

AVOID TOADSTOOLS.

THEY ARE OFTEN MISTAKEN FOR MUSHROOMS.

Some Interesting Information by Dr. Farlow, Professor of Cryptogamic Botany in Harvard University—How to Tell Edible from Poisonous Fungi.

Besides the chance that the toadstool may be mistaken for the edible mushroom, danger is said to lurk in that which under ordinary circumstances might be eaten with impunity. It is absolutely essential that mushrooms intended for the table should be gathered in their prime and prepared for eating as quickly as possible. In their chemical construction they are much the same as meats. In fact, many authorities claim that they are a good substitute for meats, and in some countries the peasants and poorer classes have no other meat for weeks and months. Just as the meats taint and become unfit for human consumption, so the mushrooms decompose and become dangerous.

Probably the deadliest of all, as well as one of the most violent and fatal of vegetable poisons, is the amanita variety, and of all the poisonous varieties it is the one that may most easily be mistaken for the wholesome variety. With this variety all tests for distinguishing, such as pleasant color, boiling with a silver spoon, tarnishing indicating poison, change of color when broken and peeling of the cap are said to be at fault. The amanita has an inviting odor, its taste is very pleasant and it peels easily. The latter tests are not considered conclusive, however, for the reason that many of the varieties that are edible do not peel easily. The one unerring mark by which amanita may be distinguished is a little scab in which the stem sets and which is denominated the poison cup. This cup may be under ground and must be searched for if the novice would be certain that he has not plucked his own death. Any mushroom that has even a suggestion of such a scab should be left severely alone.

In an extensive paper entitled "Some Edible and Poisonous Fungi," prepared by Dr. W. G. Farlow, professor of cryptogamic botany in Harvard University, for the United States Department of Agriculture, are given some rules for distinguishing the common mushroom from the deadly agarics. Dr. Farlow says:

"The common mushroom has a pileus which is not covered with wart-like scales; gills which are brownish purple when mature; a nearly cylindrical stalk, which is not hollow, with a ring near the middle, and without a bulbous base sheathed by a membrane or by scales.

"The fly agaric has a pileus marked with prominent warts; gills always white; a stalk with a large ring around the upper part, and hollow or cottony inside, but solid at the base, where it is bulbous and scaly.

"The deadly agaric has a pileus with-



MUSHROOMS AND TOADSTOOLS.

out distinct warts; gills which are always white, and a hollow stalk with a large ring and a large ring around the upper part, and hollow or cottony inside, but solid at the base, where it is bulbous and scaly.

"A word should be said as to the size and proportion of the pileus and stalk in these three species. In the mushroom the pileus averages from three to four inches in breadth and the stalk is generally shorter than the breadth of the pileus and comparatively stout. The pileus remains convex for a long time, and does not become quite flat-topped until quite old. The substance is firm and solid. In the fly agaric the pileus, at first oval and convex, soon becomes flat and attains a breadth of six to eight inches, and sometimes more. The stalk has a length equal to or slightly exceeding the breadth of the pileus and is comparatively slender than in the common mushroom, but nevertheless quite stout. The substance is less firm than in the common mushroom.

"The pileus of the deadly agaric is thinner than that of the common mushroom, and, from being rather bell-shaped when young, becomes gradually flat-topped, with the center a little raised. In breadth it is intermediary between the two preceding species. The stalk usually is longer than the breadth of the pileus, and the habit is slenderer than in the two preceding species. All three species are pleasant to the taste, which shows that one cannot infer that a species is not poisonous because the taste is agreeable. The fly agaric has scarcely any odor. The other two species have certain odors of their own, but they cannot be described.

"While there are over 100 varieties of mushrooms and toadstools which may be eaten, there is no general rule for their identification, and each must be learned as a species. The gatherer may safeguard himself to some extent by avoiding all varieties that give out an unpleasant odor, those which are tough or in a state of decomposition, and by examining the insides to see that they are free from grubs and the larvae of flies and beetles.

ELECTION DAY.

How It Came to Be Tuesday After First Monday in November.

The designation of the day for holding the presidential election is of Congress. The first act passed by it relating to that subject was in 1792. It provided that presidential elections

should be appointed "within thirty-four days before the first Wednesday in December." This left each State free to select a day to suit itself within those limits. Pennsylvania chose elections on the last Friday in October. Other States elected theirs on different days between the beginning and middle of November.

When Harrison was elected in 1840 the Democrats asserted that his success was due partly to fraudulent voting, which was made possible by the lack of a definite election day. It was alleged that Kentucky and Ohio Whigs had voted in both States, the election being held on different days. So in 1845 the Democrats passed the law now on the statute books making the first Tuesday after the first Monday the day.

