MONSTERS OF THE DEEP.

Manner of Building the Modern Ocean

Perhaps the finest illustration of the inventive and constructive genius of man to be found in the world to-day is one of the superb steamships which have of late years reduced the vast Atlantic Ocean to little more than an Anglo-Americae lake. Take for 15stance, any one of the most recent additions to the splendid fleet of "ocean greyhounds," it hardly seems possible for even the most brilliant imagination to conceive of a human structure more perfect in all those details that together constitute the acme of safety. speed and luxury. If other steamers may with sufficient accuracy be called floating hotels, this one might with equal propriety be termed a floating club-house as well as a hotel of the highest class. For the purpose of this article a brief survey of the dimensions and equipment of such a steamer

will make a good starting point. Her length is, say 590 feet; breadth. 58 feet; depth, 40 feet. She is, in fact, one of the largest vessels in the world, her displacement, when fully loaded. being not less than 16,000 tons, a figure surpassed, if at all, only by one or two of the huge Italian ironclads recently launched. It is not easy to give any just conception of what the above dimensions mean, or to help those who have never seen one of these floating palaces to realize the enormous amount of constructive talent, adaptive skill, and artistic feeling, as well as money. that they represent. In the words of the Engineer, it is, perhaps, because it seemed almost impossible to do so gigantic a subject justice that the literature, if we may use the word, of Atlantic passenger steamships is deplorably

Nothing that art and science can do to render the ship beautiful without and within, luxurious, safe and swift, is left out of account. In addition to being minutely subdivided by athwartship bulkheads there is a longitudinal bulkhead running fore and aft and forming a mighty backbone that gives additional rigidity to the whole structure, greatly increasing the security in event of accident. Furthermore the doors closing the different compartments can be shut instantly from the flying deck by pulling small wire ropes, while there are automatic arrang > ments by which these doors will close of themselves if the water rises unduly in the bilges.

As to the fittings and furnishings that contribute to the ease and comfort of the fortunate passengers it would require columns to describe them. The chief architectural feature in such steamers, of course, the saloon which becomes a banqueting hall of almost awesome brilliancy. The length often exceeds sixty feet and the breadth is but little less. Fancy so vast an apartment being at one's command in mid-ocean. Standing under the lofty dome of many-colored glass and gazing about at the multitudinous mirrors, the golden figures of tritons, nymphs, and mermaids disporting in an ivory sea, the richly carved cabinet work in English oak. and the great round ports in their elaborate setting of rich brass repousse work, one can not quickly grasp the idea that all this splendor is simply part of a vessel-of a ferry-boat playing between the old world and the new it seems to belong more properly to the palace of some mighty monarch.

The same feeling is produced by the sumptuous state-rooms with their wide four post bedsteads of gleaming brass, the spacious library abounding in books, the gorgeous smoking-room, fit for a prince's use, and the other departments of this ocean monarch on board of which the population of a good-sized town might stow away comfortably, for her normal carrying capacity is 300 saloon passengers, 175 second class and 855 steerage, making up with the 168 engineers, etc., in the engine-room, the 40 sailors in the forcastle, the 25 cooks in the gallery, and the 60 stewards in the pantry, nearly 1,600 souls; 3,000 tons of coal and 4,000 tons of cargo being carried besides.

Here then we have excellently illustrated the utmost that man, so far at least, has achieved in the line of naval architecture for the passenger service. Competing lines will no doubt make it their business to see the latest addition to the fleet and go one better. They will perhaps, succeed in effecting some further improvements, but it is not likely that much antecedent to Bellamy's A. D. 2,000, at all events, we will have any such marine monarch as that outlined in the following words: "She will be over quarter of a mile in length, and will do the passage from Sandy Hook to Liverpool in thirty-six hours, being one night out. She will be driven by electricity, and in such a fashion as to keep railway time, despite fog or storm, Passages can be secured by flash photograph. 'Edison's patent,' and the ticket will include an opera stall, or a concert ticket, or a seat in a church pew-the opera house, concert hall, and church being all on board. A covered ring for horse exercise will also be provided, and a racing track for fast trotters. A baseball ground and tennis courts will also form a portion of the attractions. For business men a stock exchange will be operated, the quotations being posted from the tickers every two minutes on the vibration system. The leading papers of all countries will be reprinted each morning by the electric reflection system. A spacious conservatory, containing the choicest flowers of all climates, will afford an agreeable lounging place, and the bouquets will be provided gratis."

So Many Women.

