

TOPICS OF THE TIMES.

A CHOICE SELECTION OF INTERESTING ITEMS.

Comments and Criticisms Based Upon the Happenings of the Day—Historical and News Notes.

Grass widows haven't got the clover market cornered.

President Smith of the Mormons has to keep family tree by double entry.

It is not what Joseph Smith says so much as what he does that condemns Mormonism.

Only a woman is capable of arriving at a conclusion without using either reason or judgment.

The growing friendship between the British lion and the Russian bear bodes no good to the Chinese dragon.

Perhaps there is no reason why Irish lace should not be made in France, but it sounds distinctly Irish to put it that way.

Physicians have discovered that automobolists suffer from motorpathia cerebri. Those they run over still suffer from plain rigor mortis.

Here's a man suing for damages for a broken nose because he no longer can smell onions! Some people don't know when they are well off.

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The latest French duel appears to have been more serious than usual. It lasted nearly three hours and raised a big blister on the sword-hand of one of the combatants.

The evangelist who has predicted that the world will come to an end in 1904 needn't be afraid that many of the people to whom he said it will give him the laugh when the time comes.

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"Means to an end" finds a picturesque illustration in the doings of a Western insurance agent whose work lies largely among farmers. He is accompanied by a capable farm-hand to take the place, temporarily, of a farmer who stops work to listen to seductive talk about life insurance. This is policy—and it frequently leads to one.

This is a great year for the prophets, but their various stunts differ so much one from another that it naturally occurs to the lay mind that in these days of trusts and mergers it would be wise for them to get together and decide on a fixed schedule. One prophet prophesies big things for 1904 and another declares that the end of the world will come in 1908. These little discrepancies would be obliterated by an amicable consolidation. Make way for the prophets' union and a has the prophesy unaccompanied by a union card!

The inconvenience of having too good a reputation is suggested by a recent report of the inspector of poor of Glasgow, Scotland. The fame of Glasgow's reforms and its many philanthropic institutions has so spread abroad, he says, that the improvident sock thifter from all parts of the kingdom under the impression that life is made easy for everybody. The poor-house cannot accommodate them all, and the city is overrun with people "so lazy" in the picturesque language of the report—that rather than take their hands out of their pockets to turn the handle of a door, they lounge against it and burst it open.

Large quantities of New South Wales rabbits were consumed in various parts of the world last year. At any rate, they came from New South Wales and other parts of Australia, which exported more than seven millions of them, frozen, besides large quantities put up in cans. This business has increased rapidly in recent years, for in 1900 the exports were about two million animals fewer than during last year. Then, too, between ten and twelve million rabbit skins were sent abroad. The business has grown from the determination of the Australians to abate the plague of rabbits, which swarm over the land in countless millions. If there were a market for frozen pygmy-moths and moth skins the Legislature of Massachusetts might leave to private enterprise the task of clearing the forests and groves of that State of the pest introduced by a naturalist.

"The man who needs rules for succeeding in life will never succeed." So says Benj. L. Winchell, who has succeeded. A few years ago Mr. Winchell was a clerk in a railroad office at \$10 a month. Now he sits in a padded chair as president of the Rock Island system, and draws a salary of \$60,000 a year. There is something in Mr. Winchell's remark. (Mind you, we are talking of success measured in money). There is a whole body of "success" literature. A magazine is founded on the word. Books and periodicals are full of interviews with successful persons who lay down rules for the guidance of ambitious young men. The advice is good enough in its way, but—Being pressed for some word that might be quoted President Winchell said: "I haven't any rule but work." That's it. You may

read about the success of eminent men and follow their advice until you are gray-headed, young man, but unless you work—unceasingly, persistently—you will not get on in the world. Other things may help, but hard work is the one thing above all others.

