

Three things are difficult—to keep a secret, to bear an injury patiently, and to spend leisure well.

If you wish to know how many friends you have, get into office; if you wish to know how few you have, get into debt.

The Sharon (Pa.) Tribune gleefully says: "We had roasting-ears for dinner Wednesday." And yet they say journalism has not substantial rewards.

A cynic assures the New York Press that "whenever he eats boiled huckleberry pudding he always dreams about getting married." That's no dream, either; it's a nightmare.

Be sincere with yourself, whatever the temptation. Say nothing to others what you do not think, and play no tricks with your own mind. Of all the evil spirits abroad in the world insincerity is the most dangerous.

The New York Journal has a new department which it calls "The Merry Jestors." This innovation will be received gratefully by the public. The other kind of jesters have monopolized New York journalism long enough.

A Kansas City burglar who broke into a saloon drank so much of the whisky that he couldn't leave the place and was captured. The court will have to discharge him, however, if it is illegal to punish a man twice for the same offense.

The ice box as a means of keeping store men quiet while thieves loot their places has become quite a common thing, but it was left for a Staten Island butcher to use it to lock up a thief who had attempted to rob him. It is a poor ice box which will not work both ways.

The Providence Journal says that a prominent resident of that place "received a severe scalp wound on the head" the other day. He'll probably get along all right. A scalp wound on the head always is less dangerous than a scalp wound anywhere else.

It is announced that the Sultan of Morocco exhibited unusual activity in hunting down perpetrators of outrages against American residents in Tangier just as soon as two American men-of-war anchored in that port. Probably he didn't suspect before that part of the white squadron was Morocco bound.

The old adage that what is wealth for one man is poverty for another is shown by the story of a Parisian banker who died of grief when he lost all his fortune but \$20,000, thinking himself in beggary, while a pauper brother who inherited the sum at the other's death died of joy at finding himself possessed of such riches. Balzac would have founded a novel on this incident.

Just as the tiny rivulet on the mountain-side, which a pebble could divert from its course, may be the source of a mighty river, flowing down and mingling with the great sea, which, in its turn, can wear away mountains, so some things in life and in character which we deem scarcely worth notice, may be the very springs which shall develop into mighty and irresistible forces.

The fruit growers of California have begun to build canneries in order to provide against a great waste of fruit which takes place every year and which is a dead loss except where the surplus goes to feed hogs. This is a wise move and one which the horticulturists of other States might copy. Millions of fruit is wasted every year in many States by this carelessness, where a little capital judiciously invested would pay well for the men who furnished it.

The method of voting in the French Chamber of Deputies is unique. The members have white and blue cards, the former signifying "yes" and the latter "no." When a member wishes to be absent from the chamber he instructs a colleague to vote for him and the latter is allowed to do so. The other day when there were not more than fifty members in the house a certain measure was carried by a vote of 391 to 126. There have been many attempts to abolish the system of voting by proxy, but they have all failed. It reduces legislation to an absurdity.

Owing to the jealousy of the Czar it is said that the Kaiser's desire to meet President Faure on the occasion of the latter's visit to St. Petersburg has been baffled. No one but the Kaiser has the slightest idea why he desired the meeting, but it is a pity that the Czar has prevented it. It would have been interesting to know what the erratic German monarch would have said and done under those circumstances. Of late he has done those things which lead some to think that he might have severed the olive branch to the representative of his people's traditional enemies, but then, again, he might have insulted him. Perhaps it was not commercial jealousy, but common wisdom which actuated the Czar after all.

Since June 11 of this year it has been an offense for the women of Massachusetts to wear for purpose of dress or ornament or to sell or have in their possession the bodies or feathers of any of the birds which are commonly used

for the adornment of women's hats. Like many other laws passed this year by the various State Legislatures, the existence of the law was unknown to most people, and the stated intention of the police commissioners of Boston to enforce this new blue law has spread consternation among the milliners and their customers. The law was put on the statute books at the instance of some society for the prevention of something or other, and is on a par with the prohibition of Mother Hubbards, which was tried a while ago.

