

The Philadelphia Item editorially remarks: "Speaking of wheels—we've got 'em." Open confession is said to be good for the soul.

The New York Sun probably is right in suggesting that "too many people are drowned every year." How many would be about the proper quota, anyway?

A Boston restaurateur advertised in the window "choice mollossous bl-valves," and a visitor from Philadelphia walked right by the place four times looking for an oyster stew.

More than a century ago Horace Walpole wrote, "How unfortunate that little countries should retain a spirit of independence, which they have not strength to preserve, and that great nations who might throw it off court the yoke." Thus he anticipated the Greece and Germany of to-day.

A woman recently returned from the Klondike says she received fifty offers of marriage before she was fifty miles up the Yukon. But she waited until she reached the mines and married a man who was panning out \$50,000 a month. Declining a score of proposals a day in Alaska must be almost as trying as the mosquitoes.

Kaiser Wilhelm's plan of making war in a Pullman palace car looks a little like an attempt to revive the methods of the ancient Greeks at the siege of Troy. The wooden horse worked beautifully, and so may the Kaiser's on paper, as many of his devices do, but the latter might prove slightly impracticable if the enemy should happen to capture the track upon which his car fortress runs.

According to a Tacoma special a whale has been utilized as a motive power for boats in that vicinity. This is a hint that may be of interest to gold seekers impatient to reach the Klondike region, but unable to find vessel-room. The most serious objection to the whale as a motive power grows out of the fact that the power might take it into its head to go in the wrong direction or even take deep sea soundings, which might prove a little inconvenient to the "argonauts" following him.

While most institutions of learning are reaching out for students and making every effort to accommodate new ones, Williams, always an exclusive college, is preparing to restrict the number who will be taught there. Not only are the standards to be raised and the requirements to be increased, but fewer pupils will receive financial aid. As this is not done to meet the requirements of economy, the advisability of the policy may be questioned. But our colleges are undergoing some strange changes of late.

Another attempt has been made, this time by Colonel Higginson, to write a suitable national anthem for our country, and to furnish it with music which shall be at once original and dignified. The endeavor is a worthy one. But one cannot help remarking that the national songs which find places in the hearts of a people are rarely if ever the product of deliberate and conscious effort, however patriotic. They are struck out, as by inspiration, in the heat of some national crisis, in the stress of some national movement. The conditions have never yet been ripe for the birth of the real national anthem of the United States.

The golf widow is a new institution at the seaside. A Newport correspondent says the golf widows have husbands who "play all day, stay away all night and want to sit down to a supper of beefsteak and potatoes, declaring that they are too hungry to trifle with a course dinner." After a hearty meal they smoke a strong pipe on the veranda and go to bed at 10. Golf widows are of all ages, even grandfaterly husbands deserting their wives to "chase a bouncing ball over half of the island." The game should be modified so that the grandmothers may share in the fun.

Some men in Chicago are working upon an "umbrella" sail which they propose to experiment with upon small sailing craft. This sail was tried at the Cowes regatta and made a sensation among the sailors of yachts. Scientists and navigators believe that with certain modifications this sail will be made to take the place of the ordinary canvas article manipulated by ropes. The new sail resembles a Japanese umbrella, and its upper edge is secured near the top of the mast with blocks and halyards and the main sheet is fastened at some distance from the bottom of the sail. The shape may be changed at will to suit the occasion by opening or shutting it just as though it were an umbrella. It can be adapted to the ease or violence of the wind with much more facility than the ordinary sail. Not only landlubbers but expert sailors have long thought that there could be improvements made in the present manner of handling sail ships. The old method of sails has always seemed very clumsy and uncertain, and maybe this umbrella arrangement will simplify and make much safer the handling of small boats.

The town of Lewiston, Me., is governed by a Mayor who pays only \$24 in taxes, seven Aldermen who pay an average of \$48 and twenty-one Councilmen who pay an average of \$37 each.

There are busybodies in Lewiston who think that this is not fair to the taxpayers of a town of that importance. As a matter of fact, all things being equal, there should be no question as to the ability of the authorities of that place to govern it properly, irrespective of the amount of their individual taxes. As a rule, however, the men who govern cities are not the heavy taxpayers. It is too often the case that the disposition of millions of public funds is in the hands of a saloonkeeper or some man who has failed in the retail grocery business. By the way, how many figures would it take to represent the taxes of the average alderman of Chicago?