The people of the United States will read with conflicting emotions that the general conference of the Mormon Church has renewed formally and unanimously adherence to the so-called Woodruff manifesto of 1890. Perhaps the most general feeling will be one of surprise at the inconsistency of President Joseph Smith, who introduced the pronouncement. As the head of the Mormon Church Mr. Smith announces that all polygamous marriages are prohibited, and that any member of the church authorizing, contracting or solemnizing such a marriage shall be liable to excommunication. But the new manifesto says not a word about polygamous living; it does not insist on obedience to the laws of the State of Utah and of the nation. It does not say that Joseph Smith and the Mormon Church believe polygamous marriages and polygamous living to be wrong. It leaves the head of the church still free to "take his chances" in violating the law. It must be remembered that the same conference which with such unanimity approved the Smith manifesto only a short time before saw warmly and unanimously commended Smith for the "manly" way in which he had "stood up" for the beliefs and practices of the church—as well as his own practices—before the Senate committee. The church has not condemned nor reproved Smith for living illegally with more than one wife; rather has it approved of all Smith has said and done. Consequently the new pronouncement of President Smith will have little effect. Mormons will "take chances" with the law, as heretofore. Until Smith and other Mormons cease to violate the law and pronounce against polygamous living as well as plural marriages, the people of the United States will continue to look upon the Latter Day Saints with suspicion. There is no doubt that the action of the Mormon Church was taken with a view to influence opinion outside the church. But it will fail to do this, because the people have as little patience with confessed polygamists like Joseph Smith as with the "authorizing, contracting or solemnizing" of polygamous marriages.

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EDITORIALS

OPINIONS OF GREAT PAPERS ON IMPORTANT SUBJECTS

News of War.

ALTHOUGH Russia, in the present conflict with Japan, has an immense preponderance of military forces, we are apt to forget the extreme difficulty of placing and maintaining a great Russian force in Manchuria. Vladivostok is farther from Moscow than is San Francisco from Boston, and the field of operations is connected with the base of supplies by a single track of immense length, not yet wholly complete, very hastily built, interrupted by a lake over which there is a ferry of more than twenty miles, with a running capacity not exceeding eighteen or twenty miles an hour, through a very thinly inhabited section of country, and with constant danger of interruptions by skillful enemies perfectly posted in regard to the location and condition of the road in all parts. It will be an immense undertaking to support 300,000 men over this road. In the opinion of a good many military experts in Europe, 250,000 men represents the largest army which Russia can properly support in Manchuria. The financial centers of Europe have been a good deal disturbed by the possibility of heavy drafts by both Russia and Japan in order to carry on the war. So far, neither country has shown any inclination to draw upon Europe. Japan intends to float a war loan of about \$50,000,000 at home, and Russia has begun by issuing treasury notes to the extent of \$25,000,000. During the Chinese war, nine years ago, Japan astonished the financial world by raising about \$12,000,000 by loans absorbed at home and by taxation. The Russian Government, among other resources, has over \$500,000,000 in gold and bank notes in reserve; so that although the financial condition of the country is anything but sound, the "stomach of war" for the immediate future are amply supplied.—The Outlook.

The Lost Art of Hospitality.

WHERE are the good old gods of hospitality that were once the chief deities of the household and the social regime? Have they no place under the new social regime? Perhaps we hurry too much nowadays to practice the graces of our forefathers. Electricity has set the pace for the past half-century, and we are trying to keep up with its telegraph systems, its cars and motor cycles. And dust gathers on the neglected gods as they huddle forlorn and neglected in their corners. Fifty years ago and more men kept their houses practically as waypoints for the specific use of their friends, for the general use of whoever cared that way. To-day a man's house is where he rushes for his meals or to see if his wife and children are peradventure still alive within its walls, and where he sleeps—when his business worries leave his brain clear enough to invite slumber. With the coming of day he is up and off again in the swift mad chase for fame or money, chiefly money. There are a few people who still cling to the good old habit of receiving on specified afternoons and evenings; they have retained the charm of looking always so rested and at ease that their guests come to rest and acquire, if possible, that same ease, and look with longing on the resuscitated gods of rest, smiling, contented and happy on their pedestals. For the majority of hosts and hostesses to-day, however, entertaining means an annual investment in flowers, lace and music, and a setting open of all the doors to the home. An army of friends and acquaintances rushes through the swift and lukewarm greetings, nobody remembers who came or what they said, and the house is cleaned and closed until the next annual invasion. Sometimes it is a card party, where many come because of the prizes or the supper, and forget even to speak to their hostess again when next they meet her on the street. Entertaining so that both the entertainers and their guests enjoy it is an art almost lost in this busy, work-a-day world. The open door that was the synonym for old-time hospitality is a word that is known to-day only in its political sense and when applied to China. To build houses for accommodating one's invited guests is not characteristic of

