

REVIVAL OF STEAMBOAT TRAFFIC

The Mississippi to Teem with Fleet of Palatial Vessels Next Season.

It may sound like a dream, but another year may witness a revival of the good old days, when the great Mississippi teemed with life and when fleet and palatial steamers piled its broad waters in regular and profitable trips between all the important points from St. Paul to New Orleans. To do this and to regain for traffic on the father of waters its long-lost splendor a magnificent fleet of passenger and freight steamers is to be built for service between the two points named. In elegance of equipment the passenger steamers will rival the famous old Robert E. Lee or the Natchez, and will completely outdo them in speed, writes a Quincy, Ill., correspondent. It may be that with the recovery of this traffic in its commercial aspect, there may come an occasional revival of "racing," and the present generation may have an opportunity to see the "nigger squat on the safety valve."

H. H. Liemke of St. Louis, an old river man, who, in years of experience on the Mississippi, has learned steamboating from cabin-boy up, is at the head of the enterprise, and also the inventor of the new style of steelboats which are to travel the river from its source to its mouth. He has labored on this project for several years, until today he has people all along the river interested in his plans. Mr. Liemke's plans are more feasible than any that have ever been advanced and he has received sufficient encouragement from shippers all along the river to insure the construction of a fleet of steamers, such as are shown in the illustrations. Mr. Liemke makes the statement that the steamers will be so equipped that they will be formidable competitors of the railroads, which now parallel the river on both banks. In discussing his project recently Mr. Liemke said: "I have already placed with Harland & Hollingsworth of Wilmington, Del., the order for the first of a fleet of seven boats and will shortly go east to make arrangements for the building of the other six. I believe that river men have themselves been mainly responsible for the decline of the river trade.

tures and machinery at Jeffersonville, Ind. The strong feature of the line will be that a steamer will leave St. Louis every day and there will be no disappointments. Where it now takes seven days to make the run from St. Louis to New Orleans, the new steamers will cover the distance in two and one-half days, and make the round trip in less than a week. The trip to St. Paul, which now consumes four days, will be made in thirty-eight hours.

The financing of the new line is a novel feature of the enterprise. There will be no stock company. The boats will be built entirely by subscription, the money being pledged by merchants and shippers along the river. Mr. Liemke says:

"They have been asked for no cash, but I have given each subscriber a ticket stating the amount of his pledge. When the money is needed I will collect it and when the line is started I will give the subscribers discounts on their freight bills for the amount of their subscriptions. Though the new boats will not be completed for some months I will have boats for temporary use and will open the line in the spring."

Mr. Liemke firmly believes that with faster and better boats and punctual service, with the freight and passenger business separated, the levees of the great river will once more resound to the rumbling of dray wheels, the crack of the teamster's whips, the blasts of the steamboat whistles, the cries of the overseer and the song of the darky roustabouts.

DEAR OLD LADY.

Her Sweet Way of Making Her Granddaughter Comfortable.

A girl who visits New York frequently stops while in the city with her grandmother, says the New York Times. The grandmother is an old-fashioned housekeeper and one thing upon which she lays emphasis in her household affairs is regularity. The meals are always on time and she likes the members of her family to be ready

and very realistic scenes are depicted indicating the immense store set by the ancient Greeks upon this remarkable plant, whose habitat was located in Cyrene. Its applications seem to have been as diverse as they were valuable, and among its numerous uses we find it treasured as furnishing the earliest and most delicate of vegetables, also spice, whilst its therapeutic reputation was almost as universal as that claimed for some of the modern nostrums by their inventors. Silphium has long since disappeared from Cyrene, but Falconer has found in the northern parts of Cashmere a plant which is regarded as being very closely allied to its historic predecessor.—Nature.

Aluminum Bronze.

Aluminum bronze, which is likely to come more and more into use, is an alloy composed in Germany of 90 to 95 per cent of aluminum and 5 to 10 per cent of copper, of golden color, which keeps well in the air without soon becoming dull and changing the color. It can be cast excellently, can be filed well and turned, possesses an extraordinary hardness and firmness, attains a high degree of polish and is malleable and forgeable. The technical working of the material is not essentially different from that of iron—in fact, the metal is, especially in a warm condition, worked like iron on an anvil, with hammer and chisel, only that the temperature to be maintained in forging lies between dark and light cherry red. In case the articles are not forged in one piece, and the putting together of separate parts is a necessity, riveting, and, in particular soldering have to be resorted to, with hard or soft solder. Besides forging, the bronze is well suited for embossing. After finishing the pieces, the metal can be toned in different ways, as may be desired, by treatment with acid.

When Men Die Fastest.