Although it but remotely concerns us of the inland, it seems as though the existence of two separate sets of regulations for the government of vessels at sea, one put in force by this country and the other by Great Britain, would result surely in confusion and accidents. On the first day of July new regulations went into operation respecting the rule of the road at sea by the two countries. Some of these rules mean vastly different things in the different codes and there is no way for mariners to distinguish between them. Life at sea is hazardous under the best circumstances and it seems little less than criminal to mix such rules as existed before in a way that they may be mistaken and accidents result.

The introduction of electricity into the uses of everyday life has brought the electric fan for cooling apartments during the summer. At first the price of these was so great that only large concerns could afford them. Then, too, electric power was not so common. Now there are few flat buildings which are not supplied with dynamos and appliances for electric lighting. The price of the fans is only about half what it was, and offices, small restaurants, stores and private apartments are now cooled by this process. But the cost is still larger than it should be and when the fans can be had for \$10 or less there will be a much larger number in use. It may be that the apartment house of the future will have its cooling apparatus just as it now has its heating plant, and by ammonia rooms may be kept cool, no matter what the weather is on the outside.

The reports of the damage done by the storms and floods in Central and Southern France have been so brief and meager in details that few persons have appreciated the extent of the disaster. So much of the country has been cut off and rendered inaccessible that only unofficial estimates can be made. It is known, however, that at least 300 lives have been lost, and that thousands have been made homeless, while the amount of property destroyed is placed at a conservative valuation at 40 millions of dollars. In one place alone—the town of L'Isle-en-Dodon, on a small island in the River Save—233 houses were carried away by the flood. The suffering of the people who have lost their all in this calamity will be intense for a time, but the French recuperate rapidly and will not long remain depressed. It is much to be feared when the waters subside somewhat, and admit of closer examination of the affected districts that the loss of life will prove to have been underestimated. The storm came on the people without a warning, and they were helpless before its fury.

There is a great deal of sound sense in the argument against our national sin of extravagance by a Japanese whom Robert P. Porter met in that country lately. Mr. Porter was staying at a Japanese hotel, living as usual in apartments on the American plan. He paid what was equivalent to \$2.75 a day in our money. His Japanese friend stayed in the same hotel, but in the Japanese quarters, paying but 75 sen, or about 40 cents, a day. The Oriental said to him: "I am just as happy and comfortable as you are. To be sure, you have tables and chairs, and washstands and pitchers, and a bedstead and a sofa. I have nothing of the sort. A nice clean tatami mat and a quilt is a good enough bed for me. Then you give so much more trouble at your meals, with your tables and your chairs, and crockery, glassware, knives and forks, spoons, mustard and pepper pots. My meals are served in my room by a pretty maid who kneels before me while I eat, and chats and makes herself interesting, looking after my every want at the same time. Then you cart a lot of unnecessary baggage around. The hotel furnishes me with a nice clean night robe, and I can buy a toothbrush for a sen or so. You Americans make too much effort to live." There is no doubt that we clutter our lives with alleged necessities or luxuries which are in reality nothing of the sort. Our daily living has reached enormous expenses by our continually increasing wants, which are merely extravagances, not at all necessary.

Badly Mixed. At a country station a little child, owing to the rush of a crowd of trippers, was pushed over in front of an out-going train. Quick as a flash a workman jumped into the four-foot way, threw the child on the platform and scrambled up himself; but scarcely quick enough, as the engine, in passing, rolled him over on the platform.

Several people hastened at once to his succor; but he rose uninjured, and, with a face expressive of extreme concern, drew out of his pocket a colored handkerchief containing his day's victuals, which he cursorily examined and then ruefully exclaimed: "Confound it! Just my luck!" "What is the matter?" inquired the crowd. "Why, I've broken two eggs and a rhubarb pie, and it's all mixed up with my tea and sugar."—Answers.

ECLIPSE OF THE SUN.

