



Bishop Henry C. Potter

Henry Codman Potter, bishop of the Episcopal diocese of New York, whose death is mourned by thousands, was born in Schenectady, N. Y. In 1836, and came from a family of famous churchmen. His father and an uncle were bishops before him, and it was natural for him to follow in their footsteps. It was not the original intention of his father to have him enter the ministry. The elder Potter selected the life of a grocerman for his son, and this was the first business in which he engaged after leaving school. It was not to his liking, and he entered the Episcopal Seminary of Virginia at Alexandria, from which he graduated in 1857 at the age of 22, when he was ordained a deacon. Bishop Potter was well known as an educator. His influence in secular affairs extended far beyond the pale of the church. As bishop his influence in broadening the human sympathies of church work throughout the diocese and in bringing it into touch with the social movements of a complex civilization was incalculable, and he always accomplished his ends without weakening the church's tenets or compromising its historic and liturgical integrity, of which he was a staunch upholder. Cultured, suave, a prince at dinner, he was yet, whenever occasion required, a rugged defender of his faith, and his unwavering faith was that of his church. The bishop was married twice. His second wife and several children by his first marriage survive him.

Science AND Invention

The meteor trains studied by Prof. Krowbridge of Columbia University, are the luminous streaks often seen in the wake of shooting stars, and they may continue many minutes, or even an hour or more. They drift slowly and become distorted, as if by air currents. They seem to be self-luminous, and many sometimes be seen in daytime. They somewhat resemble the after-glow on turning off the current from vacuum tube electrodes. The glow is greenish-yellow, diffuses 100 yards a minute, and is most striking at a pressure calculated to be that of the atmosphere at a height of fifty-five miles.

Recent study of the Hottentot tribes in Southwestern Africa leads to the interesting suggestion that the Bushman type of negro once ranged from Central and Western Europe, across the Mediterranean, and down the east coast of Africa, to the lands where these people are now found. This is based upon the superficial resemblance in features between some of the Bushman and Hottentot types and some of the peasant population of parts of Central Europe, eastern France and some parts of Ireland. Sir H. H. Johnston remarks that the Bushman tribes are scarcely in an age of stone, but rather in an age of bone, wood and skins. Their arrow heads are usually made of bone. Wood, leather, gourds and thorns are the materials from which utensils and ornaments are commonly made.

Now that the season of thunder storms is here, this long-debated subject assumes fresh interest. It has been rediscussed by Dr. A. W. Borthwick, in "Notes from the Royal Botanic Garden of Edinburgh," who concludes that no tree is immune, and that lightning will strike one species quite as readily as another. In opposition to the popular belief that "it is quite safe to stand under a beech, while the danger under a resinous tree or an oak is, respectively, 15 or 50 times as great." Doctor Borthwick says that the beech is struck quite as frequently as any other tree. Apparently the taller trees in any neighborhood are the ones most liable to be struck.

If the use of the various means of communication is to be considered as a measure of civilization, this country certainly appears to have an advantage when compared with Europe. The last figures obtainable are for the year ending January 1, 1905. Of letters and postal cards, each 1,000 persons sent 8,719, as compared to 29,554 for Europe. In the matter of telegrams each 1,000 Americans sent 1,000 messages for

every 731 transmitted by Europeans. But it is in the matter of telephonic messages that the inhabitants of the United States far surpassed those of the Old World. While each 1,000 of population in the old country sent 7,364 messages by the telephone, each 1,000 Americans sent 44,344, or more than six times as many.

LOSES PRESENCE OF MIND.

Guest, Though Forewarned, Puts Hostess in a Predicament.
An amusing anecdote was told by a young matron the other day apropos of absent-minded persons. She had been married only a short time and was giving a luncheon to some of her mother's friends. She was particularly anxious to have everything go off well, that her reputation as a housekeeper might be established. The little menu was made out after much consultation with the new French cook. She had trimmed the table with her own hands and all was in charming readiness, when at the eleventh hour an old school friend arrived from out of town and asked if she could stay for luncheon. It was most inconvenient, but the warm-hearted bride welcomed her.

"Stay, by all means, dear Amy," she said. "But there is one condition. Please do not take any chandroids. There was not enough chicken and the cook has only just told me. These French people are so economical. But, after all, if you and I both say 'No' to them, they are sure to go around. Don't forget, dear."