There are a great number of curious superstitions as to the time of day when a dying person is most likely to draw his last breath, and the tide, the moon and the wind have all been supposed to have some share in the matter. According to the British Medical Journal, Raseri, who has analyzed 25,474 cases of death and 36,515 of birth, where the exact time of day was noted, finds that the maximum number of deaths occur in the early afternoon (to

THE VAST ANTARCTIC.

HAS BEEN ALLOWED TO MAINTAIN ITS SECLUSION.

Exploration Again Taken Up—Frozen Fastnesses May Have Much of Interest to Reveal—Advantages to Latter Day Explorers.

Persistently, as becomes men convinced of the ultimate success of their efforts, a sanguine band of savants and explorers have beset successive governments with appeals to take up antarctic exploration again, says the London Spectator. Their perseverance has so far been unavailing, although it is not easy to understand why, or to assign any definite reason for such strange unwillingness. Remembering how rich were the results garnered from the labors of Sir James Clarke Ross and his gallant coadjutors in the stanch, but undoubtedly clumsy, old Erebus and Terror, and how vast was the field opened up for the subsequent workers, the fact that from then until now no attempt has been made to follow up this great work becomes utterly inexplicable. Yet, believing, doubtless, "that all things come to those who will but wait," for half a century all those interested in this great question have waited, scarcely ever relaxing their efforts to awaken the powers that be to some recognition of the pressing claims of science to be heard in this matter.

Beyond all question, the present time is peculiarly opportune for the prosecution of antarctic research. For it must be borne in mind that in that vast and almost unknown area, more than twice the size of Europe, one expedition, however well equipped, cannot, in the nature of things, hope to do more than settle a portion of the problems that silently await solution. What is undoubtedly indicated as the ideal treatment of the antarctic question is the establishment of an international polar commission, such as attacked arctic problems in 1882. A cordon of expeditions surrounding the southern polar regions, representative of all the great civilized powers, and working in harmony upon preconceived lines toward definite ends, would add more in one season to the needed data for the solution of the world problems involved than isolated efforts could do in a great many. But since there are now two separate parties at work in the antarctic and a third will, it is hoped, shortly be on its way thither, there must be much valuable collaboration, as well as many thousands of simultaneous observations taken at far-distant points. This might have been the case at the time of Capt. Ross' voyages, when the French and American expeditions were both in high southern latitudes. Since then science has made such gigantic strides in the direction of instrumental equipment for such work, to say nothing of the invaluable adjunct of steam, that even with only four parties attacking the problem on differing meridians, the most momentous results may be expected.

After all, this planet of ours under the distance-destroying touch of these latter days has dwindled into a very small place. And it seems preposterous that a region like the antarctic should have been allowed to retain so long the secrets it undoubtedly holds. The illimitable sea of stormy waters that rolls its unbroken white right around the globe, where no busy keel ruffles the wave or smoke of panting steamship mingles with the pure, keen air—how strange that it should for so long have been allowed to maintain its primitive seclusion! Those appalling barriers of apparently eternal ice, along which Ross sailed for hundreds of miles, watching with an indescribable fascination the baffled billows hurl themselves against the glittering cliffs that rose sheer from the sea for hundreds of feet—what lies behind them? Those burning mountain flames high amid their frozen fastnesses and lighting up the gloomy sky for many leagues throughout the long, long winter night, have they no story to tell? And, in spite of all belief to the contrary, it may be that a land fauna will be found, that some animals may have been fitted to live in that wonderful country, which, as far as is yet known, is absolutely sterile.

Many firmly believe that a warm polar region exists at the southern end of our earth's axis, but with recent light upon the theory of a warm arctic sea within the encircling barrier of ice there can be little expectation that any such marvel will be found in the antarctic. The explorers will be fired with the thought that whatever their hardships, a virgin field lies before them if by any means they can get behind the icy barrier that seems to shut off Antarctica from a prying world, and that alone, apart from any discoveries they may make, is sufficient inducement to adventurous men to make them face any hardship. To stand where human foot has never before trodden, to come with the torch of science into the very penetralia of nature, for this men in all times have risked all that life held dear, and in so doing have rendered incalculable services to their kind. One by one the closed doors have been flung wide open, the secrets have been made manifest and now at the close of the nineteenth century only this one remains.

Hard Luck Story from Kansas.

When the Kirby bank failed in Abilene a Santa Fe conductor had in it \$2,000, which represented the savings of many years. In the course of time he received \$1,000 in dividends from the bank receiver, and this sum he deposited in the Cross bank of Emporia, which in turn failed.

WHITE SLAVES IN HUNGARY.

Hungary Peasants Harnessed to Plow Like Beasts of Burden.