to-day. The man who not long since added two or three rooms to his house because he "was fond of having company come and stay" is a mild sort of sensation in the eyes of his less hospitable neighbors.

Less hurry and less worry and seeing one's congenial friends more often would mean the salvation of many a work-ridden, care-worn person of to-day, and architects should discover what the art was in the old houses that made them so attractive that one's friends could not stay away from such comfortable places even if they tried.—Memphis Scimitar.

Need for a Hospital Car.

WITH all the improvements in medicine and surgery of recent years, with all the increase in the number of physicians, with all the substitution of trained nurses for Mrs. Gamps, with all the provision of hospitals and dispensaries to the cities, little consideration has been shown for invalids by railroad companies and hotels. The sick man is never welcome as a passenger on a railroad train, and he is not received with gladness at a hotel. On the day expresses, running from New York in all directions, the man who suffers from an illness or an injury has a hard time of it if he is trying to reach his home in the country, or a sanatorium, or a resort in the mountains to which he has been ordered by his doctor. There is no place in the car for a bed, no place for his medicines, and he may have to ride for two or three hundred miles sitting in a chair, racked by the motion of the train and hardly able, from weakness, to hold himself erect. The sleeping car is an improvement, but there is just objection on the part of the other passengers to sharing the confined space with a consumptive, and it is certainly disquieting to think of occupying a berth that only a few hours before was taken by a patient suffering from a contagious disease.

Hence it is a move in the right direction that has been made by the Pullman company in building a car for the express accommodation of invalids. It will probably have larger beds than the ordinary sleeping car, no top berths and better ventilation; it should have the easiest of springs, and be clear of carpets, curtains, plush and the usual textiles that catch and hold microbes; it should have hot water as well as cold, on tap; it should have cupboards for drugs and instruments, where they would be in no danger of breakage and, especially, it should be so constructed that it could be cleaned with a hose after every trip, after the manner of operating rooms in hospitals. If this car were switched from road to road, and its departures advertised, there is hardly a doubt that, merely as a business proposition, it would be made to pay. In the better sense there is no doubt on that point.—Brooklyn Eagle.

Japan's Sea Training.

IN the seventeenth or eighteenth century the Japanese were the most daring pirates of the East; in fact, we might almost call them the Vikings of the East. They used junks—small ships with a sweep of sail, but the little vessels in which the Dutch once raided our own coasts, or as the craft which the Penzance fisherman have to-day. With these junks the Japanese roamed the sea, going everywhere along the Chinese main, ravaging the coasts, trading and bringing home priceless works of art from China.

It was not until long afterwards that the ruling authorities of Japan, under the great Emperor Hideyoshi, decided that it suited their purpose to shut off communication with the outside world and to live to themselves, trading merely among their own islands. The old Japanese Vikings were reduced to simple fishermen, and the period of internal feudatory wars began, for at that time at least Japanese would fight because they loved it.—London Telegraph.

WAR MAPS IN DEMAND.

Trouble in the Far East Provoking a Bonanza to Mapmakers. To the mapmakers in the United States the Russian-Japanese war in the East is proving a bonanza. The principal home of the industry in this country is Chicago, and one firm in that city is now turning out 4,000,000 maps a week. These figures seem incredible, yet the books of the firm show that the statement is true. The United States and Canada absorb most of the supply, but Europe and Asia also take their share of it.

