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ADVANCE OF THE TROLLEY

The farmer who previously drove his milk and produce to some distant railway station now reins up his horses anywhere along the line of trolley, careless as to whether or not he reaches his destination at any given hour, for soon enough he knows a car must come bowling down the streaks of rust, and then all that Mr. Farmer has to do is to wave his hand, pull out one through ticket for each 10 gallon can of milk or sack of produce he wishes to ship as "passengers" to town, and tell the conductor where to put them off. It is needless to say that with such a system in operation it was useless for the railways to hope to compete for small freight within 30 miles of a large town served by a competing trolley line. Latterly the trolley has gone into the mail and express business also, and here again the revenue of the railway is made to suffer. With the laying of heavier rails and double tracking its lines the electric railway now anticipates a further capture of the more lucrative long haulage of every kind of freight, but again this the steam railways will fight for as their very existence and right to continue in business.

The interurban trolley can live and thrive with only its passenger service as a source of revenue, while to many steam railroads the passenger service is a source of actual loss. For a sum that it will cost a steam road to run a train every hour the electric line can send out a car every four minutes; moreover, the trolley line has its terminals wherever a passenger wishes to alight. A suburban trolley line that has never paid a dividend may be turned into a paying property by the mere construction of an amusement resort at its farther terminal. Every house that is built beyond the city along its line is worth \$30 annually to the electric railway company in added fares. Holiday excursions may be organized at practically no expense, and in a hundred ways the trolley company may build up a suburban clientele that a steam railway could not possibly handle, or even create. Thanks to Western initiative and aggressive perseverance the electric railway is rapidly spreading over the continent as the most convenient form of locomotion yet devised for the use of men.—A. H. Ford in The Independent.

New Cure for Cancer.

All surface cancers are now known to be curable by Bucklin's Arnica Salve. Jas. Walters of Duffield, Va., writes: "I had a cancer on my lip for years that seemed incurable, till Bucklin's Arnica Salve healed it, and now it is perfectly well." Guaranteed cure for cuts and burns. 25c at J. C. Perry's Drug Store.

STUDY OF ITALIAN ART

Will a man be a better and more successful citizen, a young girl a better wife and mother for having seen and loved and partly understood this bewitching expression of the soul of these past centuries? Will not such study put one out of sympathy with American life? Is it not something foreign to our spirit and injurious in its influence? A little analogy can help us to decide this question. Why do men who never intend to make any possible practical use of higher mathematics, logic or experimental physics devote years of study to them and to kindred subjects at the university? Because such studies develop the powers of the mind, forming certain mental habits of exactness and consequentness of thought without which any real culture or great intellectual power is entirely impossible. Just so the fine arts when truly loved and studied, saturate and transmute one's entire personality.

"Before the average man can come to have any real and proper appreciation of Mark Twain's 'squeaky-eyed Ma-onnas,' those primitive yet quaintly charming creations of the Byzantine and early Siennese schools, or even of the poetic productions of the Renaissance, he must rebuild in his imagination the mental world of those mysterious and romantic epochs. If one has even had taste to start with and will work honestly, that taste can be cultivated. If, on the other hand, one merely goes into 'mechanical raptures over known masterpieces,' one can remain a lifetime in Italy and memorize the names of all the great artists, together with the points of beauty of all the great pictures, without ever feeling one thrill of genuine esthetic delight."—Carl Vrooman in the Arena.

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OUR GIRLS AT COLLEGE

Some discouraging statements regarding American college girls' ignorance of literature are contributed by Jeannette Marks to the October Critic. As the writer remarks, what other people read determines their reading, and "they will take their Shakespeares only disguised and diverted in the gorgeous dress of the spectacular by Marlowe, Sothorn and Henry Irving; they will take their Dante not at all—I know two college girls who in their senior year asked who Dante was; and it need be they will use their Homer in translation as a reference book." In her experimenting at Mount Holyoke college the writer obtained some astonishing results. On matter which was required for the entrance examination these were particularly noticeable—for example, a year and a half after the examination. "Out of 180, 53 could not tell when Shakespeare lived, although either the sixteenth or the seventeenth century would have been accepted as correct. Two students placed him in the twelfth century, four in the fourteenth, twenty in the eighteenth, and four in the nineteenth century. Sixteen students did not attempt to assign him at all."