At that time but five of the twenty-six States had their State elections in November. In Michigan and Mississippi voting was carried on through two days—the first Monday and the following Tuesday. New York had three election days—the first Monday, Tuesday and Wednesday—but had finally confined voting to the middle day, or the first Tuesday after the first Monday. Massachusetts chose State officers on the second Monday in November, and Delaware on the second Tuesday. So Congress selected the first Tuesday after the first Monday to consult the convenience of three States out of five, one of the three being the important State of New York.—Chicago Tribune.

GREAT NAPOLEON'S DOUBLE.

His American Cousin So Like Him That He Was Excluded from France.

"During the next ten years the cherished ambition of Mme. Bonaparte was to marry her son, Jerome, to a girl of rank," writes William Perrine of Elizabeth Patterson, the American wife of Jerome Bonaparte, in the Ladies' Home Journal. "Various plans were meditated, particularly his proposed marriage to one of the daughters of Joseph Bonaparte, who was then living in comfortable exile at Philadelphia and at Bordentown, New Jersey, and who was even solicited to place himself actively at the head of the Bonaparte interest in France after the death of Napoleon at St. Helena. But 'No,' the pet name she gave her son, was little inclined to help along these matrimonial speculations. Her especial desire was that he would not fall in love with an American, and that he would always bear in mind the possibility that the French people might call a Bonaparte like him to their throne.

"But all Mme. Bonaparte's darling hopes for her son were doomed to disappointment. In 1829, while she was in Europe, she learned that he had married an estimable young woman in Baltimore. While the second Jerome Bonaparte, who was a graduate of Harvard College, was never naturalized as an American citizen, he became a highly respected gentleman both in this country and abroad. It was frequently observed in Europe that he resembled his uncle, the great Emperor, more than Napoleon's own brothers or any other of his kinsmen. Indeed, his figure, the cast of his head, the regular-



BELLE ARCHER.

ity of his features and his eyes were so much like the Emperor's that there was some fear in France during the Louis Philippe monarchy that the resemblance might stir the Napoleonic affections of the people, and he was for hidden from visiting Paris even while traveling incognito.

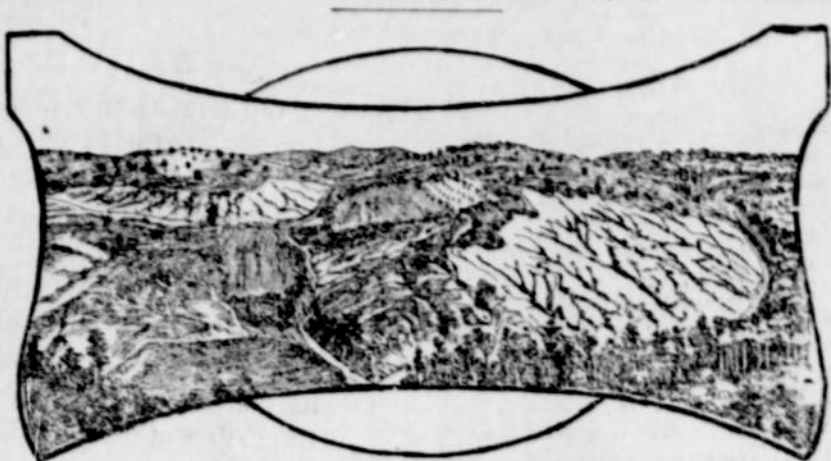
Belle Archer, the well-known actress, died recently of embolism at a hospital in Warren, Pa. She had been long known as one of the most beautiful and talented members of the theatrical profession in America. Before she made her hit in "A Contented Woman" Miss Archer won fame as the leading lady of Alexander Salvini, whom she was compelled to sue for her contract money in 1865. Soon afterward Salvini was attacked with the disease of which she died not long ago in Italy. Since that time Miss Archer had been very successful as an actress. She was born at Easton, Pa., in 1860.

Freak Potato in Maine. A most curious freak potato was raised on the farm of J. C. Hammond, of Greensboro, Me. The potato not only had eyes, but a good-sized tooth, probably a horse tooth, and grew until the cavity was filled and the tooth hard and fast in the potato.

Remarkable Knife.

The most remarkable knife in the world is that in the curiosity room of a firm of cutlery in Sheffield. It has 1,800 blades, and ten blades are added every ten years. Another curiosity is three pairs of scissors, all of which can be covered with a thimble.

HOW FARMS ARE RUINED BY CARELESS TREE CUTTING.



