



HOUSEHOLD HINTS:

DAINTY NAPERY.

A Peep into a Linen-Room of a Well-Known House.

A peep at the well-filled shelves of a linen closet just stocked up with the newest of pretty table linen has disclosed some fascinating wonders for dainty house-keeping.

Of the six table cloths there to be seen five were of sturdy, lustrous Irish linen and one of French damask with an especially artistic design. All the cloths had a set of napkins to match and were designed respectively with the fleur-de-lis pattern, the walls of Troy and polka dot pattern, a close design of fan design, the shamrocks and walls of Troy, and a rose pattern, which adorned the French set.

In addition to these were two round cloths with scalloped edges. These were shown with great pride by the young housekeeper as the most correct thing for the round table tea party.

A many colored array of centrepieces, dollies and scarfs next came to view. Besides those embroidered with silks there were several centrepieces and small covers of the exquisitely delicate Mexican drawn and wheel work. One piece of the fairytale wheel work, about half a yard in diameter, was prized at \$50 by its owner. It looked almost fine enough to melt away.

There were several pieces of substantial Saxony drawn work upon the laced linen of which heavy embroidered finds such as a becoming background. Several scarfs and side table covers of this promised a most attractive showing on polished surfaces.

The lunch cloths and napkins were all giddy, giddy gay. They were the new "art" effects. Several colors were employed in the decoration of one cloth, and the flower designs were quite large. One was the hollyhock pattern, another the morning glory and a third the wide-spreading lotus. These cloths, set off with cut glass and silver, are very attractive when they do not disagree with the color scheme of the rest of the room.

The three sets in this particular collection all managed to keep within the bounds required for them.—Chicago Record-Herald.

Good Color Schemes.

A careful study of color tones and combinations would bring much more effective results in many homes. For instance, blue and white is a favorite color scheme for bedroom furnishing, and is often chosen and as often spoiled by incongruous surroundings. Japanese rugs are the best solution of the difficulty of floor covering with blue and white furnishing schemes, or if Persian rugs are chosen, to give a touch of warmth, they should have predominating blue tones and all subdued colorings. Then confusion should be avoided and a majority of plain stuffs prevail. Plain portieres of solid color are restful to the eye.



HOUSEHOLD RECIPES

Rhubarb Tapioca—One pint of chopped rhubarb, add two dozen cooked prunes, one-fourth cup of the liquid in which the prunes were cooked and one-half cupful of sugar. Boil for five or ten minutes, then add one-half cup of tapioca which has been soaked for half an hour in three-fourths of a cupful of cold water. Cook until the tapioca is transparent, and serve either hot or cold with cream and sugar or whipped cream.

Spinach Souffle—Take a cupful of spinach which has been prepared and mix with it the beaten yolk of an egg and stir it over the fire until the egg is set. Let it cool. When ready to serve stir into it lightly the well-beaten whites of three eggs. Fill individual buttered paper boxes half full and place them in a hot oven for ten or fifteen minutes. Serve at once, like any souffle, it will fall if not sufficiently baked or if not served very promptly.

Celery Soup—One large head celery cut fine. Cook half an hour in a pint and one-half of water, with a small onion and sprig of parsley. Mash in same water and add a pint of boiling milk that has been thickened with a tablespoonful each of butter and flour. Season with teaspoonful salt and salt-ponful whipped cream on each dish. On stove until it thickens to the consistency of cream. Serve with a tablespoonful of whipped cream on each dish.

Cream of Veal with Mushrooms—Cut one and one-half pounds of veal into about half-inch squares. Put two tablespoons butter in frying pan. When hot add the veal and sprinkle over a tablespoonful salt, a tablespoonful pepper and two tablespoonfuls flour. Cook until nice brown, then take upon a hot platter, add a small tablespoonful flour to what is left in the pan, three-fourths cup hot water and half a dozen mushrooms cut fine. Stir until it boils; add one teaspoonful lemon juice. Bank veal in centre of platter and pour mushrooms around it.

TRICKS IN THE SILK TRADE.

How Shoppers Are Fooled—Tests Which Show the Pure Material.

Pure silk, when it has been through all the processes necessary to bring out all its good qualities, is worth its weight in silver, said an expert the other day. Therefore the women who expect to buy pure silk at little more than the price of cotton must expect to be fooled, and there are lots of ways by which the manufacturer gets even with them.