The tests in general reading, such as the students might have been expected to obtain at home, were equally disastrous. "One hundred and fifty-four did not know who wrote 'Don Quixote'; one student, hard pressed, made Marion Crawford the author. Sixty had never heard of 'Thanatopsis,' and this striking name was spelled in every fashion, from 'Anatopsis' to 'Thanatophia.' Forty-five could not tell who wrote the 'Divine Comedy.' Forty did not know who Henry Edmund was, one confusing him with 'G. Cleveland'; by inference I suppose she meant Ford's 'Peter Stirling.' Fifty-nine had not heard of 'Maggie Tyliver'; 111 were unable to place Dickens in his century; they began with the seventeenth century and with a gradual crescendo closed with 53 assignments to the eighteenth century. Fifty-eight were unfamiliar with Hawthorne's century. One and forty-one did not know who wrote the 'Ode on the Intimations of Immortality.' One hundred and thirteen had never heard of Burns-Jones, and 129 were unfamiliar with William Morris. These last two questions among others were given to test general information more or less intimately connected with literature. Of spelling I will not speak. It was essentially modern."

RUSSIA'S WOES.

Political Situation Strained by New Industrial Troubles.

The imperial call for the election of a national assembly and the preparations which are in progress for the elections which are to be held next month have not cleared the political atmosphere of Russia. Popular discontent prevails over the fact that all the laboring people and about 80 per cent of the professional classes will have no voice in the selection of delegates to the assembly. Theoff's plan of suppressing industrial demonstrations which are inspired by the revolutionists for political ends has not been successful in restoring peace and order throughout the em-

pire, and the provincial governors are represented to be at their wits' ends how to act. They seem to be governed by contradictory impulses, at one time forcibly suppressing meetings which at another time they allow to be held without interference. The central government has vainly endeavored to prevent meetings at the universities, and the people are openly defying the authorities. A public meeting was recently held at the St. Petersburg university which was attended by 15,000 persons, of whom only a small portion are said to have been students.

The industrial discontent has at last extended to the railroads. The employees of one of the main trunk lines centering in Moscow are now on strike, and that city, which is the commercial heart of Russia, is practically isolated thereby from the rest of the country. The Socialists are represented to be the active agents in producing this result, and it is designed to serve as a preliminary to a general tie-up of the Russian railroad systems next January as an object lesson to the government and the duma, which will then be in session, of the power vested in that element in the population which has been deprived of representation in the organization of the national assembly. The national union has taken advantage of the situation to issue a call for a general strike to prove to the government the might of the people. The railroad strike now in operation is not only paralyzing Russia's internal commerce, but it is interfering seriously with the international traffic from Moscow to Germany, Austria and other parts of Europe. The workmen of Russia are fighting for the elementary rights of freedom of speech and of the press and for a representative government based on universal suffrage, and it looks as if order will not be restored in the empire until they are granted.—San Francisco Chronicle.

How to Get Well.

Every organ of the body is directly connected with the brain by nerves. The nerve cells in the brain generate nerve force—power—and send it to the organ through these nerves, and this nerve-force gives life and action. The organs work perfectly when there is sufficient nerve power. Lack of nerve force weakens the action of an organ and it works imperfectly—becomes sick.

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Impressions of An Aeronaut.

I once left Paris in a balloon with Duruof, going in a southeast direction. We were well above the clouds and were sailing quietly over the plains surrounding Orleans, when we heard the rumble of an express train, the sound much resembling breakers on the seashore. Under ordinary circumstances it is easy to distinguish the two sounds. But this time the distant roar continued so long—did not cease in fact—that I began to get nervous. "It may be," I finally remarked to Duruof, "that the wind has changed and we are going toward the ocean. Wouldn't we do well to go down a bit and see where we are?" He listened a few moments, and then said: "Perhaps you are right," and he seized the cord of the valve, which quickly brought us below the clouds, so that we could make out just where we were. It happened that we were following the line of the Paris-Lyons Railway, accompanied by an express, which was going in the same direction that we were and at about the same speed.

Another sound that reaches you in the sky is the striking of the church clocks when you are passing over them. This used to convey very useful information to the aeronaut sailing on his "trackless course." When local time prevailed the church chiming would give me the longitude of my balloon, for my watch was running on Paris time. But the introduction of standard time has changed all this, unfortunately for the balloonist. I once had in mind the idea of preparing an atlas in which I intended marking all the church steeples in systematic order. With this document in my basket, I would always know in which direction I was moving when ballooning in France.

A balloon trip is often a fine lesson in physical geography. In November, 1870, I went from Paris to Louvain in a balloon, and for the first time fully appreciated the fund of information one can collect concerning the general character of the region over which one is passing. It was not necessary to look on the map to see when we were entering Belgium. The villages were nearer together, the roads more numerous, the trees more robust and the fields greener. I have had similar experiences in my various ascensions in the Alps, in Italy, England and in different parts of my own country. One's geographical

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