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THE WONDERS OF THE SEA

That it is a day of many wonders we have much evidence constantly. The truth of this, if more were needed, will be borne in upon us as we follow a new ocean leviathan, the Lusitania, across the sea. This monster of the shipyards, which it is confidently expected will reduce the time of travel between Europe and America by several hours, though solely a monument to British mechanical skill, warmly appeals to our interest. The sensational character is increased by the fact that the boat is accompanied by what was earlier the fastest vessel of the line, and the race bids fair to attract universal attention, though the Luccania, barring accident, must sail far in the other's wake. From both ships, as they proceed, report of their progress is sent to the shore by wireless telegraphy, and the whole world may follow their movements daily.

Such doings would have astonished our grandsires. The prediction of five-day boats, equipped with all the comforts of luxurious homes, gracefully plowing across the ocean, which was once filled with ogres of storms, wrecks and dead men's bones, accompanied by telegraph operators, ready at any moment to communicate with the land, would have been laughed at as too idle for the fairy story tellers. To this, however, we have come, and so gradually are these changes effected that we accept them without very much astonishment. The ancestors of many of our "first families" came here in squalid little sailing ships. They were six or eight weeks on the way. Not infrequently their fellow passengers were consigned in numbers to the sea as they died from smallpox and malignant fevers. Disease resulted from inadequate and unsuitable food, when it was not brought along from the point of departure. Ships landed perforce at ports to which they were not destined and in which they did not wish to be. Many went down and were never heard of again, so that the traveler took his life in his hands, which led to a feeling that still survives in the tearful partings on the wharves by those who are going abroad for the first time, and whose knowledge of the "deep" is gained by reading old books.

As much progress in methods of transportation and in living has been made upon the land as upon the water, but the number of persons who persist in endowing the sea with uncanny dangers that no longer exist is surprisingly large. A great vessel which can cross the Atlantic ocean safely with the speed of which a locomotive was incapable not so very long ago, which telegraphs as it goes, and provides those who use it with handsome drawing rooms, sumptuous apartments, with baths, a cuisine and every other service equal to those of a first-rate twentieth century metropolitan hotel, is manifestly something new, and we need to revise our ideas to find a place for it. With the passing of the Great Eastern, it was said that no ships so large would ever again be built. For a long time men given to computing bunker capacity, the cost of coal in relation to horsepower and other engineering questions, have predicted a return to smaller vessels, or, at any rate, the setting of a limit upon their size. The wise man of today will do well to heed the recommendation of one of the greatest of our American humorists—"Don't never prophesy unless you know."—Philadelphia Public Ledger.

MR. MALAPROP

A regular Mr. Malaprop recently came home from his first visit to Europe. He grew enthusiastic about Rome.

"It was fine," he declared, "to

go into them churches over there and see the old tombs—cigarophagusses, they call 'em. And then the Sixteen Chapel is great, and as for the Vaccination, where the pope lives, well!"

But his stock of compliments gave out when he got to the subject of beggars.

"I always refused them pennies," he said, "because, you see, I don't want to set a bad prestige!"—Charleston News and Courier.

HAWK GETS THE GOLDFISH

Hartford has entered the list of cities with a story for the consideration of naturalists and nature fakers.

In front of the state house there has been for many years a fountain in which were many gold fish. During the free silver campaign the democratic members of the legislature wanted to add silver fish to the fountain, but the custodian was unable to agree upon the ratio.

Today there is woe for the custodian of the capitol. A fishhawk became aware of the presence of the gold fish, and spent the better part of yesterday cleaning out the fountain. He got them all before any one got a gun.—Hartford (Conn.) Correspondence Chicago Inter Ocean.

Can't Do It

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