They make stuff that is called silk, and passes for it with credulous persons who don't know any better, out of nearly any old thing now. One favorite imitation silk is made of cellulose treated with chemicals. It isn't a good material to get on fire in. Then there are South Sea Island cottons and some mercerized cotton which, after treatment, look something like silk, though of course they wear very differently and their silken appearance soon vanishes.

But it is in adulterating goods which really have some silk in them that the greatest skill is exercised to deceive the buyer. To obtain the required lustre and body rough floss is often used for the wool of the material. This soon causes it to wear shabby.

Another trick is to increase the weight and apparent solidity of a flimsy silk material by using metallic salts in the dye vats. Pressing, with some kinds of silk, increases the weight also, but at the sacrifice of strength. Cheap, crackly, stiff silk which has heavy cords is good silk to avoid. It won't wear.

There are several tests which reveal readily the purity of a piece of silk. The microscope, of course, will show it at once, even to an unpracticed eye. Pure silk has the appearance of fine smooth tubes. Another good test is by burning. Pure silk burns slowly, with a slight odor; cotton flares up quickly and would throw off a decidedly disagreeable smell.

Then the tongue will readily reveal the presence of metallic salts. There is no mistaking their taste. But all these may be disregarded, said the expert, when silk is offered for the price of cotton. You need not bother to test that stuff.—New York Sun.

England's Broken Down Soldiers.

The Duke of Marlborough's explanation in the House of Lords of the principle on which the Commissioners of Chelsea Hospital are granting pensions to soldiers discharged from the army because of wounds and disease will be welcomed by all who continue to take an interest in our soldiers even after they are totally or partially disabled for life. It did not use to be the case. The soldier, discharged because unfit to serve any longer with the colors, was cast adrift to shift for himself, however impossible that may have been for him. He managed, too often, to die in a ditch or crawl to the workhouse. Partially disabled soldiers now receive a maximum pension of one shilling and sixpence a day and a minimum of sixpence a day, but now for the first year they get the maximum pension in all cases, and after a year their cases are reconsidered and pensions granted on a scale suitable to their general condition. It is well, too, that the soldier discharged from the army in the field should be put on the same footing as his comrade disabled through wounds.—Pall Mall Gazette.

Hawaii's Lawmakers.

The Hawaiian Legislature is an interesting set of men to behold. Though the majority have the rich, clear, brown skin of the native, with large, lustrous black eyes, there are those with the light skin and blue eyes of the Anglo-Saxon. In two prominent members already mentioned, the Oriental strain shows plainly. The brown skins range from the deep chocolate of the pure Hawaiian to the light brown of the fractional Hawaiian, and some are almost as light as their white brethren beside them. The natives are dignified, and carry themselves with a grace pleasant to see. As I watch them walking the streets in earnest converse, they seem like Solons indeed, with grave responsibilities on their shoulders. As they ascend the Capitol steps wreathed in leis of flowers, the picturesqueness of it all comes to us, and we feel they are quite in harmony with the bright sunshine and the tropical surroundings. A Hawaiian is never without his wreath of brilliant flowers for a hairband, and this is one of the charms of the country to a newcomer.—Boston Transcript.

New Chemical Products.

Messieurs Moissan and Stocks, the original discoverers of carborundum, a mineral hard enough to cut diamond, have recently announced two new chemical products which may also be of use in the arts. They are compounds of boron, which is best known in the salt which is called borax, and of silicon, which in combination with oxygen forms quartz, the scientific name of which is silicic acid. Both boron and silicon are non-metallic chemical elements. The two compounds just discovered are in the form of crystals having an adamantine lustre, and are so hard that they scratch the hardest ruby with ease.

The Nick of Time.

Napoleon laid great stress upon that supreme moment, that "Nick of time" which occurs in every battle, to take advantage of which means victory, and to lose in hesitation means disaster. He said that he beat the Austrians because they did not know the value of five minutes; and it has been said that among the trifles that conspired to defeat him at Waterloo, the loss of a few moments by himself and Grouchy on the fatal morning were the most significant. Blucher was on time, and Grouchy was late. It was sufficient to send Napoleon to St. Helena.

RAILWAY IMPROVEMENT

REQUIREMENTS FOR MANAGERS WHO KEEP UP TO DATE.

A Common-Sense Substitute For the Old Time-Wasting and Dirty Method of Coaling an Engine—A Cab That Will Accommodate Two Firemen.

