

MILLIONS FOR SHAVES

What It Costs to Keep Chicagoans' Faces Clean.

The Barber's Bill for the Big City Is Closely Estimated by a Member of the Profession.

How much does it cost the male population of Chicago to keep their faces shaved and shorn? This question was asked in a downtown hotel barber shop a few days ago, and the answers given brought out some astonishing figures. Before anyone took time to make any computation, a few guesses were given, but all fell short of the mark. The highest guess was \$1,500,000, and everyone else in the shop said the man who gave it must be mentally unbalanced to place the figures so high. But the man with a level head and a taste for figures, who was found in every crowd, was there, and it was not long before he had shown to the satisfaction of all present that the yearly barber's bill for the Chicago men is not less than \$2,500,000. This is the way he did it:

"How much, on an average, does a barber take in a day?" The question was addressed to the proprietor of the shop.

"All the way from \$2 to \$4 on a dull Wednesday to \$12 or \$13 on a busy Saturday."

"No, that won't do. What is the average daily amount, for six days in the week, taken in by each working barber, on an average?"

Then the proprietor did a little figuring. The wages of the barbers, he said, ranged from \$10 to \$15 a week, when they worked for busy barbers.

The barbers, besides wages, had to pay rent and all bills of expense for running their shops, and figure on a margin of profit besides for themselves. It was agreed that \$12 a week was a fair basis for computation, the amount taken in a week by each barber.

Then the man with a genius for statistics was up a stump. How was he to find out how many barbers there are in a big city like Chicago?

But the figure was right at home with the problem. He knew just how to go to it. He got a city directory and turned over to the back, where he found a list of barbers filling several pages. He counted a column. It contained 320 names. There were nearly 300 barbers, giving a total of 3,840 barbers. Inquiry showed that many barbers were not residents of the city when the list was compiled, had escaped classification, and it was agreed that 2,500 was a fair estimate of the total number in the city.

Several demurred at the immensity of the figures thus reached—\$2,500,000—but the proprietor, flattered at the important showing made for his craft, insisted that the estimate was too low.

"A barber takes in," said he, "more than \$12 a week on an average. I'd think he was a poor man if his shop didn't take in more than \$25."

But his was a 15-cent shop, and the man with the lead pencil—also this time with the triumphant smile—was ready to admit that \$25,000,000 was enough. —Chicago Tribune.

A REMARKABLE TRIP.

The Extraordinary Voyage of an Ocean Liner in Trying a New Route.

The steamer Gaspesia, which was the first to attempt to reach London by the new route via the Gulf of St. Lawrence and Milford Haven, Wales, had three months of such experience as happily but seldom falls to the lot of an ocean liner. The dream of a certain group of capitalists is over, for although the distance is appreciably less by the way proposed, the fate of the ship which came limping back into port ten weeks after every one had given her up, will cast a damper upon all future efforts.

The Gaspesia left Milford Haven on January 11, she made the south coast of Newfoundland on the 19th, and entered the Gulf on the 20th. She should have reached Glasgow in one day. The trip actually took six. It was February 7 when she started out, with her return cargo and her passengers. In the very worst weather of an unusually bitter winter. She was caught by the ice floes and held helpless. Koon winds raged about her and the rigging from the five were bent to the breaking point. The crew were forced to huddle under the lee of the mainmast, and the ship was held in a position of peril for several days.

There are 50,000 square miles of the Gulf of St. Lawrence. The Gaspesia was a good deal of drifting to and fro with the wind and current. Believing that the ship was lost, the crew were ordered to abandon her. The ship was held in a position of peril for several days.

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When You Ride Your Wheel

Always shake into your shoes Allen's Foot-Ease, a powder for the feet. It keeps your feet cool, prevents sweating feet, and makes your endurance ten fold greater. Over 1,000,000 wheel people are using Allen's Foot-Ease. They all praise it. It gives rest and comfort to aching, hot, swollen, aching feet, and is a certain cure for ingrowing toe-nails. At all druggists and shoe stores, 25c. Sample FREE by mail. Address, Allen S. Olmsted, Le Roy, N. Y.

HUMAN FRAGMENTS.

Market Wherein Anything from an Eye to an Obsolete Skeleton Is Quoted.

American art collectors of the frames of individuals defunct are up in arms against the pauper skeletons of Europe. Native bones are quiet and depressed, and the demand is for the products of the French and German bone trade. First-class American skeletons are a drug on the market at \$10 to \$15, and are in every way as serviceable as the Gallic or Teutonic article. A recent Frenchman, who happened to depart in the second of a skeleton, a Frenchman of teeth, is offered at \$25, ordinary imported skeletons going from \$20 to \$25, according to the number of teeth they are sh. Purchasers cannot be too choosy about teeth. The only superiority in the foreign article is in the matter of complexion. Frenchmen and Germans who have shed all of themselves, except their bones, blech better or their survivors are able to bleach them better. In the matter of art, the American workman is perhaps the superior of the European artist, but he cannot get the tints and the refreshing shades of complexion so much admired by skeleton experts, or those who desire such articles for household ornamentation.

There is a general feeling that the duty should be increased to a prohibitive point to protect this infant industry. The Frenchman already referred to is a skeleton mounted and latched full of teeth, with fine wire, but he is not a little better or happier looking than the American, who sits next to him in the show window, save that the latter seems to be a little more human and is held together with varnish and glue, and is tin-mounted. Still there are no holders for him at the figures, although he was recently marked down from \$11 to \$5.