From the London Mail: Stephen Varkonyi, the leader of the peasants' revolution which convulsed Hungary during the early months of this year, has just been sentenced to one year's imprisonment for high treason. The movement which was inaugurated by Varkonyi was a revolt against the remnants of serfdom which still exist in some parts of Hungary. In these districts each peasant is compelled to work fifty days in the year for the landowner without pay. These fifty days of compulsory labor are not successive or at fixed intervals, but when the landowner has work to be done he sends a drummer through the village and every male inhabitant is obliged to respond to the summons. Thereupon so many men are selected as required. The landowner almost invariably exacts this labor in the summer, when the peasants' time is most valuable to him. In summer the peasant can earn as much as one shilling a day; in winter not more than fourpence or sixpence. In winter the peasants are compelled to act as beaters in the magnates' hunts for a wage of twopence a day. The occupation is a dangerous one and the time is not counted in the annual fifty days' compulsory labor. The wives of the peasants are required to sweep and scrub the local manor house once a week without pay. Finally, many landowners use the peasants as beasts of burden, harnessing four men to plow instead of two oxen.

Stephen Varkonyi, who instigated the revolt against these degrading conditions of labor, is a sort of Hungarian Wat Tyler. He is the son of poor peasants, was educated in the farmyard and graduated in the fields. He is quite a typical horny handed son of toil, is physically tall, stoutly built, and small eyes, with their suggestion of the Mongolian slit, and has that rough kind of natural humor which appeals to the simple peasant mind. Varkonyi, whose power over the agricultural population of his country is unbounded, is one of the most interesting figures in modern Hungarian life.

A Useful Dog.

Intelligent dogs are many, but not every dog, even though intelligent, can be taught to gather flowers for its master as a certain Gordon setter named Norah is said to do. Her master, Monsieur Barbat, writes of her in the Chasseur Pratique: In June, 1895, in a walk beside the ponds of Liton, Savoy, a friend and I tried to reach some water lilies with our canes, but without success. Seeing still finer blossoms out in the water, I called Norah, and threw stones toward them in order to induce her to go for them. She seemed to understand at once, plunged in, and coming and going brought flowers enough to fill the basket. The guards present could hardly believe their eyes. The dog lowered her head beneath the water so as to cut the stems at a certain distance from the flowers. This same dog was useful to her master in another way. One winter morning she entered his study with a stick of wood held between her jaws. She deposited the wood in the fireplace, went down the steps and brought another, and continued her occupation until the supply of wood seemed to her sufficient, when she returned to her place by the fire to enjoy the results of her labor. She certainly seems to be a dog of a practical turn of mind.

Locomotives That Burn Oil.

The locomotives working through the Arlberg tunnel, on the Austrian State railroad, now burn oil entirely. They are specially designed heavy engines, two-cylinder compounds, having cylinders 550 mm. and 800 mm. diameter and 625 m. stroke. They have eight wheels, all coupled, the wheels being 1,300 m. diameter. The engines formerly burned Bohemian coal, but it was found almost impossible to ventilate the tunnel. With the oil fuel very little difficulty is experienced. The oil burners used are of the type devised by Mr. Holden of the Northwestern railway, in England.

PERSONALITIES.

Frau Charlotte Embden, the only surviving sister of the poet Heine, has just celebrated her 98th birthday. Carolus Duran, the well known French portrait-painter, has been elected president of the National Society of Fine Arts, in place of the late Puvis de Chavannes.

Lady Alice Montagu, who, it is said, will spend this winter in New York, is one of the twin daughters of Consuelo, duchess of Manchester. She was the most admired of all the belles of the past London season and is noted for her beauty.

Nikola Tesla is the foremost living original investigator in the field of electricity. He was born in Servia about thirty-five years ago and is a Slav. His father was an eloquent clergyman in the Greek church, but it was from his mother he inherited his genius for invention. Mme. Tesla invented looms and churns and other devices while her husband preached. Young Tesla was educated in the polytechnic school at Gratz and it was there that his attention was centered on electricity. After he left school he became assistant in the government telegraph engineering department at Budapest and then drifted to Paris. Coming to the United States he entered Edison's shop and later set up his own laboratory in New York. Since then his career has been part of the history of the advance of electrical science.

Why doesn't a blacksmith create an animate being when he makes the fire by?

Through the generosity of Mrs. Collins P. Huntington, of New York, the Tuskegee Normal and Industrial Institute is to have a new dormitory for girls. The new building will cost about \$10,000. Both Mr. and Mrs. Huntington have long been interested in the remarkable work of Booker T. Washington, and in the last ten years Mr. Huntington has given the institute about \$200,000.