There are more women in British India (124,000,000) than there are men, women and children in Great Britain, France and Germany put together, with the population of several minor European states cast in as well.

TWAS EVER THUS.

How a Princess Called Down Another

Twenty-five hundred years ago a princess of the royal family of Assyria wrote a letter to a lady of the imperial court, in which the latter was haughtily rebuked for presuming to use the familiar title of "sister" in addressing the royal lady. Yesterday in Baltimore an English translation of this letter was published by the Johns Hopkins University. Dr. Christopher Johnston has been working for some time to puzzle out the dignified terms in which one woman of those ancient days rebuked

The letter was not written with ink upon a sheet of tinted paper, as would be done by a fair dame to-day, but was inscribed in cuneiform characters upon a tablet of baked clay. It is in thirteen lines, and the royal lady did not waste words to express her contempt at the other's impertinence. The tablet was written only a few years before the destruction of Nineveh and the overthrow of the Assyrian empire, which is generally placed by historians as having occurred in 606 B. C. It is one of the few remains of that period which have come down to the scholars of the present day. It was discovered a score or more years ago and many Assyriologists have tried their hand at a translation. Dr. Johnston, in working upon it, did not have the original tablet, but a picture of it. The royal lady who wrote the letter, or who probably dictated it to her scribe, was the Princess Sheruaeterat, a granddaughter of the famous Assyrian monarch Azurbanapal, called Sardanapalus by Green writers, who, in addition to being a great conqueror, was the founder of an extensive public library and a patron of literature and the arts. The letter is translated by Johnston:

Message of the king's daughter to Asshur-Sharrat. Thou dost not properly address thy letter to me, nor use the title to me befitting thy station. People might say, "Is she the sister of Sheruaeterat, the oldest daughter of Ashur-gtil-ilani-ukinni, the great king. the mighty king, king of hosts, king of Assyria?" But thou art only the daughter of the daughter-in-law of the wife of Asurbanapal, eldest son of Esarnaddon, king of Assyria.

Dr. Johnston suggests that this last sentence was probably a crushing blow for the recipient of the letter, as the peculiar expression "daughter of the daughter-in-law of Asurbanapal's wife" was most likely a reference to some delectable bit of court scandal in the famous Asiatic empire. The doctor also said that the rebuke was a perfectly proper one from what is known today of Assyrian etiquette in letter writ-

"If the lady, Asshur-Sharratt, addressed the princess as sister without being so related," said he, "she certainly committed a gross breach of etiquette and was guilty of an impertinence which richly merited a rebuke. Even if she was actually her sister, it is doubtful whether she could have so addressed the eldest daughter of the sovereign family. We find a prince lord, but never as 'my father.' And among private individuals, except in the case of near relatives, it was remind Captain X. was too polite to remind Captain B. that neither tobacthe invariable rule to address each person by his proper title, with the addition of the words 'my lord.' "-Baltimore Sun.

The Three-Horse Fire Team.

The two poles of a business vehicle to which three horses are driven abreast are fixed in place, and in hooking up the team the middle horse is backed in between them as a horse might be backed into a pair of shafts. Of course that wouldn't do with a fire team, because it would take time. On a three-horse fire apparatus the poles are made to tilt upon pivots running through them near the inner end. When an engine or truck is standing in the house only one pole is tilted up, the one toward the side of the house on which the middle horse is stalled. When an alarm sounds the middle horse rushes to his place, stepping under the raised pole. When the pole is dropped its it is securely and firmly held by a spring catch. The time that it takes to put the pole in position after the middle horse has stepped under it is simply the time it takes for it to drop-a fraction of a second; it fastens itself.

Bicycles Pinching the Shoe Trade. "Talk about the street railways losing by the advent of the bicycle," says a shoe salesman, "I think it is the shoe manufacturers. Of course, there is a demand for bicycle shoes, and that practically opens a new market; but it must be a limited market when it is considered that one pair of such shoes will outlast three pairs of ordinary foot-coverings, not because the shoes are better, but because they are not subjected to the scuffling wear of the others. People ride to and from their work all the time now, where they formerly walked or on bad days rode in the cars. If a person wants to go around the corner he will get on his wheel instead of walking, as he once did. It is these thousands of steps that he saves that save the shoes and make the shoeman's heart sad."-New York Tribune.

Not Fair. Passenger-That young lady over in the corner is very fair. Conductor-She? Why, she ain't no fare at all! She's a director's daughter, riding on a pass."-Waterbury.

It has been suggested that the boards of health of large cities require the wheels of all milk wagons to be equipped with rubber tires.

A FIGHT FOR A BRIDE.