For many, many years experts and governments have been dining into the ears of land owners and farmers the truth that tree destruction is financial suicide. Indeed, in some places it has become actual self-murder, for the men who cut the trees recklessly have fallen victims, with their families, to the floods and storms that followed and devastated what man's foolish greed had left of the land.

To impress the farmers again with the great truth that trees standing mean more in dollars and cents than trees cut and marketed, the United States government has been sending out the picture which is reproduced here. It shows a farm that has been practically ruined by improvident exploitation of its timber. In this instance, clearing of hilltops and excessive thinning of the wooded hillsides, followed by the burning of litter, underbrush and young growth, and the compacting of the soil by the tramping of animals, have induced rapid surface drainage, and this in turn has caused erosion, gully and washing away of the soil.

The surface water, rushing unimpeded over bare slopes and compacted soils, has washed away the soil, cut gullies in fields on hillside, washed down silt, sand and gravel, and spread them over fields and meadows; thus the fertile portions of the farm were injured and practically made worthless by the encroachment from the unfertile parts.

The happy-go-lucky dandy of the Alabama cotton fields has perhaps the least variety and the meagerest supply of food of any human being in the United States. The dandy who lives in a log cabin on a one-acre or two-acre or three-acre farm, who has nothing to cover him but a hickory shirt and a pair of blue jeans trousers, whose offspring gambol in the light and inexpensive attire afforded by a gunny-sack, can live contentedly on a dietary that includes not more than three or four articles of food and that costs per man per day but three cents.

EMBARRASSING YOUNGSTERS.

Their Demands Are Sometimes Difficult to Fill. The faith that children have in their fathers' ability to perform difficult feats is very beautiful, even though it is a trifle trying at times to those gentlemen. Mother is a very sweet and "comfy" person to the youngsters, and while familiarity with her does not breed contempt, it robs her of a certain amount of glamour; but father's is a hero.

There's nothing of which he is not capable when he tries. He's fully competent to command any ship in the navy, and to be President of the United States would in no wise tax his gigantic intellect.

To live up to this estimate is very distressing to the amiable gentlemen who are thus idealized, says the Baltimore News. One father was greeted on his return from his office recently with the modest request that he make a gravity railroad at once.

His offspring had been reading a truly remarkable story in which some small boys, with the aid of a hired man—every one knows a hired man can't compare in cleverness with one's father—had succeeded in building such a road out of material they had found lying conveniently around, as things so often are found—in stories.

This particular father did not know exactly how to confess he was inadequate to the task without forfeiting the admiration and respect of his small tribe, but finally, being a diplomat, he induced them to relinquish the project of themselves on account of the heat.

In much the same way a short time before he had helped his son, who was undecided whether he preferred a canary bird or a bicycle for a birthday present, to decide on the former, entirely of his own choice, of course.

Sometimes it's not a manual feat, but the answer to a question that perplexes the head of the family. One man, who had helped his son delve deep into nature's secrets yesterday, but who finally could no farther go, and so fell back upon the old adage that children should be seen and not heard, to excuse his deplorable lack of knowledge, was aroused from his newspaper by a remark from one young hopeful to mother, delivered with a deep sigh.

"And I thought father was educated," he said sadly. "Why, he doesn't know as much as Mr. Smith's gardener."

THE COALING OF A BIG LINER.

How Fuel Is Dumped Into the Transatlantic Steamships.

Comparatively few people have knowledge of the labor of coaling a modern transatlantic steamer. The Coal Trade Journal, New York, has recently made some researches into the question and presents an interesting array of statements. That paper takes the Deutschland as an example. That steamer carries for a six-days' trip 5,000 tons of coal and consumes from 7,000 to 8,000 tons a day, at the rate of one and one-half tons an hour for each knot of her speed. On one day recently that steamer burnt 832 tons of coal in twenty-four hours.

In coaling her in New York four lighters work on each side. These hold from 400 to 800 tons. It is the usual process getting this 5,000 tons of coal aboard—hand shovel, bucket and steam winch. Time, two and one-half to three days.

The coal laborers are paid 10 cents an hour extra for Sunday work, but that only means \$1 extra for ten hours. Within a couple of hours of the steamer discharging its passengers the coal is being raised and shot into the bunkers. Thence it is carried as needed in small cars running on rails to the fire-rooms. No less than 1,600 feet of track is required for this service.

The idea in sending a girl off to school seems to be to furnish her with a list of acquaintances in far-off towns to visit.

There is a kind of a woman that every man hates at sight.

LONG DRIVE ON AUTO.

TO CHICAGO FROM ST. LOUIS IN THIRTY-SIX HOURS.