When a woman's cold feet make her husband shiver she thinks he is thrilling at the thought of how warm her heart is.

Senator Simon of Oregon has been taking banjo lessons. "Are you improving?" some one asked him recently. "Either that or the neighbors are getting more used to it," he replied.

A catalogue of 300 prizes, suitable to every taste and condition, mailed on inquiry. Prizes given for saving Diamond "C" Soap wrappers. Address Cudahy Soap Works, South Omaha, Neb.

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I believe Pisco's Cure is the only medicine that will cure consumption.—Anna M. Ross, Williamsport, Pa., Nov. 12, '05.

New Terminal Agent.

J. F. Leggo has been appointed terminal agent of the Baltimore and Ohio railroad at Washington, D. C., in charge of passenger and freight stations and will assume the duties of that position on Jan. 1. Mr. Leggo is an old B. and O. man, having been superintendent of the fourth and fifth divisions in years gone by and connected with the road in various other capacities. He was in charge of the Washington terminals from 1884 to 1887.

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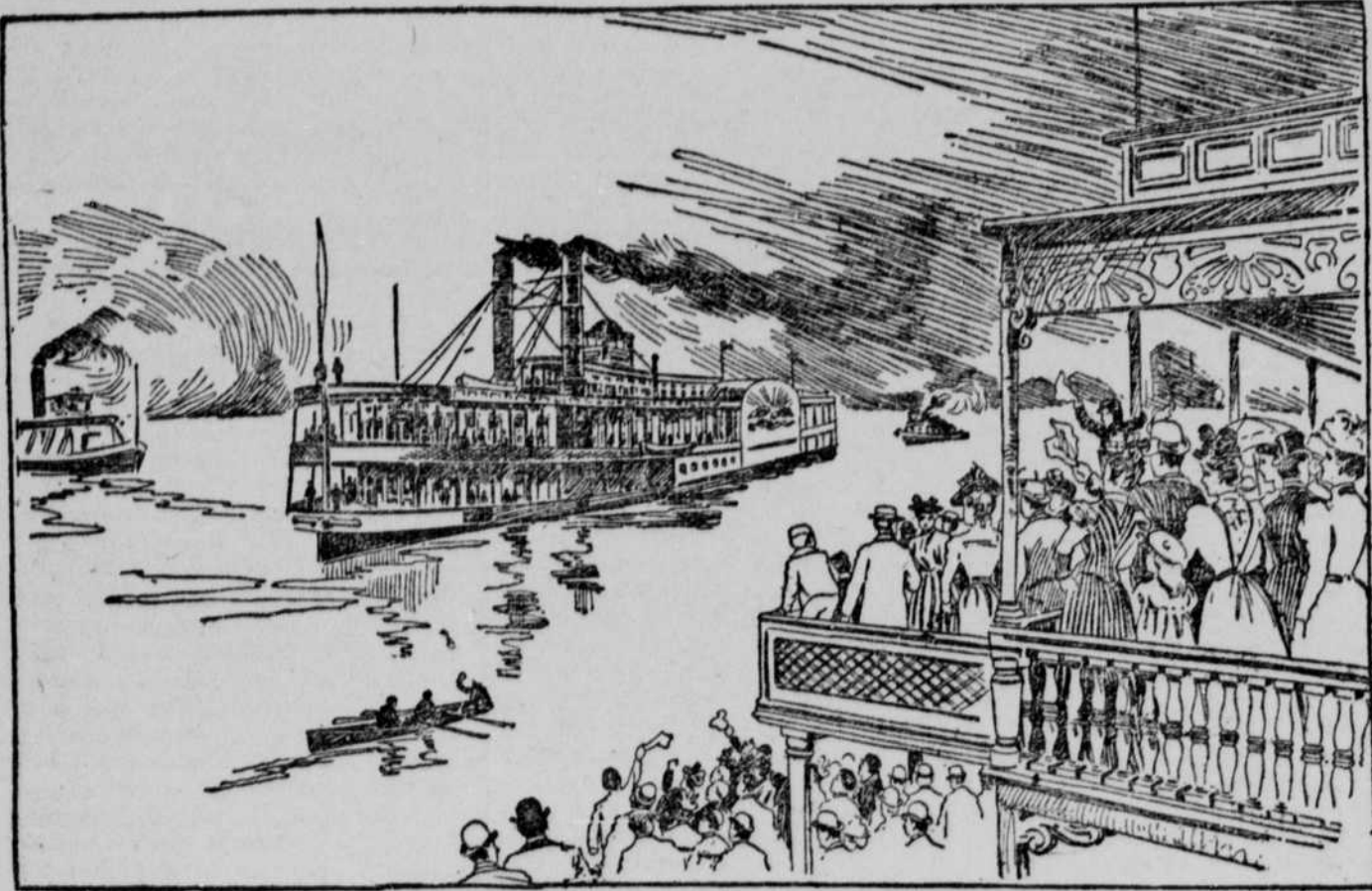
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PROSPECTIVE OF PASSENGER AND EXPRESS STEAMER.

