

Topics of the Times

Some politicians had better practice the S O S.

Germany wants to borrow \$120,000,000. But is she sure that will be enough?

"Is it possible for the course of true love to run smooth?" asks a woman writer. Not in the fiction we read.

Again it has been demonstrated that a wireless telegraph outfit is an invaluable thing to have on a sinking ship.

There are no Americans moving out as a result of Senator Poirier's discovery that Alaska is Canada's by right.

Peary and Cook have demonstrated that the principal products of the Arctic regions are meteorites and gold bricks.

Wives who palmed off founding babies on their husbands would be angry if the husbands tried to deceive them that way.

One of the troubles about getting along without meat is that there are so few other things to eat, if one doesn't like prunes.

One of the fortunate features in the case of Paris is that nobody will be justified in saying the city is "rising Phoenix-like from its ashes."

Down in Mexico they have sentenced an American railroad conductor for contributory negligence. Let's send them an American baggageman.

It is reported that eggs are smaller than they used to be. This makes more work for the investigating committee. Let no guilty hen escape.

The salary of a general in the Nicaraguan army is 20 cents a day. That is one of the disagreeable results of having an army composed entirely of generals.

"Hip and bust lines are coming into style again," says one of the authorities on fashions. Stout ladies will agree that the world is growing better and brighter.

If King Albert of the Belgians tries to turn over the Congo country to Great Britain, we may discover why the Germans have been so fierce about building a navy.

The treasurer of a Pittsburg church recently embezzled \$28,000. We say without fear of successful contradiction that a man who does a thing of that kind would not hesitate to put a counterfeit quarter in the contribution box.

Most gratifying progress has been made by the movement for children's playgrounds in the large cities. Of the nine hundred cities in the country which have a population of five thousand or more, over one-third—including most of the largest, where the need is the greatest—are now maintaining supervised playgrounds.

At least one American railway has a record to be proud of. In ten years it has carried one hundred and ninety-four million passengers without causing the death of one of them. That is a higher distinction than the road could gain by running its express trains a mile or two an hour faster than those of its rivals.

Young men from distant lands are coming in increasing numbers to the United States for an education, and clubs consisting wholly of foreign students now exist at twenty leading colleges and universities. These clubs, the total membership of which is about two thousand, representing almost every land under the sun, recently held their third annual convention at Cornell University. The presence of these young foreigners is incidentally of no small benefit to the American boys with whom they come in contact.

A Georgia man who has for a number of years been experimenting in floral culture has succeeded in producing a black rose, and, more wonderful still, he claims that by mixing three inexpensive and common chemicals he is able to grow black cotton. His achievement is hailed as a boon by people who are capable of recognizing boons when they appear. With black cotton it will no longer be necessary to use dyes that are often damaging to the wearing qualities of the fabrics to which they are applied. Socks made of black cotton are expected to be much more durable than are those which now trickle through the channels of commerce. This one item would make black cotton well worth while. And if we can have black cotton, what is to prevent the experimenter from producing red and blue cotton? The time may be near when we can have calico that has never gone through the print mills. As soon as this shall have been brought to pass, perhaps Burbank or some other warring experimenter can be induced to get ostriches to consume food that will result in the growing of feathers of various brilliant hues, and from that it will be but a step to the Easter egg which shall be beautifully colored when the hen has done her part. We face a future that is full of promise.

