VOLCANO LANDS.

There is really no guarantee against the persistence of nature. A majority of the islands of the sea are of volcanic origin. The internal forces of the earth expel and throw out material until the mass rises above the water and the great chimney continues supplying matter until its overflow makes a roomy island. The eruption ceases. The mass cools, the lava cracks and breaks, the sun and rain join in reducing it until the soil appears capable of supporting vegetable life, and finally the vast tumuli formed by volcanic action become beautiful spots, fertile and verdant. They attract man, and he lives upon land that was once fire, and, where molten hell dashed waves of flame as high as the swells of the ocean, a paradise is in bloom and homes are built and children play in the perfumed air.

The islands have always strongly appealed to the imagination of man, and the high cones of the volcanoes that built them are among their attractions. The forests climb far up these slopes and farms and gardens hang upon their acclivities, all presenting a picture of peace and happiness. But there is no guarantee that the force that made the foundation for it all was spent in its creation. The most persistent volcanoes in the world are either insular or peninsular. The craters on island groups are the aptest to erupt.

Nature is persevering and persistent. Where she has once set her danger signal it is well for man to be careful. In the valley of the Rhone were vast ancient floods, but these had so long ceased that cities were built down to the water's edge and hundreds of thousands of people planted and dwelt where once the water had rolled in a destructive flood. Suddenly the flood, absent more than a century, came again, and cities were washed away, hundreds were drowned and thousands made homeless. The watershed of the Rhone had not changed. When there fell upon it the same amount of rain that fell to make the ancient floods they were sure to come again, and it fell and they came. Another century or two may pass before another Rhone flood, but it will come, and if people meantime forget and go carelessly over nature's danger line they will suffer.

It is so with the dwellers in volcano lands. Vesuvius had belched lava long before the time of Romulus and Remus. The volcano had probably been an island originally, but emitted the material that built it on to the mainland, lengthening the peninsula. Eighteen hundred years ago men had forgotten that the fiery mountain was destructive and they had built Herculaneum and Pompeii at its base. In one night they were buried so completely that their graves were forgotten. The volcano spread over them fifty feet of hot ashes, and their homes and temples, theaters, baths and galleries were smitten from the sight of men, to make no sign for nearly twenty centuries. Now homes are built up the slopes of Vesuvius and cities spring at its base. But some time they will surely join Herculaneum and Pompeii.

The destruction of St. Pierre on Martinique, and of other towns by the volcanoes of the lesser Antilles, is a recent and awful warning to stay on the right side of nature's danger line. This generation will heed it. St. Pierre will not rise from its ashes now. But by and by men will forget. The sides of Pelee will again bear forests and birds will sing there and tinkling water will trickle down the path that was trodden by fire, and when a large population has grown at the base of the mountain, some day when all are busy with work and affairs, or some night when all are at pleasure, Pelee's fiery banner will shoot skyward and, falling, enfold all life and recreate the desolation in which it made the island originally and in which for ages it has built on and added to the original plan.

It is barely possible that the warnings of science might keep people away from danger in the volcano lands, and this awful tragedy may help toward that end, but the fact remains that up to this time no warning and no experience have kept men from passing the danger line.—San Francisco Call.

CHANGES IN MARKET FOR HORSES.

The rapid displacement of horses from street-car lines of cities from 1880 onward helped to disturb the market for horses. An impression prevailed that a permanent decline in the use of horses had begun, and that the depression of prices would be permanent. Within recent years a great reaction in demand has occurred and the supply is now inadequate. Horses have been in active demand for shipment abroad, and special classes of horses are in strong demand at home. The express and transportation companies require strong, heavy horses for their retail collection and deliveries. These horses must also have more activity than those selected for strength alone. A similar demand exists for horses for the fire departments of our cities.

Tall horses of good action are in demand for carriage teams. The racing stock of the Kentucky blue grass finds ready market among lovers of speed. The foreign demand in recent years has reached almost all parts of the country where enough desirable horses could be bought to ship in carloads. After the essential qualifications of age and soundness, buyers have taken animals of such varied character as might be grouped under the term "general utility." Besides the horses obtainable from the farms of the Middle West, from which older States long had supplied deficiencies in local supply, Southern States have been canvassed and the country west of the Mississippi has more closely disposed of surplus stock than at any previous time. The hardy "cayuses" and "bronchos" have been taken, and there seems to be good reason to believe that in certain cases the sales have impaired the supply of horses for local use. While the present foreign demand is unusual and hardly to be long continued in so intense a form, it has brought to view the capabilities for supply and the character of animals available in different sections in a way likely to produce a premanent impression. With the increasing density of settlement in civilized countries, animals for service tend to fall below the demand and the deficiency must be made good from a distance, unless man, by his personal service or by aid of a machine, does the work. Great expectations have been based upon the introduction of various motors.

Specific uses of horses have been greatly affected by recent inventions. In addition to the changes upon street railways, bicycles and automobiles have greatly affected the livery business. It, however, remains true that horses are in great demand. An illustrative incident is the buying in Maine for private stables in New York. Northern New England has long been famous for hardy roadsters, particularly under the name of "Morgan horses." These are animals of moderate weight, of good action, good temper, and of high endurance for long-continued effort. Select animals distinctly fitted for any specified service are likely to find good sale continually.

Bulletin 37, lately issued by the Bureau of Animal Industry of the Department of Agriculture, is entitled "Market Classes of Horses." It is a careful statement of the prevailing conditions and current demands.