Possibly no one save the officers directly charged with such details comprehends fully the requirements laid on the operative departments of railways, if lines are to keep up with the procession and are to be operated with an economy equal to or approaching that of a competing road. To the casual traveler these signs are apparent in the development of special classes of locomotives designed in strict accordance with the class of work upon which the engines will be kept busy, and in the widespread adoption of the steel car. For the carriage of a weight of 1500 tons, it is stated that the non-productive or dead weight to be hauled is sixty-two tons less if the goods are loaded in steel cars than if wooden cars are used, with the additional advantage that the weight is never the engine, and, therefore, easier handled, and there is an incidental saving in the requirements for sidings, yard room and wages of train crews. One of the lines doing a through business to the West is about to be thoroughly equipped with track-tanks for taking up water while trains are running at full speed, for the reason that its most active competitor has the use of such appliances. On one road the engine tanks on all engines were enlarged last year, the water space being increased from 3700 gallons to as high as 7000 gallons, and the coal capacity increased in a like ratio. Such facilities as these mean a lengthening of express train runs without stopping. The Pan Handle road has three express trains which are not scheduled to stop in 193 miles, and on other roads there are runs of over 180 miles with stops only for water and coal. The replenishing of these necessities for the engine always seems to consume a deal of time, and a Pittsburg inventor has come to the front with a common-sense substitute for the present time-wasting and dirty method. He proposes to have all engine tanks made with an outside frame of strong boiler plate, with perpendicular steel slides, arranged to fit into an interchangeable water and coal tank. These tanks are to be placed on a track above the main line, and can be filled with water and coal. When a train arrives, the hydraulic lift is attached to the empty tank and it is lifted up to be filled for another train, and in an instant the loaded tank with 7000 gallons of water and seven tons of coal is lowered down inside the tank frame. The inventor claims that his arrangement will permit the engine to be coaled and watered in twenty seconds, and that there will be no waste or stirring up of dust and dirt, and that leaking tanks can be repaired without disconnecting the engine and tender.

On the Charleroi Canal, a narrow waterway, about fifty miles in length, in Belgium, there is an interesting system of electric haulage. Horse traction formerly used gave a speed of one and a quarter miles per hour. This has been increased to two and a half to three miles at the same cost per ton-mile. The haulage is done by five horse-power automobiles, with three-horse motors, taking current from overhead wires, through separate trolleys, which run on the wires and are dragged by a slack rope. Current is supplied at 600 volts. There are six wires in the system. The upper three carry current at 6000 volts, and the lower or trolley wires are fed from them through sub-stations three miles apart, each containing a step-down transformer. On the length of fifty miles there are two generating stations, twenty-nine miles apart. The automobiles do not pass each other, but are confined to approximately the same section of canal. Each one takes over the boat that approaches it and proceeds to return along its track until it meets another boat. Boats are again exchanged, and the motors again retrace their paths. Where the canal banks are poor, electrically propelled tugboats are operated instead, and these will make about two miles an hour with two seventy-ton boats. The tug can turn without changing the trolley and can also keep sixty feet from the line, though the cable mast is only fourteen feet high. Locks are passed with the tug in four minutes, which required fifteen minutes with horses. In France there are double top paths, and in Germany on the Finow Canal experiments have been made with continuous current mechanism and the pole trolley. The experience in these countries seems to indicate that canal haulage may be economically done by electricity.

The Thulle high-speed locomotive, a French design, is of a decidedly special type. It is carried on fourteen wheels, of which four are coupled, and set between a four-wheeled bogie in front and a six-wheeled one at the rear. It is driven by two simple expansion cylinders and has a motor by which the entire train is lighted electrically. One of its most prominent features is the position occupied by the engine driver, which is in a cab at the extreme front. The cab is wedge-shaped to lessen the wind resistance. The fireman is located at the rear. The boiler is built to sustain a pressure of 206 pounds per square inch, which is considered somewhat high for a simple expansion machine. The firebox is of the Belpaire type, with flexible stays in the two front rows supporting the crown sheet. The piston valves are placed above the cylinders and are almost perfectly balanced. In order to lessen to some extent the condensation to which live steam would be subjected when in

contact with walls, along the other side of which exhaust steam is flowing, the admission and exhaust passage have been separated, and the steam admitted at the centre of the valve and exhausted at the ends.