Living languages grow and change by usage, so that the solecisms of one

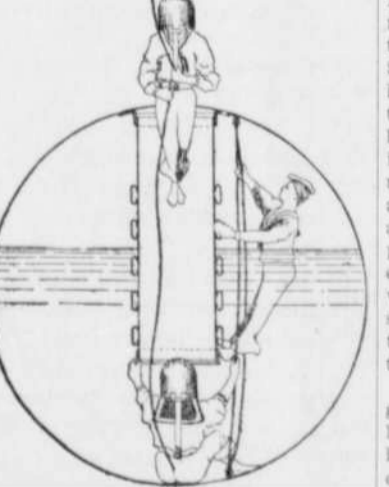
generation become the academic speech of the next. We are always ready to admit this after a change has been completed, but the purist in speech always disputes it while the change is going on. An interesting case in point is the rapid growth in what is considered good English of a phrase confined for many years to the mouths of the vulgar. The use of the accusative for the nominative case after a verb is a notorious fault of children and adults of imperfect education. Parents and teachers have to battle strenuously against the "It's me," "It's him," "It's her," of childish speech. And you often catch adults careful about other things, even such refinements as the use of shall and will on the subjunctive moods, calmly taking you into their confidence by making some statement strictly "Between you and I." Theoretically these are alike unpardonable, but there has been a growing disposition of the phrase "It's me" to rise above the others from the muck of vulgar speech to the authority of literary writing. We do not know how to explain this, unless it be by the analogy of the French phrase "C'est moi." That may have grown up in precisely the same way, although we believe that the moi is called a second form of the nominative. The same fiction will probably be employed when it comes to be received in the English grammars and dictionaries. In the meantime the phrase has been making its way in the best literature first cautiously in the speech of irresponsible characters and finally with the authority of the writer himself. We remember it distinctly in Kipling and more vaguely in Stevenson. Finally comes an English professor of philology, named Jespersen, with a plea for full acceptance of the phrase on the ground that "It's I" has become pedantic, while usage has made "It's me" a perfectly sound locution.

HIGH LOCOMOTIVE SPEEDS.

Present Method May Yet Make Good Showing Against Monorail.

The high speeds which are predicted for the Brennan monorail lead one naturally to compare them with the best that the ordinary steam or electric locomotive on double rails can do. The London Globe says. It seems probable that the monorail will eventually beat the double rail, but its capabilities still remain in the region of prophecy, while the locomotives to which we are accustomed have proved themselves by actual running tests. And their records show that they may yet make a good fight with the newer traction, backed as they are by wealthy companies and enormous vested interests. Speeds of sixty miles an hour maintained over fairly long stretches of line are common to most good railways; a speed of seventy miles is reached in almost every express run, and short bursts of eighty and ninety miles an hour are frequent on the four leading lines of this country. An experiment made in Germany some years back showed that it was possible to maintain a speed of anything between eighty and ninety miles an hour for long stretches, but in this case the line has to be specially cleared and unusually powerful locomotives have to be employed. The real difficulty in the way of very high speeds is that for long-distance journeys where traffic is great there must be constant stoppages, and although it is possible to accelerate and decelerate the speed very quickly after each stop—especially with electric traction, as our underground lines show—the discomfort to the passengers of such rapid changes of speed is very great if pushed beyond a certain point.

To Escape Sunken Submarine.



Water compartment and diving bell hood tested with success.—Cassier's Magazine.

Hope.
"All is over between us," said the emotional youth. "She despises me."
"Has she sent back your letters?"
"Yes."
"Then cheer up. If she really despised you she would hold onto your letters to be read in court or used for the amusement of her friends."—Washington Star.

Breaking It Gently.
"Sir, your son has just joined a college fraternity. These college fraternities—"
"Never mind breaking it gently. What hospital is he at?"—Louisville Courier-Journal.

Instructive Sermons.
"Ah, sir, we do enjoy your sermons," remarked an old lady to a new curate. "They are so instructive. We never knew what sin was until you came to the parish."—Sacred Heart Review.

He is a wise poet who annexes himself to a girl with a millionaire's father.

GOLDEN AGE FOR CATS.

Felines Were Venerated by the Ancients—Change in Middle Ages.
That truly was the golden age of cats. The slayer of a cat in Egypt was punished severely, but when the felines died from natural causes they were carefully embalmed and laid away to become mummies. Herodotus writes of great numbers of pilgrims—on one occasion 700,000—going annually to the city of Bubastis to attend the festivals of the cats.

Even to-day in Cairo there remains a vestige of this ancient veneration, for money is appropriated to feed all the hungry cats of the city, while the pilgrims to Mecca do not fail to provide for the cats they encounter on their journey.

The Greeks and Romans were also fond of cats. When the rats migrated from Asia and invaded the granaries of Europe relief from the plague was found in the cats which were imported. Then, too, the Norsemen had their cats, and so well did they think of them that they incorporated them into their mythology. Two cats draw the chariot of the goddess Frigg.

Then came a change and in the middle ages, says the Baltimore American, the cat was looked upon as a thing of evil. The day of witchcraft prevailing, every sorcerer or sorceress made it a point to be accompanied by a cat, preferably a black one, which resulted in many of the little animals being killed because they were so feared.