Any promised faithfully and went upstairs to prepare for the party. The guests arrived promptly and the luncheon began with an excellent melon for each. The hostess, having been warned against too much food, especially as there was to be bridge afterwards, had cut out all the extras and limited her dishes to the melons, a cheese soufflé and the chandroids. The last she refused when they came her way and trembled at the small amount on the dish. There was not even any extra aspic jelly, but she reflected with relief that there would be just enough when Amy refused. Then, to her horror, she saw her absent-minded friend not only take one, but two, upon her plate. The waitress had not sufficient presence of mind to have the remainder, so two women went without any. "And I am sure," added the narrator, in conclusion, "that they all went home hungry. Why, I blush even now when I think of that luncheon."—New York Tribune.

Out of the Frying Pan.

"Do you love me well enough to give up cigars?"
"Certainly. Besides, after we are married I won't be able to afford anything but a pipe."—Illinois State Journal.
An ounce of action is better than a pound of that tired feeling.

RAM'S HORN BLASTS.

Warning Notes Calling the Wicked to Repentance.



Conceit blinds many a man to the truth.
Faith is reason resting on revelation.
Every master must ever be a pupil.
If a godless man got into heaven, he would be glad to get out.

God not only pardons, He forgives.
The works of God's machines are all hidden.

Christian fellowship is through the Father.

The richer the jewel, the harder the cutting.

Death is a river to some and a ferry to others.

Men need new forces, rather than new forms.

The Holy Spirit is the best teacher of theology.

The man who wavers cannot expect God's favors.

Atheism dethrones reason and exalts folly as king.

Paul said nothing about the number of his converts.

Faith and zeal always outstrip reason and eloquence.

A religion without the Holy Ghost is not Christianity.

The more godly men are, the more human they will be.

More depends on your inletting than on God's outpouring.

The early preachers never belonged to the "aristocracy."

"Exalting human nature" is what Satan did to tempt Eve.

The Bible answers the question, why? and science, how?

The unmarked providences of God are the most remarkable.

If the saloon exists in your city, it is too close to your home.

Expression is the breath of love; withdraw it, and love soon dies.

Mathematics cannot determine the difference between one man and two.

It is a poor preacher indeed who can't tell people more than they can practice.

It is often easier to be neighbor to the stranger than to the man over your back fence.

PASSING OF AFRICAN GAME.

Imminent Extinction of Many Species Leads to Protective Laws.

For two centuries there has been little love or hindrance to the slaughter of animal life in southern Africa. But now game laws exist and with their enforcement it is expected that the supply of game can be kept up and that some of the old hunting grounds may be restocked.

Lions are still plentiful over large areas and even in the mining districts of Rhodesia. Elephants are becoming scarce, being practically extinct south of the Zambesi, except on the east coast and in a few parts of Rhodesia. They are now strictly protected to save them from extinction.

The rhinoceros is rare, except in the Portuguese country south of the Zambesi. The hippopotamus is to be found only in Orange river, the streams of Zululand and in the Portuguese rivers.

One of the remarkable natives is King Khama. The headquarters of his tribe is Serowe, a town of 20,000. Here and in all his dominions he has abolished European liquors, and their introduction or use is followed by severe punishment. He has suppressed witchcraft and so encouraged education that most of his people can read.

The Mashonaland plateau is beginning to fill up with European farmers. With its perfect climate and fertile land it grows every kind of crops of the temperate zone and the farmers are already looking forward to raising enough to supply the whole of Rhodesia. Thus throughout the "dark continent" in whatever direction there are evidences of a rapidly growing civilization.—Indianapolis News.

The Glory of New York.

What other city is there of like size which matches New York in position. It is a seaside city; the salt water laves its feet. As the traveler approaches it he thinks of Venice rising from the sea or is perhaps reminded of ancient Tyre, which "stood out in the sea as a hand from a wrist," and of which the houses were impressively tall. "Impressive" is not too indulgent a word for the skyscrapers of New York—clean faced, simple, original and audacious, they are characteristic of the land and of the people. They are not ugly concessions to utility, but a rather grand adaptation of architecture to circumstances. The ancients, harassed with dread of piracy, would not have dared to build a city like New York on the edge of a great harbor open to the sea. It is something which the modern world alone could have given us.—London Spectator.

Brevity.

"Too many words are wearisome," said Kwoter. "Brevity is the soul of wit."
"Not always," replied the observer; "but, in any event, it is always commendable."—Philadelphia Press.
Worry Regarded as a Disease.
Physicians are beginning to recognize worry as a disease, to be prescribed for like any other malady.