Atlanta Journal: The city boy grows up in a contracted space. The square upon which he lives is his world, the little things of earth he despises, and he begins to burn the candle of existence too soon. For him there is little opportunity for the display of sterling manhood or the enjoyment of life in its relation to nature. The country boy is, from the first, a child of necessity, and early learns the lesson of how to make ends meet. The ways and means of life is a hard and effective school from which to graduate. The pupils therein cannot sit down with folded hands and wait for help, but they must help themselves, and at once. The broad fields give scope to the mind and strength to the heart—the country boy is a man at 10, though he does not know it, and at 20 he stands a young giant, while his city cousin is the dyspeptic victim of vile cigarettes and bad hours.

The reported chloroforming of three adults and two children by burglars in an English town, in order that the house might be robbed, is looked upon by medical journals with some incredulity. It is said that the victims knew nothing of the presence of the robbers until they awoke late the next day and found that the house had been looted. This is the point which raises the doubts of the medical experts. They hold that it would be next to impossible for the robbers to have accomplished this without disturbing the slumbers of their victims. Scientists have tried with poor success to place sleeping patients under the influence of chloroform without disturbing them. Dolbear is said to have only succeeded in the experiment with ten persons out of a total of twenty-nine whom he treated. This was when a trained scientist worked, with the greatest care. Physicians say that it is rarely, except in the case of infants, that the chloroforming of sleeping persons is successful. That burglars untrained in the use of anaesthetics should succeed so completely as in this case seems most improbable.

One effect of the great changes which have taken place in modern warfare, and especially the improvement in the destructive power of modern gunnery, is the abandonment of the use of colors in the armies of Europe. Lord Wolsley pointed out this the other day when he presented a set of the colors of the celebrated regiment, the Sixty-fourth foot, to be placed upon the walls of a cathedral. In the wars of the future the soldiers will have to draw their inspiration from something else than the regimental colors. This, too, will do away with the brave and useful officer, the color sergeant, for, as the English general says, it would be madness and crime to order a man in a war now-days to carry the colors into the battle. Every color so displayed would be shot away at the first fire and its bearer killed. The German army, while discarding the colors themselves, has still retained the poles upon which the flags once waved, but these have to be carried so as not to be seen by the enemy. This, it would seem, could be of little service to their own soldiers. It takes the actual sight of the national or regimental colors to inspire the warrior. Not to be able to see them will, for the veterans, be almost like seeing defeat.