Peculiar Incident Attending the Marriage Ceremony Among the Maeria The oblong wedge, the Maori order of battle, advanced singing in a low

tone, and gesticulating in what they would have called a mild manner, relates a writer in the Popular Science Monthly. On they advanced, the movement raising no suspicion in the breast of their adversaries, it being part of the customary ritual of the war dance, until the thin end of the phalanx overlapped the Mania, and stood between them and the gates of the pa-

Suddenly a change was visible in the anties of the Ngatiron; their gestionlations became violent, their eyes protruded, their heads were thrown back and their throats uttered a mighty shout. As the cry passed their lips a stream of warriors rushed up the banks of the gully and joined the cluster of their comrades, now swollen to a com-pact mass of 600 men. When the Mania realized the ruse practiced upon them they never for a moment thought of giving up the fair cause of the incursion without a struggle.

Into the pa poured both parties-the Mania to rally round the girl; the Ngaticoa except the small party expressly told off to carry away the lady. seeking every man an opponent to wrestle with. Each party was anxious to avoid bloodshed, both being "Tribes of the River."

The uproar was therefore greater than had they been engaged in actual warfare, it being more difficult to master a man by strength of muscle than to knock a hole through him. At length superior numbers prevailed.

Those who fought around the lady were dragged away; she was roughly seized, and such a tugging and hauting ensued that, had she not been to the manner born, she must have been rent to pieces.

At last but one young man, a secret admirer of the lady, retained his hold. An active young fellow who had so twisted his hands and arms into the girl's hair and fought so vigorously with his legs that he could not be removed until he was knocked down

The contest ended, and the bride being borne in triumph to the canoes, both parties proceeded to pick up their weapons and smooth their feathers. Everything had been conducted in the most honorable and satisfactory man-

COULDN'T SEAT HIS PIPE.

Captain X.'s Ingenious Expedient to Defeat an Inventive Adversary.

There were two captains in the -th cavalry. Each was proud of his record, his horses, his family, his dogs-in short, everything that was his. If one had a thing that he particularly prized, the other had a better one, or got one, or tried to get one. Captain X. had a very old meerschaum pipe, and, scenting an antiquity, he sent it to an expert in New York, who returned it with a certificate to the effect that it was 300 years old. He impatiently waited until the officers assembled at headquarters the next morning, exhibited his prize, and read the ligures on the expert's certificate. Captain B., his rival declared that speaking of his father as 'the king, my had been in their possession for 900 his family had a meerschaum pipe that

co nor pipes were known in Europe 900 years ago, and he went home crushon. There a bright idea occur-red to him, says the New York Sun. He put a figure . be ore the 300 on his certificate, and his pipe was certified to be 1,300 years old. The next morning he returned to headquarters, announced that he had made a mistake in reading the certificace the previous day, and that his pipe was really 1,300 years old. To prove it he showed the certificate.

CHARLES LAMB'S NATURE.

It Combined Kindliness With a Good-Bumored Satirieal Bent.

The Chautauquae says of Charles Lamb that he possessed that highest of heart qualities, universal human tenderness. He always saw the best in men and awakened it, sometimes from a long sleep. "How could I hate him?" he said of some one, "Don't I know inner end rises into a holder in which him? I never could hate any one I knew." It was this ready comprehension of every man's nature that made him *ay, in his whimsical way: "I love a fool as naturally as if I were kith and kin to him."

> Nor was it a fondness which made him blind to his friend's foibles. Of queer Martin Burney he wrote: "Why does not his guardian angel look after him? Maybe he has tired him out." Of Wordsworth, who had declared he could have written "Hamlet" if he'd had the mind, he said: "It is clear nothing is wanting but the mind." Of his landlord he wrote: "He has £45 a year and one anecdote." Of everybody he made keen characterizations, but always with kindness.

Growth of Christian Work.

Seventy-five million dollars is contributed yearly in the United States to the sustenance of the church, \$31,000, -000 more being for purposes purely devotional. Within the century now drawing to a close 150,000,000 copies of the Bible have been printed in 226 different languages. Fifty years ago there were 502 missionary stations in foreign parts; there are now 5,765. Fifty years ago there were 658 ordained missionaries; to-day there are 6.696 such servants of the Lord. Then there were but 1,266 other laborers and helpers abroad; now there are 40,552. -Philadelphia Times.

A process has been discovered by which the specific gravity of cork cap be reduced one-third, thus producing a

days every young woman aspires to be the leader of a salon and the dinerout most sought by hostesses because of her brilliancy, but very few have the wisdom to know just how to attain this desirable position in society. And yet it is not very difficult. A notebook, a retentive memory and an ordinary command of the English language are the necessities.