In the Flemish town of Spres there was a "Wednesday of Cats," in the second week of Lent, which was originated in 962 by Baldwin III, count of Flanders. On this day each year it was customary to fling cats from the top of a lofty tower, and many of the animals were killed. It is said that this custom continued until 1868.

The question as to the origin of the domesticated cat has frequently been raised. There is but little doubt that the first race of cats were wild, but they were undoubtedly well domesticated before the middle ages and certainly before they were imported into Europe. At what period, however, none can tell, so it is generally assumed that the Egyptians, whose works have been lost in the ages, are responsible for giving the cat to the present time.

There are yet extant many races of wild cats, from the Nubian of northern Africa to the bobcat of western America, but the link between these animals and the domesticated variety is difficult to locate, if it does at all exist.

Nor is the cat considered as a pet alone. It has a commercial value, for the skins have been found to make excellent gloves for women, while the hair or fur also has a value. While dealing in catskins is not extensive in this country, it is a trade that has grown to considerable proportions in southern Europe, where cats are bred for the purpose.

Cats are, primarily, divided into two classes, the long-haired and the short-haired. To the latter class belong most of the cats that one sees, and they are known as just "common" cats. In the long-haired class are the Persians and Angoras, the aristocrats of the family, which are highly prized because of their magnificence, their plumed tails being one of their greatest marks of beauty.

The raising of this breed of cats is extensively practiced in this country, and there are dozens of catteries where the animals are as carefully attended as though they were children. They have individual quarters, are groomed each morning, fed with the choicest morsels and their every action is watched.

Woman and Civic Growth.

No fact in connection with the annual meeting of the Massachusetts Federation of Women's Clubs has been more significant than the uniform testimony from all the New England States as to the share that women now have in conserving forest preservation, in diminishing undue hours of labor for women and children, in fighting for pure food laws, in protecting natural beauties from defacement by advertisers and in inducing educators and taxpayers to stand for progressive policies in education. The social, literary and more sentimental aspects of women's club life still go on, and should, the Boston Herald says, but they no longer monopolize the attention.

Woman, whether she votes or not, is getting ready for a larger part in civic life, and there are certain phases of it, having to do with health, protection of child life, fighting evils that assault virtue and increasing love of the beautiful in nature and in art, in which the woman of intelligence, leisure and patriotism can do much.

His Style of Boat.
"And your husband is a yachtsman?"
"Yes, indeed, and awfully enthusiastic about it. He has a nice boat of his own."
"Is it a centerboard boat?"
"No. From what I hear it must be a sideboard boat."—Cleveland Leader.

Not Meant for Him.
Farmer—Hi, there! Can't you see that sign, "No Fishing on These Grounds?"
Colored Fisherman—Co'se I kin see signs. I's cullid, boss, but I ain't so ignorant as ter fish on no grounds, I'm fishin' in de creek.—Driftwood.

After a man has known a few jealous women, he doesn't marvel much at the cleverness of Sherlock Holmes or Old Sleuth.

We do not admire a dog sheared to represent a lion. Such a dog always reminds us of a boy ten years old wearing curls.

SOMETHING FOR EVERYBODY

It is possible to accommodate comfortably 306,000 persons in the New York hotels at one time.

The highest masts of sailing vessels are from 160 feet to 180 feet high, and spread from 60,000 to 100,000 square feet of canvas.

Mrs. Helen Troy of Auburn, N. Y., has been received into full membership of the Six Nations. She has devoted the last 14 years to study and research regarding the Iroquois traditions.

It requires many hands to clothe the New York women and some women outside of the city, for there are 96,162 employes in the metropolis working on women's clothing and their yearly output is valued at \$261,049,257.

A junior league of the New York State Association opposed to Woman Suffrage has been formed at Albany with Mrs. N. H. Henry as president. The membership is said to have reached already the neighborhood of one hundred and to include young women of every social grade in Albany.

Germany's first complete flotilla of turbine torpedo boats was commissioned last month. It consists of 11 vessels of the newest type built in Vienna, Germania and Schichau yards. Those built in the two first-named establishments have attained a speed of over 34 knots. Besides Parsons turbines, three types of German turbines are represented in the flotilla.

In the Comptes Rendus of the Biological Society of Paris, M. Picard gives an account of a useful wasp found in Senegal and Nigeria. It is one of the burrowing wasps, and feeds its larvae on a species of tsetse fly. In view of the part played by many species of the latter in spreading disease, this wasp might prove a useful ally to those who are fighting malaria in tropical countries.