War is a great stimulator of the map business. Since the trouble began draftsmen, engineers and electrotypers have been busy night and day in turning out diagrams of the scene of the Russian-Japanese conflict. Korea, Manchuria, Siberia and the islands of Japan have been the subject of maps of all sizes and colors. "War atlases" have been compiled containing prints of all the Russian possessions and of every bit of territory that is in any way likely to be affected by the naval and military campaigns. Advertisers seize upon these booklets with avidity, knowing that the average man likes nothing better than to spread one open in front of his admiring family and expound to them the meaning of the meager and contradictory cablegrams from the seat of war. England's fight with the stubborn Boer republics opened up a strong demand for geographical information regarding South Africa, but the Spanish-American conflict was the prize winner from a mapmaker's point of view.

"When Dewey opened fire on the Spanish ships on May 1, 1898," said a man who has spent thirty years in fostering the map industry in Chicago, "not one man in a hundred knew where the Philippine Islands were. I happened to be aware of that fact, and our draftsmen were at work upon far eastern geography before the people waked up to their desire for knowledge of the subject. It was the most strenuous six weeks we have ever had. Cuba and Porto Rico did their share, and we had to turn out new maps of the United States showing all our islands and possessions."

The Alaskan gold furor and the Panama Canal discussion made people want to have those portions of the world plotted out for them, but the demand was not so great as the quest for war time knowledge. World's fairs, the opening of Indian lands, and similar events of national interest are other "peaceful reasons" for map-making.

JAP ARTILLERY LANDING ON THE TATUNG RIVER.



The Tatung River, a view of which is herewith given, flows through northern Korea and empties into the Yellow Sea. Pingyang is situated on the banks of this stream, which is now held by the Japanese. The Tatung is used to transport munitions of war and troops into the interior. Small boats are employed for the purpose. By such means guns, artillery mules and other ordnance supplies are transported, thus avoiding the Korean roads, which are practically impassable at this time of the year.

gens. Sales must therefore take place between 9 a. m. and 3 p. m., and the sky must be clear. The purchaser, placed near a window, has before him a large copper plate. The sellers come to him one by one, and each empties upon this plate his little bag of rubies. The purchaser proceeds to arrange them for valuation in a number of small heaps. The first division is into three grades, according to size; each of these groups is divided into three piles, according to color, and each of these piles, in turn, is again divided into three groups, according to shape. The bright copper plate has a curious use. The sunlight reflected from it through the stones brings out, with true rubies, a color effect different from that with red spinels and tourmalines, which are thus easily separated. The buyer and seller then go through a very peculiar method of bargaining by signs, or, rather, grips, in perfect silence. After agreeing upon the fairness of the classification, they join their right hands, covered with a handkerchief or the flap of a garment, and by grips and pressures mutually understood among all these dealers, they make, modify and accept proposals of purchase and sale. The hands are then uncovered and the prices are recorded.—Jewelry Weekly.

Political Differences.

Years ago, when Lord Anglesey was Lord Lieutenant of Ireland, he said once of the Irish Secretary of that day, "Mr. Stanley and I do very well together as companions, but we differ so totally about Ireland that I never mention the subject to him." Just how they transacted official business remains a mystery.

After a man has been engaged three or four weeks, he begins to find opportunities to take sides in her quarrels.

SOME ODD RAILROAD RULES.

Curious Early Experiences in Transportation in Pennsylvania.