Roads Were Rough and Routes Were Strange—Mud, sand, and Many Turns Retarded Speed of Horseless Carriage—One Tire Punctured.

John L. French, of St. Louis, is the first man to make a trip from St. Louis to Chicago on an automobile. He made the distance of 450 miles in thirty-six hours, notwithstanding the fact that he encountered bad roads and was frequently retarded by following wrong directions. He traveled without a chart and did not try to choose the most direct route. He made the journey to prove that the horseless carriage could be used satisfactorily on the dirt roads of the country, and that it could be depended on to climb hills and to wheel through deep mud.

The automobile in which the long drive was made is of phaeton pattern and weighs 1,000 pounds. It consumed eighteen gallons of gasoline at a cost of



FROM ST. LOUIS TO CHICAGO IN AN AUTOMOBILE.

\$2 for the trip. The average speed was twelve and a half miles an hour, and the only accident was the puncturing of a tire. It was Mr. French's first intention to go only as far as Springfield, but when he heard of the international race meet in Chicago he went on to that city, where he took medals in the three classes in which he competed.

"When I left St. Louis I decided to take the roads as they came," said Mr. French, when seen after his arrival in Chicago. "The highways and byways of Illinois I found a perfect labyrinth. The persons whom I met on the journey, and from which I humbly inquired the best route to Chicago, so often misdirected me that I lost much time. Owing to the section divisions, the roads are short and I found that I had to turn a corner every ten minutes. As the speed of the automobile had to be decreased in order to make each turn, I could not cover as great a distance as if I had been on a straight road. I am sure that I could make a trip in much better time if I were to repeat it. I know the route now. And, by the way, I think I happened on the best roads, and I shall take the same route when I next make the journey.

Fifty Miles on Wrong Roads.

"Leaving St. Louis at 8 o'clock in the morning, I spent the night at Divernon, eighty-five miles away. I ran 125 miles during the day, but lost fifty miles by going out of my way—according to directions given me by persons of whom I asked information. I took luncheon at Staunton. Near Littlefield one of the tires was punctured, and I had a bad time until I reached Divernon. The people had never seen an automobile, and my machine created a great deal of excitement. Men, women and children rushed out of the houses to look at the horseless carriage. I was surprised when I saw the astonishment with which the automobile was examined. Even the horses were amazed, and many times I was compelled to stop my vehicle in order to prevent run-aways. The dogs barked at me, but they fled in terror when the machine whizzed by them.

"At Divernon I patched the punctured tire with rope and went on to Springfield. After leaving Divernon the roads were much improved for a long distance. In Springfield I had the tire mended, and then I decided to go on to Chicago. From Middleton to San Jose the roads were good. At Pekin I wheeled into deep sand as far as Chillicothe. Near Pekin I was compelled to get out and push my machine. From Chillicothe to Henry the roads were fine. The next morning I had a splendid drive to Seneca. I ran into a heavy storm at Minooka, and the trip for the remainder of the way into Chicago was through mud, in some places six inches deep."

Mr. French believes that before many years the automobile will be as common as the bicycle, and that the summer trip on the horseless carriage will be a popular and fashionable recreation. Maps of the best routes will be indispensable, however, for the amount of misinformation that he gathered concerning routes, roads, distances, and towns was varied. He found sand more of an obstacle than mud, and encountered no difficulties in ascending steep hills. With the general use of the automobile will come an ideal condition for farmers, inasmuch as the popularity of the horseless carriage will compel more attention being paid to the smoothness of country roads.

HOW JELLY FISH EMIGRATE.

One Investigator Says They Climb Mountains and Cross Deserts. The problem of how the apple got into the dumpling sinks into insignificance beside that of the jellyfish, in the crustaceans and Lake Tanganyika; but J. E. S. Moore, who has just come back from Central Africa, believes he has discovered how the fish from the

sea got into the lake in the middle of the continent.

Mr. Moore is one of the young men at the Royal College of Science, South Kensington, England. He was leader of an expedition largely subsidized by the Royal Geographical Society, and after a year's march of over 2,000 miles from Zanzibar to Uganda he has come back with hundreds of specimens and several important additions to the knowledge of Central Africa.

Mr. Moore and the twenty Ujiji boys who accompanied him lived on goats during the ascent and descent, driving the goats and killing them when food was wanted. The Ujiji boys were so struck with the phenomenon of ice that they tried to carry bits down to Ujiji. The tropical sun nearly boiled the ice on the way.