Again, in order that, while running with the throttle closed, there may be no admission of smoke-box gases into the cylinders, a mechanism attached to the throttle lever is so arranged that a valve closing the admission of gases to the cylinders can be shut at the same time as the throttle valve.

A cab has been placed at the rear for the accommodation of two firemen. A Laval turbine is used to drive a dynamo for lighting the train. Although separated from the firemen, menus of communication are furnished the engineer by a horn and a bell. The tender is carried on two bogie trucks; one, that in front, having four wheels and the other six.—Providence Journal.

When the Window Rattles.
Possibly you have had this experience:

"The wind howls without, and just as you are falling into a doze the sash rattles.

"Drat the window!" you say, and turn over.

There is a lull, then another gust of wind, and the rattling is heard louder than before.

"I'll have to fix that," you exclaim, for a single loose window is a most effective sleep disturber. If several were rattling it would not be so bad, but one that shakes sharply at intervals wears on the nerves. So you get up and put a tiny paper plug between the casing and the sash.

A few minutes later you become suddenly conscious of the fact that it is rattling again.

"Well, let it," you say, in disgust; but you can't. Your mind is now on it, and you find yourself involuntarily listening for the expected noise, and wondering how long it will be before you hear it. So at last you get up and put in another plug of paper.

"That'll settle it," you say; but it doesn't. Just as you are convinced it is all right it rattles again.

"In how many places is that window loose?" you mutter, as you get up and insert a third plug. Then for ten minutes you listen so intently that it hurts, but you do not hear a sound.

"At last," you say, with a sigh of relief, and immediately thereafter it rattles.

Perhaps on the fourth or fifth trial you get it fixed, and when you are satisfied that it is all right you say to yourself, "I'll send a carpenter up to attend to that to-morrow," after which you fall asleep.

And then you forget all about the carpenter until some night when the wind gets on another tender.—Chicago Post.

A Mammoth Schooner!

A mammoth five-master schooner is to be constructed at the yard of John M. Brooks, Harbor View, East Boston, which will exceed in point of tonnage and carrying capacity any schooner afloat, not excepting the giant six-master Eleanor A. Percy, which now holds the record.

Her general dimensions will be 300 feet over all, 300 feet in length of keel, 49½ feet beam, thirty feet depth of hold. Her gross tonnage will be 3500 tons and net tonnage 3200 tons. The extreme length of the Percy is 348 feet, or eight feet longer than the vessel to be constructed at East Boston. The Percy's gross tonnage is 3401.90 or 100 tons less than the five-master's will be. The latter vessel will have a greater depth of hold than the Percy, and her carrying capacity will be between 5000 and 5700 tons, or about 100 tons more than the Percy.

The five-master will have three flush decks, the poop being eight feet. To add to her strength a scheme entirely original has been decided upon. She will have steel bolts on the floor and top timbers, with diagonal iron straps extending her entire length.

Her five masts will be of Oregon pine, and wire rigging will be used throughout. The contract calls for the completion of the vessel next November. She will cost \$125,500 ready for sea.—Boston Globe.

Russian Conquest of Manchuria.

Last year, when the Boxers in Manchuria rose in arms and attacked Blagovestchensk, over 5000 Chinese residing in the town were drowned in the Amur River by the order of the general, who has since been called "the Murderous Governor." Having once been asked if it was not too cruel to drown them all, the general coolly answered: "The Chinamen themselves have invited their fate. If they had not invaded the Russian province and destroyed the railway they would not have met such a fate." It is said that no care has been taken by him to distinguish peaceful citizens from armed soldiers, as his orders are to kill indiscriminately. In fact, he insists on wiping out a nation by killing old and young until there is not a single soul left to oppose him. The governor well deserves the title.—Niroku Shippo, Tokio, Japan.

Cheaper Fuel For England.

Now that the price of coal has increased to such an enormous extent in England, as a result of the vast quantities which are exported to foreign countries, attempts are being made to obtain cheaper fuel, especially for the benefit of the poorer classes. Experiments are being made with peat. At Trestagon, in Cardiganshire, there is a vast bog, 4000 acres in extent, in which the peat extends in veins varying from twenty to fifty feet in thickness. It is stated to be very rich in carbon and attempts are to be made to extract this carbon and to compress it into briquettes, after the process advised by some German scientists.