Some of the regulations in force on the earliest railroads built in Pennsylvania read very queerly in these days of "limited" and "flyers," says the Boston Transcript. A number of them are quoted in a brief paper read before the Engineers' Society of Western Pennsylvania on early experiences in transportation by Amos Saylor, and abstracted in part in the Scientific American supplement. Says the paper: "When the commonwealth opened the Philadelphia and Columbia Railroad the theory was that the State furnish the roadway and that any one who pleased could furnish his own vehicle and motive power and use the railway whenever he wished by paying the State tolls for its use, just as the turnpikes of the day were used. But it was soon discovered that a certain character of vehicles was needed and that rules and regulations as to times and manner of using the railways were absolutely necessary to effect their successful operation. The ordinary shipper found it too expensive to fit himself with the necessary plant and that they could get this transportation done by large and well-equipped shippers much more cheaply than they could do it themselves, so that in practice the business drifted into the hands of a few individuals and companies, who did this service for the many. The railway as constructed was intended for the horse as motive power, though the locomotive was being introduced as an experiment shortly after the railway was completed. The following among the rules and regulations adopted by the canal commission for the regulation of the railway may be of interest.

"Sec. 22. No car shall carry a greater load than three tons on the Columbia and Philadelphia Railway, nor more than three and a half tons on the Portage Railway, nor shall any burden car travel at a greater speed than five miles per hour, unless the car body and load shall be supported on good steel springs."

"Sec. 108. It shall be the duty of the conductors of cars moving with less speed upon the railways, upon notice by ringing a bell, blowing a horn or otherwise, of the approach of a locomotive engine or other car moving in the same direction at a greater speed, to proceed with all possible dispatch to the first switch in the course of their passage, and pass off said track until said locomotive engine or other car moving at greater speed can pass by. The conductors of the slower cars are directed to open and close the switches so as to leave them in proper order. Any person who shall refuse or neglect to comply with the provisions of this regulation shall, for every offense, forfeit and pay the sum of \$10."

"It must have been a very interesting and novel sight, indeed, when the horse and the locomotive were used indiscriminately on the same track and were struggling for supremacy as the future motive power of our railroads, and the approach of a locomotive was heralded by the tooting of a horn. Even at that time the right of way was given to the fast horse."

WAYS OF GEORGE GOULD.

He Keeps Himself in Good Health by Athletic Exercise. George J. Gould, physically, is in striking contrast to not a few of the directors of the Gould companies who were so actively identified with the late Jay Gould. George Gould's fondness for sports and athletic games keeps him in excellent physical condition, says the New York Mail. He almost invariably arrives at his office in the Western Union building, 120 Broadway, a little before 10 a. m. His pace is swift and only a good walker can keep up with him. Often in the coldest weather he comes with his overcoat on his arm.

Immediately upon reaching his desk he throws off not only his overcoat, but his waistcoat as well, and pitches into a vast amount of work. Frequently during the day Mr. Gould may be seen passing rapidly through the corridors of the Western Union building in this same negligee attire.

Not long ago a holiday meeting of the directors of the Texas and Pacific Railroad was called, and Russell Sage, John T. Terry and Sam Sloan, all active associates of the late Jay Gould, came down the corridor from George Gould's office, all wearing winter overcoats, although the weather was abundantly mild. Mr. Gould appeared a few minutes later minus his overcoat and waistcoat, and in this attire presided at the meeting, while his aged confidants, in conventional dress and holding high silk hats with a great deal of dignity, unanimously ratified his propositions.

Mr. Gould rarely gets further downtown than the Harriman office, at 120 Broadway. He could easily pass through Wall street without being generally recognized. Even some of the Wall street reporters do not know him by sight.

Might Have Been Worse. Bourke Cockran was condemning a certain popular novel.

"This novel," he said, "is as poor and barren as Elmo County land."

"Is Elmo County land very poor and barren?" asked one of Mr. Cockran's interlocutors.

"Is it?" he said. "Well, I should say it is. Once two strangers rode on horseback through Elmo County, and the barrenness of the land amazed them. Nothing but weeds and rocks everywhere. As they passed a farm-house they saw an old man sitting in the garden, and they said:

"Poor chap! Poor, poverty-stricken old fellow!"

"The old man overheard them, and called out in a shrill voice:

"Gents, I hain't so poor an' poverty-stricken as ye think. I don't own none o' this land."

ORIGIN OF BLANKETS.

Blankets were first made by Blanket Brothers, at Bristol, England, about the middle of the thirteenth century.