Between Tanganyika and Lake Albert Edward is a lake called Kivu. The best atlas published gives it as about one-tenth the size of Albert Edward. Mr. Moore, who was accompanied by Malcolm Fergusson, an English geologist and geographer, found that Kivu is larger than Albert Edward. The north end of Tanganyika was found to be fifty miles westward of its ascribed position.

are very simply constructed and are of great strength. The wheels are over five feet in diameter, and the two sets are placed the full length of the wagon, or about forty feet away from each other. The load moves slowly enough at the best, but when it approaches a corner where a turn is to be made the driver pulls up a little and goes still slower. Several rods before he reaches the corner he begins drawing up as closely as possible to the curb opposite to the direction in which he is about to turn, in order that he may have as great a space as possible for making the turn to prevent running the sides of the long, straight poles into the buildings.

POPULATION OF THE CAPITALS.

A Decrease, as at Albany, Since the Last Census Not the Rule.

The population of the capital cities of two States, New York and Nebraska, is less at present, according to the census reports, than ten years ago. Albany's present population, 94,000, shows a decline of 772 compared with 1890, and Lincoln's present population, 40,000, shows a decline of 14,985. This fact has suggested that State capitals throughout the United States may have



FROM ST. LOUIS TO CHICAGO IN AN AUTOMOBILE.

declined in population—such is not the case. Thus Providence, the capital of Rhode Island, has gained 23 per cent in population during the last ten years. Hartford, Conn., has increased from 53,000 to nearly 80,000, or 50 per cent. Trenton, N. J., has increased from 57,000 to 73,000, a gain of 27 per cent, and Columbus, Ohio, increased from 88,000 to 125,000, a gain of 42 per cent.

In fact, considering that the capitals of American States have been fixed, chiefly with reference to their geographical situation and without reference to their facilities for business communication with other places, it is cause for surprise that American capitals should show so large an increase this year. Thus Indianapolis, the capital of Indiana, almost exclusively dependent upon railroad connections, has increased from 105,000 to nearly 170,000 population in ten years, a gain of more than 50 per cent, and 6 per cent greater than Cleveland's and 50 per cent greater than Cincinnati's. Des Moines, the capital of Iowa, has increased in ten years 24 per cent in population. Harrisburg, the capital of Pennsylvania, has increased 50 per cent. Denver, the capital of Colorado, shows a gain of 25 per cent; St. Paul, Minn., a gain of 23 per cent; and Salt Lake City, Utah, of 19 per cent. Richmond and Nashville, the capitals of Virginia and Tennessee, show a considerable gain in population, and Topeka, the capital of Kansas, shows 8 per cent increase, though census figures indicate some falling off in the population of that State. Trenton, the capital of New

FEATS IN STREET TRAFFIC.

Handling Pine Logs More than Fifty Feet Long Through Chicago.

The greatest feat to be seen in street traffic in Chicago is the handling and transportation of the loads of Norway pine logs designed for use as piles in building foundations. The trunks of these pine trees are of such great length that the average passer-by on the street often wonders how in the world the load of piles ever turns a corner.

It is not an uncommon sight to see a knot of people collected at a street corner watching the approach and skillful turning of the long wagon with its load of three or four piles. Turning



PILOTING LONG POLES THROUGH THE STREETS.

the corner and entering another street at right angles is such a difficult feat that as a rule the piles are taken through the streets at night when there is no traffic to interfere. Recently, however, loads of them have been driven through the heart of the city in the daytime. Naturally during business hours taking them through the streets is attended with far greater difficulties than at night. When corners are turned the long poles, as they are transported in an angling direction from one street to another, practically blockade traffic. Often when going straight across a street a small blockade is caused, for the poles are so long and are carried so slowly that when they cut a thoroughfare all of the cross current of cars, wagons and carriages is held at a standstill for as much as a minute, sometimes more, and a minute is a much longer period of time in such a case than it seems in print.

All of the poles are fifty or more feet in length, and the largest ones are in the neighborhood of a foot in thickness at the largest end and a few inches smaller at the tip end. The wagons are about forty feet in length. They

Should Avoid Certain Shades.

A famous Parisian dressmaker declares that blue and pink of any shade whatsoever are fatal to the beauty of a woman with red hair. He refuses pointblank to use even the most frugal touch of either color, no matter how earnestly his red-haired patrons may desire them, and tells them with deep regret but unyielding firmness that only black and white in judicious combination, soft, warm browns and delicate purples are permitted to them. Another Paris dressmaker says that there is a touch of green in every woman's coloring, and that he makes it a point to discover it and to bring that special shade into the finishing of the gown. He also adds a touch of white to every costume that issues from his atelier, claiming that all colors are improved by its contrasted effect.

The man who is unable to find his match may have to go to bed in the dark.