SUPERSTITIONS OF THE RAILROAD.

SOME OF THE BELIEFS FIRMLY ADHERED TO BY THE MOST COURAGEOUS TRAIN MEN AND TRAVELERS.



Perhaps the most superstitious class of people in the United States are the otherwise hard-headed, keen-witted railroad men. They are fatalists by circumstances of a life of constant danger. Death is a commonplace; accident and injury all in the day's work and line of duty. Contempt of death, akin to that of the fanatic Mussulman, but without the allurements of the black-eyed houri paradise, is bred by familiarity, the never-ending risk of life and limb, as told in the grim statistics of railroad fatalities. Many bloody campaigns of great wars show fewer casualties than the annual death and accident report of the Interstate Commerce Commission. This makes life cheap and its risk and sacrifice for so much per diem an incident. The railroad man lives in an atmosphere of the fatal chance and nerve-teasing uncertainty. Death may be speeding toward him and around the curve ahead; the next pounding of the massive drivers may strike a broken rail; the tower signal man makes his awful errors in an almost unvarying average; the landslide and the tampered switch are entirely beyond prevision. And it is this dominancy of chance, of the unprevised, the unexpected, the unforeseen, utterly baffling human ingenuity, that makes the average railroad man as superstitiously fatalistic as a whirling dervish or a warrior of the Mad Mullah.

This environment of the fatal chance, emphasizing human futility and powerlessness, creates a rich soil for omen, charm and fetish, and few railroad men can be found who are not inoculated with the virus of protecting superstition. Press them closely, and seven out of ten will confess it in a half shame-faced, half defiant way.

For instance, it is considered most unlucky among engineers to take an engine out for its first run Friday or on that fatal day to put the finishing touches to it in the shop. Trainmen, particularly brakemen of the old school, believe it is bad luck if

a woman is the first to enter the train at the beginning of the trip. They will resort to ruse or diplomacy to avert such an invitation of accident. They will stop a woman with slow inquiries about her ticket or destination in order that a masculine foot will be the first to ascend the steps. It is also considered bad luck for the train to permit a cripple or a hunchback to enter first. A one-armed man among passengers upon a train is also viewed with suspicion as an omen of accident.

Sometimes a careless fireman will let the engine bell toll. Such an untoward accident means that some member of the engineer's family will soon die. Old time engineers will not count the number of cars in a train as it rounds a curve. It is considered bad luck.

As would naturally be expected from the wide prevalence of the number 3 superstition, it occupies an important place among railroad men's omens. It is the firm conviction of almost all railroad men that when one man is killed or injured in railroad work two other fatalities or accidents will follow in rapid succession. It is considered unlucky, before two or three days have elapsed, for a railroad man to take the place of another who has been killed in an accident.

Engineers see an omen of death upon the trip if the headlight of their engine accidentally goes out as the engine is leaving the roundhouse. A left-handed engineer is viewed as a hoodoo by many trainmen. It is believed his presence in the cab invites disaster, and old-time firemen and brakemen seek transfer to other trains as soon as a left-handed engineer is put on their run.

Trainmen dislike the presence of a corpse in the baggage or express cars, just as sailors object to carrying a corpse on board ship. But it is considered particularly threatening to load the coffin on a train with the feet of the dead person toward the engine. In a recent wreck in North Carolina a corpse was almost incinerated and many persons were killed. It is the firm belief of trainmen on the South-

ern that the body was loaded in the fate defying way.

But the railroad man is not alone in his belief in omens and charms. The passenger also has a pet lot of superstitions that defy logic and the persuasion of common sense. The belief that the wearing of a white flower or a white ribbon protects travelers from accident is fairly widespread. Some believe that burning coffee just before leaving on a journey is better than an accident policy, and in certain sections of the South some very pious people will not undertake a railroad trip without first tying a copy of the sixteenth psalm under the left armpit. Putting a wisp of straw in the bottom of the trunk is believed not only to protect the baggage from loss, but also insure the safety of the owner. Women sometimes pack their stockings in the trunk in a mystic circle, as a protection from accident. There is a superstition that it is unlucky to lock the trunk before it leaves the house, and with more apparent reason, it is particularly portentous if the trunk lid falls upon you while you are packing.

If a traveler loses his hat out of a car window there is compensation in the knowledge that it means good news from home. If a passenger happens to pass a derailed or wrecked locomotive, it is the sign that he soon is to come into possession of hidden wealth. To see a crow feeding on a carcass is another lucky omen for a traveler.