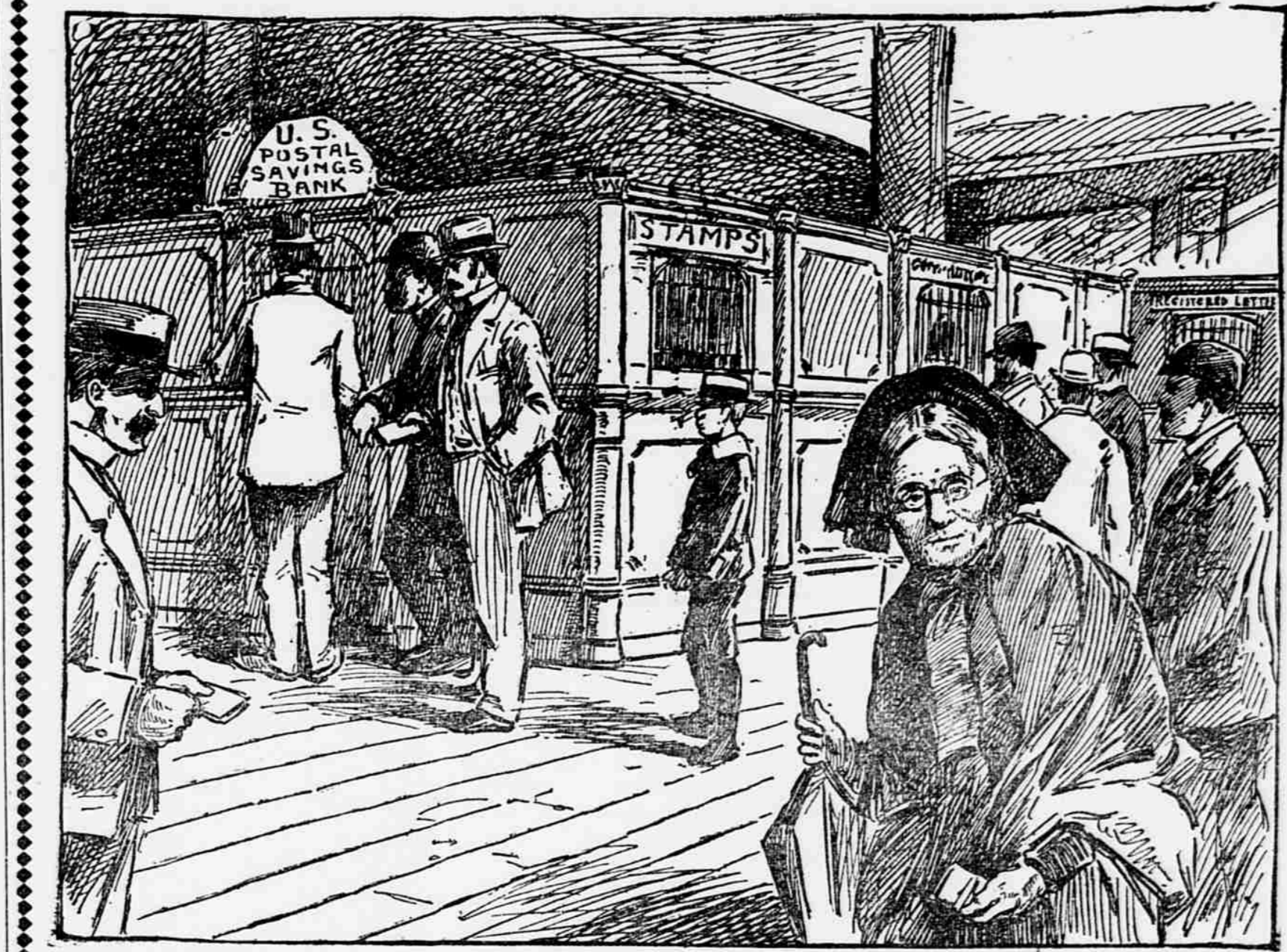
There is no great loss without some gain. The depression of the past year has been accompanied by a noteworthy diminution of immigration from the Old World. The completed returns of the arrival of immigrants in the fiscal year ended June 30, 1897, show that one hundred and eighty thousand, in round numbers, landed in America. This was a smaller number than in any previous year since 1879. The number was less by one hundred and sixty thousand than in the fiscal year ended June 30, 1896, and nearly a hundred thousand less than in 1895, which was reckoned a year of small immigration. As compared with the immigration for 1892, which was more than six hundred and twenty-three thousand, the figures for last year are indeed small. They represent, however, a large mass in the aggregate; and the fact that among them there were about thirty-eight thousand, not including young children, who could neither read nor write, shows that the immigration was larger than it should have been by at least that figure. Until such illiterate immigrants are definitely excluded, our immigration laws will certainly be in a defective state. The total amount of money brought into the country by immigrants, presumably to be expended here, is commonly spoken of as constituting a new element of wealth for the country. The immigrants of 1897 brought with them a total amount a trifle in excess of six hundred and seventy thousand dollars. This is a respectable sum, but as it amounts to less than four dollars to each immigrant, it will be seen that the line which separates them as a whole from destitution on their arrival is very narrow. Moreover, it is highly probable that more money was sent out of the country, earned here, to bring these immigrants, than they brought with them, in which case the balance of our ledger after all.

POSTMASTER GENERAL GARY FAVORS POSTAL SAVINGS BANKS.

Postmaster General Gary is in favor of postal savings banks and proposes to recommend to Congress at the next session the establishment of such banks in this country. "It is very likely," he said in discussing the subject a few days ago, "that some sort of legislation will be enacted at the approaching session, and that we will make a practical test of postal savings banks within a year. At this time I have no definite plans in view, but propose to thoroughly investigate the subject, so that I will be prepared to make an intelligent recommendation to Congress. I have sent for the blank forms and other matters used in this service in Canada and other countries, and am collecting all the information it is possible to find. As a general proposition," Gen.



Gary continued, "I am very much in favor of postal savings banks, but as to how they should be managed, what rate of interest the Government should pay on deposits and other important details I am not ready to speak. I believe postal savings banks would encourage thrift among our people and promote patriotism. If a man has his money in the Government's keeping he is naturally going to do all that he can to protect the Government. Ten years ago the Government might have had some opposition from the savings banks had it proposed to keep the savings of the banks would be glad to see it take the money. I myself have been for more than twenty years a director in one of the largest savings banks in Baltimore, and



SAVINGS BANK OF THE FUTURE.