They have supinely permitted the railroads to take their business away from them. There are thousands today who would travel and ship their freight by river if they were assured of accommodations even nearly approaching those furnished by the railroads. The steamers I mean to operate will be unlike any that have ever run on the Mississippi. In point of speed they will be far in advance of the river steamer of today. At present a boat which makes twelve miles an hour upstream is considered a very fast craft and there are few such on the river. The new boats will travel at the rate of from fifteen to eighteen miles an hour upstream and from twenty-two to twenty-four miles an hour downstream. Each boat will be steel hulled, with a length of 300 feet and 50 feet beam. Their draught will be 32 inches light and 74 inches loaded. This will enable them to run even when the water is at its lowest stage. Their holds will be furnished with airtight compartments, like those of ocean steamers, rendering them practically unsinkable. It is estimated that the cost of each passenger steamer will be \$200,000, and I have ten times that amount pledged by merchants in every river town from St. Paul to New Orleans, including many prominent St. Louisans.

"The saving of time will not be entirely due to the speed of the boats. Forty naphtha tenders will be operated in connection with the line, to obviate the necessity of making landings to take on passengers and freight. These tenders will patrol the river, collecting freight, express matter and passengers and will meet the steamer in mid-stream. There will be a short stop when passengers are taken on. Freight and express matter can be taken on while the boats are running at full speed, the result being a great saving of time. The tenders are being built at Madison, Ind., and the upper struc-

promptly. It is something of a trial to her that her granddaughter should sometimes after a theater party or other festivity sleep over breakfast time. The granddaughter knows this and she makes a great effort to be up in time and make up her sleep if she needs it in the afternoon. The other evening she had been out very late and grandmamma sympathized. "The child mustn't try to get up this morning," she said to herself and dressing more hurriedly than usual she hurried to her granddaughter's room. "Alice," she called softly, as she knocked on door. There was no answer and she went in. "Alice," she said again, speaking a little louder, but there was no answer. "Alice," she said a third time, and at last there was a sleepy response. "Alice, dear," she said, "don't think of getting up this morning. You were out so very late last night you need the ruffled head on the pillow and by the time she had finished speaking his owner was wide awake, but not quite conscious of what had been said. "Oh, yes, grandma," she answered, "I will get right up," and she did, for she had been so thoroughly awakened that she could not go to sleep again.

The Plant Silphium.

The latest number of Janus, a journal which is open to contributors from all parts of the world in diverse tongues on subjects relating to the history of medicine and medical geography, contains an interesting and well-written article on medical archaeology, dealing with the significance of the plant silphium and its therapeutic value among the ancients. Dr. Kronfeld of Vienna is the writer, and he has illustrated his article by a reproduction of the well-known dish of Arkesilas, now in the "Cabinet des Medailles" of the National library in Paris. Graphis

7 p. m.) and the minimum in the last hours before midnight, while the maximum number of births occur in the early hours of the morning and the minimum in the early hours of the afternoon. As regards the cause of this, he points out that the hours of the maximum number of deaths are precisely those when the pulse rate and temperature are at their highest in health and when there is a febrile exacerbation in illness.

WHAT THE LAW DECIDES.

The right of a city to maintain ejectionment for a street of which it does not own the fee is sustained in San Francisco vs. Grote (Cal.), 41 L. R. A. 335.

Poles of an electric railway, if properly placed, are held, in Snyder vs. Fort Madison Street Railway Company (Iowa), 41 L. R. A. 345, to give no right of action to the abutting owner, whether he owns the fee of the street or not.

A lineman injured by contact with a span wire charged by a trolley wire which had a broken insulator is denied a right of action, in Anderson vs. Inland Telegraph and Transportation Company (Wash.) 41 L. R. A. 410, where he failed to test the insulator, although that was his duty.

Fines for overcharge by an express company are held, in Southern Express Company vs. Com. Walker (Va.), 41 L. R. A., not to be within the constitutional provision setting apart as a literary fund "all fines collected for offenses committed against the state." Interstate property wanted for distribution is held, in Chamberlain's appeal (Conn.), 41 L. R. A. 294, to be assets for the administrator de bonis non, under the Connecticut statute, even if the property has been "administered" within the common-law meaning of that term.