Don't gossip, don't spread poison with your tongue; don't be a waster worst.

Some men lose their hair by butting in at the wrong time.



Gouverneur Morris has finished a new novel to which he has given the quaint title of "A Pagan's Progress."

Mary Chalmers is completing the manuscript of a new novel, the first to appear from her pen since the publication of "Red Potting."

Miss Myrtle Reed, author of "Lavender and Old Lace" and other books, has in readiness for the press a new story to be called "The Master's Violin."

A new book about Tuskegee and its work, the joint production of officers and former students, is announced. Booker T. Washington contributes the Introduction.

"The Price of Youth" is the title of the new novel by Miss Margery Williams, which the Macmillan Company have issued. It is a picture of life in a New Jersey village.

"The Deliverance," by Ellen Glasgow, and Henry Harland's "My Friend Prosper," are the two new best novel books that have so far been most prominently before the public.

Dr. Walter F. McGee, author of "The Aaron Burr Conspiracy," is editing for Dodd, Mead & Co., the "Memoirs of Senator John H. Reagan," the only surviving member of the Confederate cabinet.

A book the chief charm of which is to be its absolute simplicity and yet be filled with thrilling incident and violent action is the way in which the publishers announce Charles Henneberry's novel, "Flower of the Fort."

Since the publication of "Woman Who Tolls" Mrs. John Van Wort has had an enviable position in Paris. She was taken up by the academy set, a contributor to the Revue des Deux Mondes and had her book published in French and German.

"Helen Grant's School-days," Miss Amanda M. Douglas' holiday story of last year, will be followed next autumn by "Helen Grant's Friends," in which Helen lays aside her school ambitions and devotes herself to aiding her father in his archaeological work.

"The most interesting collection of Thackeray relics ever brought together is in the possession of a well-known London dealer. It consists of the albums of the author's long-time friends, Mrs. Brookfield and Mrs. Fry. These albums are filled with letters, one long original poem and several characteristic sketches.

Dodd, Mead & Co., New York, announce that they have ready for publication 1,000 facsimile copies of the first edition of the Declaration of Independence. The original edition was printed as a broadside, July 5, 1776, by John Dunlap, of Philadelphia, the official printer to the Continental Congress.

OLD THEORY IS DOUBTED.

Some Meteorologists Deny that Forests Influence the Rainfall.

Almost from time immemorial meteorologists and the public generally have held to the opinion that the cutting away of forest trees greatly diminishes the rainfall in a given area. Of late, however, the first named class doubt the correctness of the theory, although they concede that denuding the land of trees accelerates the rate at which water runs off from mountain sides. The same attitude is adopted by the forestry bureau at Washington, in a report regarding a special study of the Rock River watershed. The region lies partly in Wisconsin and partly in Illinois. Within the last eighteen or nineteen years there has been some decrease in precipitation in the valley and the river is lower than it once was.

In discussing the facts the bureau adopts a notably cautious manner, saying that "it cannot be safely asserted that forest destruction has produced any falling off in the annual precipitation over the region." Commenting on the facts in "The Bulletin of the American Geographical Society," R. DeD. Ward, a well-known meteorologist, calls attention to the fact that a falling off in rainfall has been observed at many other localities in the western part of the United States for several years, thus in a measure corroborating the conclusion of Bruckner that there is a thirty-five-year cycle in the climate.

RADIUM, A MIDGET PONY.



Radium is the name of a black Shetland pony which, though three years old, is only twenty-nine inches high. Bred at Seaham Harbor, says the Tattler, London, he is a grandson of the champion pony Odin, and through his mother, is descended from Prince of Thule, Laird of Noss and other celebrated Londonderry ponies. Radium is owned by Lady Estella and Lady Dorothea Hope (the latter is holding the halter), the sisters of the Marquis of Linton.

On English Railways.

The number of men employed on the railways of the United Kingdom, including boys, is 529,092.

Speaking of the misfortune of riches, there is the woman who is a good cook, but who is rich enough to engage a hired girl, who is a poor one.