I feel sure that every man financially interested in that institution would be glad to see the Government establish postal savings banks. "The value of Government banks for the small savings of the people can scarcely be realized. It can well be illustrated by the building and loan associations. These, I believe, originated in Philadelphia, and there are more of them in Pennsylvania and Maryland than any other States. In my own city, Baltimore, they are very numerous and have been for years extremely popular with the small wage-earners. The result is that the working people of Baltimore are probably more thrifty and industrious than those of any other city in this part of the country. Nearly every man in Baltimore owns his home, and it has been possible for him to do that by the encouragement to save his little earnings that has been offered by the building and loan associations. When every man owns his home he is interested in its preservation, and he is going to think twice before he commits an act that may injure his property. Years ago Baltimore used to be called "the city of riots," but in recent times riots have been almost unknown. A Baltimore man thinks of his home and family before he joins a mob. "I say this to illustrate one of the advantages of postal savings banks. If 3,000,000, or 5,000,000, or 10,000,000 of the people of these United States give their savings to the Government for safe keeping, those people are going to do all they can to preserve the Government. They are not going to join mobs to burn and destroy property. They are not going to turn socialists and attack the institutions of the Government; they will not attempt to injure the Government's credit and financial standing; they will all be interested in preserving and upbuilding the Government. The habit of saving would be encouraged by postal savings banks, and would find in a few years boys and girls growing up to manhood and womanhood with little savings that might be the foundation of a fortune."

FOUND A BRIDE IN GREECE.

Soldier of Fortune Met His Fate in the Athens Hospital. A pretty Greek maiden, who served as a nurse in the hospitals during the recent war between Greece and Turkey, has just arrived in this country in company with the husband she recently won, Captain George Nelken. She appears happy and is proud of her husband, who has had a remarkable career as a soldier. He was born in Argentina, but was exiled in 1892 for too active participation in a revolt of the radicals. He speaks eight languages. In 1891 he fought under Admiral Montt in Chili; in 1892 he took part in the Brazilian revolution, serving under Admiral De Mello, and later engaged in an uprising in Argentina under Dr. Alene. Since then he has traveled in many lands, and, becoming interested in Red Cross work in Spain, was sent from that country as a delegate to the international congress of the order.

At the time of the breaking out of the Greeco-Turkish war Nelken was in this city. The Greek cause appealed to him, and he started for the front, with



CAPTAIN NELKEN AND HIS BRIDE.

a shipload of patriots who were going to fight for their fatherland. As soon as lines were cast off Nelken donned his Argentina uniform, pinned his Red Cross badge to his breast and was elected captain by the votes of admiring Greeks. On the trip across he drilled the Greeks in the manual of arms. Before starting for the front he was inspecting the hospitals, and there met the Princess Marie. Through her he was accorded a special audience with King George. Nelken says he told the king he had traveled from America to aid the Greek, and was assigned by the king to Prince Constantine's staff, with headquarters at Imerbeg. At Athens Captain Nelken was married to Marianthy Mourabas, a young

BACK FROM THE KLONDYKE.

Four Fortunate Bonanza Kings Come Back Laden with Gold.

Four of the most fortunate bonanza kings from the Klondyke spent a week in celebrating their return to civilization at San Francisco recently. The picture printed herewith gives a correct idea of how they looked at the conclusion of forty-eight hours busily spent in putting Bonanza Creek gold in circulation. The picture is a copy of a photograph now in the possession of A. D. Gray of Grand Rapids, Wis., the youngest man of the quartet. The hats worn by the men are not as old as they look, having been purchased but a few hours before their owners faced the camera.

The four men were "dead broke" a year ago, and now they are reputed to be worth at least \$1,000,000. Mr. Gray says he brought with him from Alaska

Constant Shifting.

Oculists say that one of the commonest afflictions of the eye is produced by continuous riding in street cars. The seats run lengthwise, and therein lies the difficulty. Some day as you are riding down town watch the eyes of the man across from you. He is gazing out of the window, possibly reading the signs of the business houses just to kill time. First his eyes glance ahead of the car, fall on the sign, and as the car passes by his eyes turn back. Then they shoot ahead again. This constant shifting of the eye is very rapid if a passenger watches the people on the sidewalk. In half an hour's ride his eyes will have twitched back and forth with a continuity that brings on fatigue. But he keeps it up to the end of the ride, and later in the afternoon wonders why his eyes are weak and tired.

A Favorite Abiding Place.

In a little English village there is a baker's shop over the door of which is the following inscription: "One piece of bread, to be eaten on the premises, given to any one passing through Broughton direct until 10 p. m." This extraordinary sign-board was affixed to the shop some years ago by Sawrey Cookson, of Broughton Tower, who recounts the baker for the bread which he disposes of in this singular way. As may be expected, the shop is a favorite halting place for tramps and artisans out of work, who are making their way to the busy town twelve miles from the village.

