the entire line of the Kansas Central railroad must be rebuilt without delay with a new steel track.

Twenty-five locomotives on the Baltimore and Ohio road have been equipped with smoke consumers, an invention of the superintendent of the motive power on the Baltimore and Ohio, which is said to be showing excellent results so far as it has been tested.

The Hudson River Tunnel Company is reported to have notified railway companies having terminals in New York that the first track of the tunnel will be completed within a few months, and the tunnel company is ready to negotiate with them for bringing trains to New York.

The cattle disease which broke out in and around Emmettsburg, Ia., about five weeks ago still continues unabated, and veterinarians there are at a loss to find either a name, cause or remedy for the malady. So far nearly 100 head have died, and they are still dying at the rate of four or five a day.

Although cars have been generally distributed by the railroads in Illinois, but very little wheat is flowing eastward from that State. Alliance leaders attribute this to the circular sent out from Washington advising the farmers to hold their grain. In the southern part of the State, where the yield was the greatest, only enough wheat has been threshed and sold to pay pressing debts, while the bulk of it has been put in storehouses to await higher prices.

Francis Scott of California and Charles H. and Frank L. Cramp, the ship builders, have just returned from Europe, where they have been inspecting. C. H. Cramp said: "I do not think the new subsidy bill will help American ship builders to any great extent. It is too narrow in its scope. The bill as originally drawn might have assisted American builders, but the bill as passed does not mean much to benefit them. Ship builders in England do not seem to think the new subsidy bill worth their while troubling about. Builders are rather premature in talking about ships which will cross the Atlantic from harbor to harbor in five days. I do not think that we can look for over twenty knots an hour for the next ten years. The average speed now is hardly nineteen. I do not think that the ocean express service, if it ever comes, will mean large boats. This means simply a question of crowding all but first-class passengers off these fast vessels to make room for bigger engines and more coal."

SPORTING NOTES.

Mitchell Accepts Corbett's Challenge to Fight for $25,000.

Mike Kelly has signed a contract to play with the Boston League Club the remainder of this season and all of next season. This contract calls for a salary of $5,000 per annum and an additional sum in case of the success of the club.

In the tennis match for the championship played at Newport, R. I., between Hobart and Campbell the first set was won by Hobart—9 to 7. Campbell won the second set—7 to 5; also the third set—9 to 7—and likewise the fourth set—6 to 2—thus retaining the championship.

The report that Jack McAuliffe has malaria and would not make a final deposit in his match with Austin Gibbons has been disproved by the depositing of the money—$500—at the *Police Gazette* office. The men are to be in the ring at 9 P. M. on September 11, the Granite Club giving a purse of $4,000. Gibbons' money was also deposited.

Through the London *Herald* Mitchell formally takes up Corbett's challenge to fight for $25,000. He is ready to deposit the money as soon as Corbett by cable announces his acceptance. Mitchell says he has English friends willing to back him for $100,000 against Corbett. It must be a fight to a finish, and Corbett can decide whether the fight is to be in America or England.

Backers of Henry Peterson, the San Francisco oarsman, and Charles Dutch, the Australian sculler, who went to San Francisco to row him, met the other night to make the much-talked-of match. Peterson was unable to decide just when he can row, as he had not heard definitely from Boston whether he can obtain a new shell in time for the race to take place in October. He expects a decisive answer soon from Ruddick, the famous Boston builder. If, as expected, the boat can be finished by the first week in October, Peterson will agree to Dutch's proposition that the race take place about the middle of the same month. It was decided to meet on Saturday and draw up the articles of agreement and put up the first deposit.

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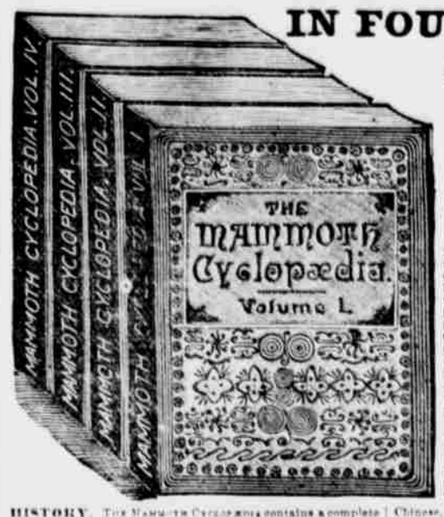

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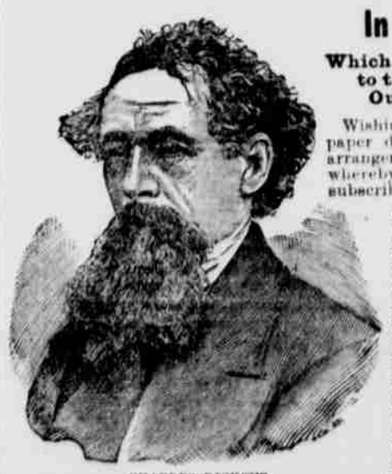

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