Into the notebook should go those good stories, those admirable bits of repartee which are floating about Anecdotes about persons who are of passing interest should also be jotted down. Then on the afternoon of the day when she wishes to dazzle, the young woman will simply have to cast hereve over the pages of her memorandum and she is equipped for conquest.

It is even advisable for the wouldbe conversationalist to go to those older and more brilliant than herself and humbly ask to be "coached." It would be a mark of flattering regard for which the coacher ought to be willing to pav in choice jokes and rare stories-always provided that he or she did not need the entire stock on hand for the same dinner. There need be no deceit about using such stories. The woman who says: Oh, by the way! Have you heard Mrs. Jones' last?" will have satisfied every claim of honesty, and at the same time will have contributed to the success of the party. And if one is willing to study colors and styles for one's dinner gown why not stories for one's table talk.

CANNY TRICK OF TRADE.

How A. T. Stewart Kept a Line of Carriages Before His Store.

Hundreds of men look back upon A. T. Stewart's establishment as both a primary and a grammar school for the dry goods trade in New York and one of these hundreds told this story the other night. "Stewart's store," he said, "was opposite City Hall park. Ball, B ack & Co., jewelers, and Leary, the hatter, had stores on the block

"Stewart noticed every day that there were private carriages in front of these stores while their occupants were inside, and there were seldom any in front of his store. Private carriages were conspicuous in New York at that time, for there were very few of them. Stewart wanted them to stand in front of his place as an advertisement. It would give the impression that the occupants who represented the wealth of New York, were inside buying goods. He hit upon a scheme that kept a row of private carriages in front of his store all day. He paid the driver of each carriage a shilling to drive up to his door and wait there until they were

MARRIED A ZULU.

The Mistake Made by a World's Fair Soda Fountain Girl.

Basgo Guruella is a Zulu who was on exhibition at the world's fair. He left for his own country a few days ago, taking with him as his wife a fair American girl, whom he had become acquainted with at a soda fountain at the fair. He met the girl only a few times until he fell head over cars in love with her and she reciprocated the were duly married.

The young lady has no relatives in the world except a brother in Texas. She is said to be thoroughly infatuated with her dusky husband, and is very anxious to get back to his native land with him. He has nine other wives there, but he says he intends to give them all to his brother without delay. He claims to be an aristocrat and of the immediate family of the king of Zulus. His young wife will probably have plenty of time to regret of her choice after she has lived a while in a Zulu hut and learned how women are treated in that country.

Burials Among a Race of Giants. Behres, who visited the Easter islands in 1722, says: 'The men of those islands average twelve feet in height and are broad in proportion. The tallest men on board our vessels could pass between the legs of these children of Goliath without bending their heads." Late discoveries in the islands mentioned go a long way towards establishing the truth of Behres' assertions. Their burial places are huge mounds of stones covered over with immense stone platforms, the whole surmounted with images of human beings carved in stone, these statues, in some cases, being as much as eighty feet in

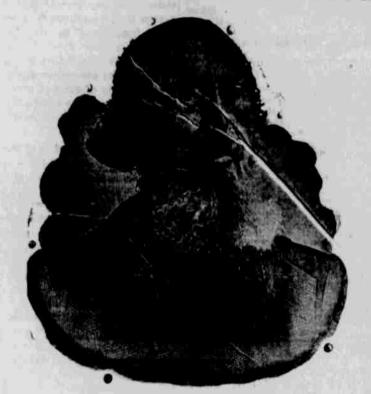
Vanishing Dark Continent. Great Britain is entering upon an-

other great enterprise in Africa, startling in its boldness and magnitude, and making greatly toward the extention of both empire and civilization. This is the establishment of a telegraph line from Alexandria to Cape Town, through the very heart of the continent. Contracts have already been signed for constructing the line for more than half the distance, and the work is being rapidly pushed, so that the whole is expected to be in working order in a year. At this rate the title "Dark Continent" will soon be a misnomer.

Like a Turk.

One of the stories that has drifted out of the Plaisance into the newspapers is of the mosque there, where prayers were said daily at regular intervals for the natives. A pious woman passing accosted a young Oriental and chatted with him, unishing with a nod toward his prayer house material only half the weight of common cork. This will enable anyone at sea to carry a life-belt in his pecket. church every Sunday like a Christian." "No," was the quick reply; "I go every day, like a Turk."

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