Stealing Electricity.

New inventions give rise to new crimes. Not long ago, a Brooklyn man was arrested on the charge of stealing electricity from one of the trolley railroads and using it to light his saloon with. The man denied any knowledge that the electricity came from the company's wires, and claimed to have made arrangements with two men to supply his lights. It is said, however, that the company has evidence that other people have been tapping its wires, and other arrests are promised.

Modern Gossip.

Miss Quizzer—Do you believe all the disagreeable things you read in the newspapers? Miss Buzbuz—I do if they're about people I know.—Boston Traveler.

WHAT A CAR COSTS.

Modern Railway Coach Worth \$4,000 to \$5,000.

The auditing department of a great American railroad corporation rivals in respect of its records and transactions a governmental department. The earnings of all the lines of the Pennsylvania railroad system in a year average about \$130,000,000, and the gross earnings of the Vandervilt system amount to rather more—\$45,000,000 from the New York Central, \$21,000,000 from the Lake Shore, \$10,000,000 from the West Shore and Nickel Plate, \$33,000,000 from the Chicago and Northwestern, \$13,000,000 from the Michigan Central and about \$15,000,000 from collateral lines or systems. These figures are large, but they appear still larger when they are compared with items of federal revenue. The total receipts of the United States government from customs during the fiscal year ending in 1896 were \$150,000,000, and from internal revenue taxes \$146,000,000. The two together made up \$296,000,000 of public revenue for the government of the affairs of a nation of 75,000,000 inhabitants, but the two railroad systems referred to represented together receipts of \$275,000,000, and if a third big railroad system were added the receipts of the federal government would be exceeded.

The accounts of big railroad corporations require care and much hard work, and the system of precise book-keeping in railroad accounts (now a special branch of accounting has been carried close to the point of perfection by the Pennsylvania railroad, which, for instance, gives to the fraction of a cent the expenses incident to the construction of a car or a locomotive. There are 30,000 passenger cars in actual use on the railroads of the United States, and the ordinary passenger car costs anywhere from \$4,000 to \$5,000, the difference representing added improvements in furnishing.

There has recently appeared a detailed statement of the cost of constructing at the Altoona shops of the Pennsylvania railroad, a sample, first-class, modern, up-to-date, luxurious passenger car, and some of the items are of interest. The wheels and axles represent a cost of \$332.35; the trucks upon which the car rests, cost \$533.62; the air brake represents \$121.75; the seat fixtures—twenty-five in number—cost \$50.50; the three bronze lamps, \$13.50; the two gas tanks, \$84; the chandeliers, \$50.72; and the item of screws, which might not appear to be an important one, \$51.88. Taken in the building of a car like the one taken in illustration 2,480 feet of poplar wood, 3,434 of ash, 1,100 of white pine, 2,350 of yellow pine, 450 of hickory, 400 of cherry, 700 of Michigan pine, 500 of oak and 423 of maple veneer were required. To build the car there were required in addition 13 gallons of varnish, 45 pounds of glue and nearly 3,000 pounds of iron, exclusive of 800 pounds of iron castings. For the furnishing of the car there were required 69 yards of scarlet plush, 44 yards of green plush, 61 yards of sheeting and 243 pounds of hair. The springs on the car seats cost \$43.17. The basket racks cost \$77.35, the sash levers \$42, the bronze window lifts \$24.40 and the gold leaf for the embellishment of the woodwork \$14.58. For the window fasteners \$15.47 worth of material was required, two stoves cost \$77.50 and the tin used on the roof of the car \$41.44. The labor in the construction of the car represented a cost of \$1,233.94, bringing up the expenditure to more than \$4,400.—New York Sun.



1. H. C. Anderson. 2. A. D. Gray. 3. "Jak" Halterman. 4. William Hawley.

only \$10,000, which he figured would last him until spring, when he intends to return to Dawson City for another year. He has spent more than \$5,000 in thirty days, and his companions are not less free with their nuggets.

The Liquor Problem. "I wouldn't of swiped the ham," said the contrite prisoner, "but I was half drunk."

"Ah!" said the city missionary. "That's what done it. If I had of been paralyzed, as I ought of been at that time o' night, I wouldn't of got into trouble."—Indianapolis Journal.

Something of a Geologist. "Winkle says he knows what a glacial period is now."

"How's that?" "He has just been refused by a Boston girl."—Detroit Free Press.

A girl is getting old as soon as she puts her hair up in a knot.