China now possesses 6,300 miles of railways, of which only 1,930 are managed by the Chinese. The management of the remaining 4,370 miles is divided among six foreign powers, as follows: Russians manage 1,077 miles, Belgians 903 miles, Japanese 702 miles, Germans 684 miles, English 608 miles, and Frenchmen 400 miles. When the railways now being laid down in China are finished, the total length of China's railway system will amount to 8,000 miles.

It is perhaps worth recalling that the art of baking loaves came to Europe quite late in history. Flat cakes were baked even in the earliest times, but as late as the beginning of the nineteenth century loaf bread was comparatively unknown in many parts of the continent. In 1812, for instance, when an English captain ordered loaves to the value of \$5 in Gothenburg the baker stipulated for payment in advance on the ground that he would never be able to sell them in the city if they were left on his hands.—London Chronicle.

Petroleum has been introduced into medicine with beneficial results, and if a Paris contemporary be not misinformed the properties of petrol are limitless. It is claimed, says the London Globe, that from the residuals of crude petrol a chemist has succeeded in extracting butter. It is said that butter can be made from a base of nitrogen and carbon, but that the residuals of petroleum produce these elements in greater proportions even than milk. It is further claimed that this artificial butter is better than the natural. The color is said to be a little darker than that of dairy butter.

Fulwood's Rents, the little Holborn court leading into Gray's Inn gardens, which will be largely rebuilt, formerly possessed the privilege of "sanctuary," and hence became a notorious resort for fraudulent debtors and still more unpleasant characters. Yet this dingy "dive" can boast of many glorious memories. Francis Bacon lived here in "Fulwood's House" and valued his furniture at £60, a huge price for that period. Here the Whig Club and Melbourne and Oate's Club met in the reign of Charles II, and here stood Squire's coffee house, from which several numbers of the Spectator were dated.—Westminster Gazette.

"A part of the Nobel prize, which was awarded to Selma Lagerlof, will be applied," says the Times of Stockholm, "to the purchase of a house on the Marbacka estate, where she was born. This is situated beautifully near the banks of the River Mellanrykan, its main building being the old home-stead, which is severely plain in architecture, but large and comfortable. It came into the hands of the family through her grandfather, who was a regimental clerk. At his death it was inherited by Eric, whose children were born there. Through reverses the estate passed into the hands of strangers, from whom the Nobel prize winner will rescue it, and her joy at being able to do so is shared by her countrymen."

The demolition is now being proceeded with of Nos. 85, 86 and 87 Fetter lane, three old, gabled buildings which were originally part of the Barnard's Inn, which was founded in the fifteenth century. Fetter lane is one of the most interesting thoroughfares in the city. Three hundred years ago it was called Fetter lane. The word Fetter meant idle person or loafer. It was indeed in those days a haunt of ne'er do wells and defaulters. Near the spot where the ancient houses stand at the Holborn end of Fetter lane two conspirators, Tomkins and Challoner, who were involved in a plot in connection with the war between King Charles I and his parliament, were publicly hanged more than two hundred and fifty years ago.—London Standard.

WEALTH MORGAN CONTROLS SHOWN IN DIAGRAMS.

RAILWAY GROUP
\$4,723,453,945

INDUSTRIAL
\$2,313,099,000



INSURANCE GROUP
\$1,029,626,170

BANKS
\$671,322,500



The discovery in New York that J. Pierpont Morgan controls one-seventh of the wealth of the United States, through his railroad, banking, insurance and industrial connections, has caused financiers to look upon the "Colonel of Wall Street" as a close rival to John D. Rockefeller. Many have expressed the belief that he will become the most powerful capitalist on earth. His total wealth controlled by Mr. Morgan is estimated at \$9,176,308,423. Diagrams show how this is distributed.

POPULAR SCIENCE

To keep the rivers of the country free from snags and other impediments to navigation the government maintains a fleet of thirty steamboats and spends \$500,000 a year.

A railroad in Pennsylvania is experimenting with ties made of old rail, cut to the right length and anchored with the broadest side upward in rock ballast. The new rails are clamped on them by steel fastenings.

Officers of the new battleship South Dakota, which is equipped with turbine engines, says there is absolutely no vibration of the fire control masts, a difficulty always found in the reciprocating engine driven vessels.