NEW YORK'S MENAGERIE

MORE WILD BEASTS IN HER WOODS THAN IS USUALLY THOUGHT.

Moose, Wapiti and Buffalo Within Historic Times—Sixteen Carnivorous Animals Thought to Exist—\$2510 in Bounties Earned by One Man.

A curious popular misapprehension seems to exist concerning the scarcity of the wilder animals in New York State, writes the Albany correspondent of the New York Sun. To judge from the scant space given them in guide books and other literature relative to the natural history of the State one might fancy that aside from an occasional deer or bear the largest and fiercest wild mammal still existing was a fox. This is by no means the case, and a brief summary of our fauna may be of general interest.

Four species of hoofed mammals have probably existed in this State within historic times. Of these four the Virginia deer is the only survivor, and is still fairly common in parts of the State. The moose, once common throughout the State, was exterminated at a still earlier date, no trustworthy records existing of five animals being seen since the early part of the last century.

Concerning the fourth member of the order, the American bison, the evidence is almost entirely conjectural. Dr. William P. Hornady thinks it certain that the bison formerly visited the salt lakes in the vicinity of Syracuse. Whatever their original range may have been they seem never to have reached the Atlantic coast, and never to have been seen in this State since its first settlement by white men.

The list of carnivorous animals is much longer and, curiously enough, it is not certain that a single species has been entirely driven out of the State, though several are, of course, extremely rare. Sixteen species of flesh-eaters occur within the boundaries of New York State. Beginning with the largest, these are: The puma or American panther, lynx, wildcat, gray and red foxes, timber wolf, black bear, otter, skunk, wolverine, mink, two species of weasels, marten, fisher or black cat, and raccoon.

Of this list, both species of weasels are still common throughout the State. The skunk seems to be increasing in numbers, as the forests are becoming cleared, being an animal of very domestic habits. It is still very common in the southeastern counties. A few years ago, when the new buildings for New York University were being erected near Fordham Heights, well within the present city limits of New York, several specimens were killed by the workmen. The species is hunted steadily, its skin furnishing many of the furs worn, under other names, of course.

The mink, which is also trapped extensively, is common enough still. In the highlands, within fifty miles of the city, the bank of almost every stream or pond will show tracks of the mink.

The otter is becoming scarce, though a pair has been seen within the past five years in a small lake about fifty miles north of New York City.

The raccoon is still a common inhabitant of our wooded districts, especially in swampy regions. The red fox is well known throughout the State and seems to have decreased but little in numbers in recent years. The gray fox is confined almost entirely to the southeastern counties. In Orange County and the adjoining areas it seems to be more common than the red species.

The marten, much hunted for its fur, is now practically confined to the wilder parts of the Adirondacks, though Menarus says that only a few years ago it was said to be an inhabitant of the Catskills. A much larger and more powerful carnivore, the fisher or black cat, is still quite common in certain parts of the Adirondacks, though practically exterminated elsewhere throughout the State.

An animal concerning whose cunning and ferocity many marvelous tales have been told is the wolverine or glutton. The last certain records we have concerning the occurrence of this species in the State tells of the killing of a specimen in Rensselaer County by the naturalist, Bachman, about the year 1811, and of another in Jefferson County in 1827.

After rejecting the fabulous portions of the accounts given of this animal's habits the substantial residuum is still of high interest. Possessed of great strength, though without great activity, it is a particular foe to the trapper and explorer. Hardly an expedition to the North but has given us a record of the depredations committed by this animal.

Its propensity to steal and hide what it cannot devour on the spot makes it particularly a nuisance. Caches of stores and provisions are torn open, rifled and their contents secreted; the fur hunters line of traps is followed; any animal found in the traps is eaten, and the traps themselves dragged off and cunningly hidden.

The black bear, once common throughout the State, still occurs in the Adirondack and Catskill mountains and in the counties near the eastern end of the Pennsylvania-New York boundary line. Considering its comparative slowness and clumsiness, it is surprising that the species has not been entirely exterminated in the State.

Two species often confounded are the Canada lynx and the wildcat. The former is much the larger and has tufts of fur on its ears which at once distinguish it from its smaller and commoner relative. The lynx is still comparatively abundant in the Adirondacks and also occurs, though much more rarely, in the less settled portions of the Catskills. It is said to be exterminated in the highlands

of the Hudson, but several animals, killed a year or so ago in the mountains just northwest of Stony Point, have been described in such a manner as to make it appear probable that they were lynxes. The wildcat, of course, occurs in the Adirondacks and Catskills, and is occasionally killed in the highlands of Orange County.