If dust blows in a person's eye while on his way to catch a train it is a sign of accident on the trip. It is considered an ominous encounter for a person hurrying to a train to meet a spectacle-wearing negro. It is also unlucky for a traveler to cut his finger nails just before starting on a journey; disgrace will overtake him, and if a traveler leaves home in a carriage for the station it is simply inviting disaster for his family or friends to watch him out of sight. To insure the safe return of a nervous traveler it is only necessary to tie an Irish knot in his handkerchief, but if he loses the knotted piece of linen he had better end his misery by immediate suicide.

Here is an incantation which Pullman conductors declare will insure slumber on a sleeping car to even chronic insomniacs, if repeated several times with the eyes focused on the tip of the nose: "A sleeper is that on which the sleeper which carries the sleeper runs; therefore, while the sleeper sleeps in the sleeper the sleeper carries the sleeper over the sleeper into the sleeper which carries the sleeper, and jumps off the sleeper by striking the sleeper in the sleeper, and there is no sleeper in the sleeper."

MOUNTED NURSES.

They May Become a Feature of the English Army.

Army nursing may be revolutionized as the result of a course of training instituted at the North London Riding School, where the Islington Drill Brigade Girls' Yeomanry, twenty-five strong, is showing what mounted nurses could do in the field.

The innovation will be brought unofficially to the notice of the British military department at the next annual show of the navy and army, and it is believed the army medical corps will give the idea more than passing consideration. The work of the girls' brigade is a revelation to every army officer who witnesses it.

They are trained to all the arts of nursing before being advanced to the brigade service. In this their work is to bind up the wounds of any soldier found helpless in the field, hoist him



NURSE AND WOUNDED SOLDIER.

upon their horses and ride with him to the field hospital. All this they do in their regular drills with surprising proficiency.

Army officers are already discussing the practicability of the plan. The most reasonable objection urged is the question of being able to mount nurses where every available horse is needed for fighting and transport work. Most of the officers admit that the women

THE RENAISSANCE OF THE KNICKERBOCKER.



would be invaluable if they could be equipped and so maintained.

Admittedly it would be out of the question to have such a mounted nurse corps in desert fighting, such as English troops are frequently required to engage in, but on European battlefields there is no reason why they could not be used to distinct advantage.

The Islington brigade has been officially invited to attend the next military tournament, and it is by no means improbable that they may ultimately be the nucleus of similar corps throughout the army.

COAST ABUNDANT IN FISH.

Pacific Region Will in Time Supply the Whole Country.

The extensive coast line of the territory seems everywhere abundant with halibut, which has become almost a luxury in the East. There the fishing is done at great hazard and at long distances from markets, while in Alaska the fisherman leaves his home in the morning and returns in the evening with the fruits of his labor.

A little off the coast of Alaska and in many places among the numerous islands along the shores there exists great cod banks. These are little known and while they are now fished to some extent it might be said the industry is wholly in its infancy. When we consider the enormous extent of these banks as compared with those off the New England coast and the very few fish now taken on them as compared with the large numbers taken on the Atlantic it can readily be seen to what an extent this fishery can also be expanded. Here also the element of safety is greatly in favor of the industry on the Pacific coast. At present, in a small way, both halibut and cod are shipped clear across the continent

to Boston and New York. With better and cheaper facilities the markets of the United States will soon be opening up to the Pacific.

The salmon fishing is now wholly done for canning and in a small way salted. The extent to which this part of the industry has grown is more familiar to the world than any other. During the last few years the fresh fish industry has made inroads even on the cannery supply and mild cured salmon is now being shipped all the way to Germany for smoking. During the last winter buyers from German houses in Hamburg have appeared in Alaska towns and eagerly taken all the product they could secure. This is but a beginning, and development in time in the way of improved means of transportation will extend the shipping of salmon fresh from the waters of Alaska to all parts of the world.—Pacific Coast Monthly.

All in One.

"You've read his novel. Is it a love story?"
"Yes, it's intended to be. There's a young naval officer in it and a cad and an idiotic chump."

"But what's the hero like?"
"I'm telling you. The hero is all three of them."—Philadelphia Ledger

Between the ages of twenty and thirty, if a young man is nice looking, graceful and a good dresser, he is in the same danger of becoming a professional groomsman at a wedding as a man of forty is of becoming a professional pallbearer.

Perhaps a few more people would try to be good if they didn't bump into so many others who overdo the thing.

Many men's goodness is due to the fact that they are not found out.