Skeletons are \$2.50 to \$4.25, varying according to size and the skill displayed in preparation. A skull that was prepared for the market with a brick is not in as much favor as one that found its way in by the natural channels. The demand for pelvises is light, at \$1.00 to \$2.50; this, in slight case at \$2.50. Feet, articulated, are quoted: Lefts, \$2.00 to \$2.50; rights, \$2.00 to \$2.50; west sides (by weight only), \$4.00. Hands are scarce and generally unsatisfactory at \$10.00 to \$15.00, although, at price, \$25.00, was paid for one the other day just before the close of the market, or rather an inspection was secured of it for that sum.

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LITTLE REAL PEWTER

An Article of Table Ware That Is Very Rare.

The Old Art Is Nearly Lost and Modern Makers Are Unable to Produce a Really Good Article.

It has been the fortune of a few people to dine off gold plate on some great state occasion. Another more people have sat at a meal when the plates and dishes were of silver, but only a small circle of diners who have ever eaten at a dinner when every article upon the table was made of pewter.

To the ordinary person the word "pewter" means the metal, or rather, alloy of metals which go to form the ordinary beer tankard in use here. The collector of pewter, however, knows very differently, and most people will be surprised to hear that real old pewter is extremely rare.

The modern public house tankard, although it may be known by the generic title of "pewter," is not pewter at all, but a much cheaper and less interesting mixture of metal known as "sand pewter."

In fact, the old art of pewter making is almost entirely lost, and no modern makers have been able to produce a combination of lead and tin equal to that which was current 100 or more years ago.

Experts in the subject say that in all probability the famous pewter makers, Rotherham, Jernyn and the like, who were the secret of a third of the world's supply of pewter, are now dead. When the improved processes of glass making made glass vessels extraordinarily cheap, pewter making fell into disuse and with it fell its secret process.

For the collector of pewter, this is a most happy circumstance, for it makes his objects rare and valuable. Probably the best-known pewter collector in England is Francis Jackson, the well-known artist and the secretary of the London Sketch club.

It was owing to him that the first dinner was eaten entirely from pewter in the world. He was the first to collect pewter some time ago, in fragments. He would come across a dish here, a plate there, or a fine tankard in some country tavern. As the collector grew, his ambition to have a complete dinner set grew, and at least a piece, a thing which, as every collector knows, is extremely difficult of achievement.

Gradually the set grew. The fine collection of tankards belonging to one of the smaller lines of court came into the market and was at once bought up. Some wonderful treasures and tankards of pewter were found in Rome, the remains of the table service of a cardinal in the middle ages.

The greatest difficulty of all was experienced in the search for liquor "glasses" of pewter. The artist was dejected in his search, and he was waiting in his dinner service of a cardinal in the middle ages.

Eventually, strange as it may seem, the liquor "glasses" were picked up in Algeria. They are very curious workmanship. Pewter seems so thoroughly an English product that one finds it difficult to imagine it of Moorish workmanship.

The knives were discovered at the sale of an old country mansion with its effects. The handles are of thick pewter. It is curious also to find how difficult it is to eat with pewter spoons. The light and easy ones in use in the present day. When the whole dinner service was completed the plan of regular pewter dinners was inaugurated by Mr. Jackson. These take place in the great studio at the home of the artist, Bedford Row. More than one old English tradition is kept with due solemnity and old English fare is eaten. —Chicago Chronicle.

The car takes to traveling. The car has from his boyhood been a keen cyclist, and the car, when his health permitted, has occasionally shown his skill as a wheelman. But lately his majestic appearance, given up pedaling, and he has just had made for himself in Paris a petroleum tri-cycle of burlesque steel, fitted with all the latest improvements. The machine is a sort of ornate motor except in the form of a silver coachette, and is fitted to the left steering bar, on which is embossed the imperial arms. In speed it is said to be a record-breaker. A B. H. car of wicker work is being constructed in St. Louis for the use of the car, who will thus be comfort and let us hope, in safety. It is understood that these two vehicles are to accompany the car to the various European courts. —London Chronicle.

Water in the Eucalyptus Tree. A death from thirst was recently reported in one of the Sydney papers. The following day a correspondent wrote pointing out that in the eucalyptus tree of Australia no one should be thirsty, as all the water in the tree is stored in the leaves and in the bark, even in the hottest and driest seasons, a never-failing supply of very drinkable water. This can be obtained by cutting them into convenient lengths, say, 12 feet long, and standing them perpendicularly with the small ends down, a vessel being placed underneath to catch the water. From a quarter to a half a pint may be got in this way in five minutes from a sapling or young tree even from one of four inches in diameter. —Westminster Gazette.

Ever since the days of the earliest settlers in the far West, the attractive proposition has presented itself of importing winter waters in canons and keeping it against the dry time of summer when it could be utilized for growing purposes. Most of such operations in our West must necessarily be on a large scale, owing to the enormous land which nature used in moulding the country, and this accounts for the fact that the practice of constructing these artificial lakes or reservoirs has not been general. In India, where the formation of the country is different, thousands of small canals have been constructed and little reservoirs found, which during the period of rain and from a water supply for the cultivation of the crops adjacent. India is looked upon as a fortunate portion of the globe, but when the great American Southwest shall have progressed as far as India with the irrigation problem, those of us who are now familiar with her operations will fall to recognize her well-spring areas as the West of us. —The Old Reliable—The Weekly Oregonian.

Heart Weakness

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