From 1871 down to within a few years the State paid a bounty of \$30 for wolves, and we have therefore an almost complete record of the specimens killed in that time. In the years 1871 to 1897, inclusive, ninety-eight were killed, the greatest number in any one year being twenty-one, in 1882. All save one of these animals were killed in the Adirondack counties. The exceptional individual was from Broome County. It is noteworthy that no fewer than thirty-nine of the ninety-eight were killed by one man, George Muir.

For panthers—pumas, more properly speaking—we have the same exact data, as a twenty-dollar bounty was paid for this species. In the same seventeen years bounties were paid on 107 pumas, the last recorded having been killed in 1890, in Saratoga County. The maximum number killed in any one year was twenty-one, in 1883.

All those killed were in the Adirondack counties, St. Lawrence heading the list, with forty-four, while the second county, Lewis, is credited with twenty-three. The same George Muir who had such remarkable luck in the matter of killing wolves had still more extraordinary fortune as a hunter of panthers, having killed sixty-seven out of the entire 107. His total receipts from the State, as bounties on wolves and panthers killed, amounted to \$2510, most of which was obtained in a few years in the early '80s.

It seems probable that the puma, though undoubtedly now very rare, can still be found in the wilder portions of the Adirondacks. The wolf is known to occur, though hardly a common inhabitant.

Our only marsupial, the opossum, is a widely distributed though hardly well-known mammal. It seems to have extended its range to the north in comparatively recent times, and is now found pretty well throughout the State, though still most common in Orange and Rockland counties and on Long Island.

Deaths of Presidents.

A remarkable parallel, hitherto unremarked, exists between the deaths of Benjamin Harrison and George Washington.

The first and the twenty-third Presidents of the Republic died at exactly the same age—sixty-seven—and of the same disease—pneumonia. In both cases the fatal illness was a short one, and in all essential particulars the parallel is close.

If there is any astrological or other significance in the age and manner of death, there is doubtless an indissoluble link between the departed spirits of the Father of his Country and of the soldier statesman from Indiana.

Four Presidents have died of debility, three of paralysis, only one of consumption, three from bilious diseases, two from dysentery, two were assassinated, while asthmatic, rheumatic, gout, cancer and Bright's disease have accounted for one each.

Wolves Abundant in Northern Canada.

Wolves are rapidly increasing in many of the forest lands of Northern Canada. At St. Agathe, only sixty-five miles from Montreal, Mr. Bramble, a deer-hunter, declares that he has been kept awake at night in camp by the howling of the beasts. Their appearance in such large numbers of late is undoubtedly due to the large increase in the herds of deer throughout the country. Wolves have also made their appearance in the valley of the St. Maurice, causing great destruction among the red deer. They are also exceedingly numerous in the woods north of Ottawa and on the Ontario side of the Ottawa River. Hunters say that each wolf kills on an average thirty deer in the course of a year; consequently there is a demand for the payment by the Government of a bounty upon the heads of the brutes.—New York Evening Post.

Got a Lock of His Hair.

About a dozen recruits for the army in the Philippines were standing in the depot talking to friends when Al Hanthorne, who calls trains, came by and announced that their train was ready to leave.

"I must go," said a tall soldier to a young woman to whom he was talking. He removed his hat as he stiffly bowed to her. As he leaned forward she caught a lock of his hair and reaching down in the pocket of her dress pulled out a small pair of shears and cut off the lock of hair. Those standing by laughed and the young soldier, with tears in his eyes, turned and walked out on the depot platform to his train. The young woman carefully placed the lock of hair in a small valise she carried and then she left the depot, going uptown.—Kansas City Star.

Klondike Has an Equable Climate.

An illusion in the minds of the all informed is that the climate of the Klondike is such as to make life unendurable. The fact is that the winter from November to March is no harder than in the northern part of New York, Minnesota or Wisconsin, and better than the blizzard stricken States further West, on account of the small snowfall. While it is true that the thermometer will go as low as forty degrees below zero for four or five days during the winter, the weather is uniformly comfortable enough to allow outdoor mining operations during the entire winter season. The spring, summer and fall are distinct, with an ideal climate.—New York Herald.