Petrol driven street cars, seating forty-eight passengers and capable of a speed of ten miles an hour, are supplanting horse cars in Karachi, India, without necessitating the expense of changing the system into an electric line.

A statistician has figured out that last year's broomcorn crop was so small that each American family can have but one and one-seventh brooms this year, without allowing for business houses, corporations or municipalities.

A Scotchman, Mr. John Lowden, has invented a "smoke tintometer," which, it is thought, may be of use in prosecuting cases of "smoke nuisance." It consists of a tube with a single eyepiece and two object openings. One of these is clear, but the other contains a revolving diaphragm in which are set five circles, one of clear glass and the other four of tinted glasses corresponding with the standard tints of a scientific "smoke chart." In examining smoke-defiled air the diaphragm is turned until the tinted glass coincides in darkness with the air seen through the clear aperture. The various glasses are systematically numbered, so that a glance suffices to show the degree of defilement of the air.

Archibald Sharp described at a recent meeting of the Institution of Automobile Engineers in London his system of air-springs for road vehicles. As applied to the saddle pillar of a bicycle, the apparatus consists essentially of a vertical cylinder with a piston or plunger, made to work air-tight by a specially constructed "mitten," and supporting the weight of the rider. The same device has been applied to motorcycles, and experiments have been made with a light motor car. On the front fork of a heavy motorcycle the "life" of the "mitten" covered from 2,000 to 5,000 miles, but on a back spring fork it was only equivalent to 1,000 miles. The effect of the air springs is described as luxuriously comfortable.

Since its invasion of the Salton Sink, and the struggle of the engineers to hold it under control, the Colorado river has found a new mouth, 20 or 30 miles southeast of the old one. The consequences of this change, says Dr. D. T. MacDougal, are somewhat momentous. For one thing, the bore which formerly ran many miles upstream, affecting both the Colorado and the Hardy rivers, will probably disappear, since in the new channel water reaches the sea by a more usual descent and with a gentler curve. New mud-flats will fringe the shore a distance of 50 miles. Eventually, it is probable, a brackish lake, 50 miles long, will be formed, into the seepage of the Hardy river flow; and serious disturbance of plants and animals over an area of several hundred square miles ensue.

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HORSE STILL IN DEMAND

In Spite of Motor-Car Craze Friend Is Not Forgotten, London.

There are marked signs of a revival of interest in the horse. That England's friend has never been forgotten, not even when the motor car was at its height, is shown by the fact that in 1907 the number of horses in the United Kingdom was 1,907,000, a decrease of only 100,000 from the number in 1906. In Canada the number of horses in 1907 was 1,100,000, a decrease of only 100,000 from the number in 1906. In the United States the number of horses in 1907 was 1,100,000, a decrease of only 100,000 from the number in 1906. In the United States the number of horses in 1907 was 1,100,000, a decrease of only 100,000 from the number in 1906.

In New York the market for harness horses has not been so active since 1906, says the Providence Bulletin. The prices are high, but the supply is painfully inadequate to meet the demand. The revival in interest in road racing in Providence, where there are now two driving clubs, has attracted an attractive speedway at Roger Williams Park, where the members of the club are in their fascinating sport, is probably only one instance in many of renewed enthusiasm with which men of means and leisure are returning to the fast roadster.

Nor is the demand for the horse confined to those who desire speed. In severe winter, with its snowdrifts and uneven roads, ill-fitted for motor cars, has caused exceptional activity in the markets for carriage, wagon and harness horses.

Draft horses are also in demand. This demand evidently is regarded as permanent, for American breeders are now devoting much money to the breeding of this variety. The titles of State Agricultural College, under the direction of Prof. C. F. Curtis, is held by the judges of draft horses at the last national horse show in New Brazil. He is attempting to develop a new American variety of this breed, of 14,000 British Shires and Clydesdales, of colored animals, Prof. Curtis plans to evolve a draft horse of that color. Gray is desired, for those that are scientifically considered better able to endure severe heat than those of other colors. The experiments that the government and private citizens are making in Vermont to improve the breed, an all-around horse of great usefulness, are further evidence of interest in this fine animal. Love of the horse have again come into vogue and they are likely to have less cause than ever before for their admiration and affection.

Her Specialty.

"No one can make such good use of my wife as I can."
"In that respect she stands in the same old line."—Kansas City Times.
Men may come and men may go, but women's tongues go on forever waiting.