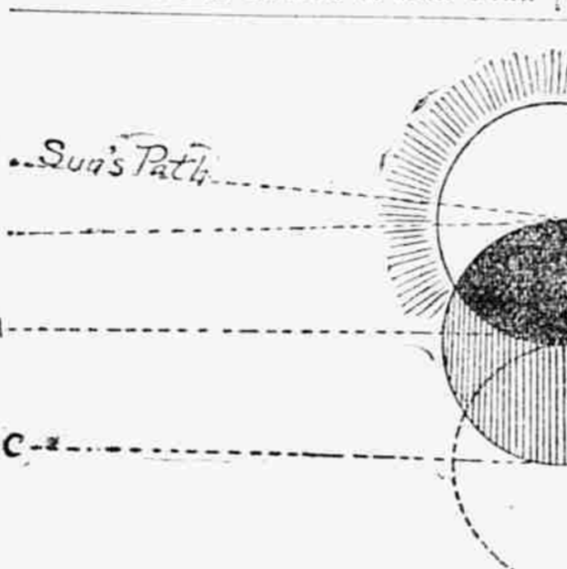
MOON PARTIALLY OBSCURES OLD SOL.

Event Visible in the United States—With Smoked Glass the Fiery Crescent and Lunar Shadow Could Be Seen.

Sun in a Shadow. On Thursday, between the hours of 8 and 10 a. m., central standard time, the moon, in the course of her monthly round of the heavens, passed directly between the earth and the sun. The consequence was an eclipse of the sun, which was visible throughout the United States, in Mexico, the West Indies, Central America, the northern half of South America, over a good portion of the Atlantic ocean and on the west coast of Africa.

To observers within the districts bounded by an imaginary line drawn from the central part of New Mexico to Tampico and thence to Havana, the Windward Islands and Lake St. Roque the outer edges of the sun assumed the appearance of a ring of fire. To the fact that the moon appeared smaller than the sun was due the lack of totality in the eclipse as viewed from the earth, though to the putative inhabitants of some of the other planets the eclipse may easily have been total. On this sphere there was, however, no region of total eclipse. And even in the Central American districts from which the annular band could best be seen, the fiery ring lasted for only a few minutes. At Washington and across the whole of the United States at points in about the same latitude as Washington—38 degrees, 50 minutes—exactly one-half of the sun's face (the lower half) was veiled.

An eclipse of the sun is a quite different affair from an eclipse of the moon. A lunar eclipse is caused by the passing of the moon through the earth's shadow. It is visible from every point on the earth's surface from which the moon itself is visible at the time—that is, over one entire hemisphere of the earth. Furthermore, a lunar eclipse, whether total or partial, prevents one and the same appearance to every observer, no matter where he is stationed, whether in Boston or San Francisco or Rio Janeiro, just as the shadow of a tree cast upon a house appears the same from whatever point of view it is looked at. A solar eclipse is caused by the passage of the moon between us and the sun. To see it one must be so situated that the range is right, just as to see a distant object exactly behind some near object, as a tree, one must so stand that the tree is exactly in line with him and the object. If he moves from this line, to the right or the left, the tree changes its position with reference to the house, and when he has moved to a certain distance it ceases altogether to range with the house. In the case of a solar eclipse the sun is the distant house; the moon is the tree.



APPEARANCE OF THE ECLIPSE AT ITS BEST.

Since this moon is a comparatively small body, only about 2,000 miles in diameter, while the diameter of the earth is nearly 8,000 miles, there is upon the earth ample room for getting off of the range when the earth is passing the sun. Thus, to an observer situated Thursday anywhere on the twenty-five mile line above indicated, say at Havana, the moon appeared to pass directly across the sun's face, its center moving along the line marked on the diagram "Moon's Path," in the direction indicated by the arrow. One circumstance only prevented the eclipse from being total for that observer, and this was that the moon being at very nearly her greatest distance from the earth, her apparent size was at its least and showed less than that of the sun.

For an observer at Washington the range was different. To him the moon's center appeared to pass along the line marked AB, so that its upper limb just reached the sun's center. An observer in about latitude 56 was still further off of the range. To him the moon, could it be seen, would have seemed to move along the line CD. Its upper edge would have just grazed the lower edge of the sun in passing and there would have been no eclipse. Much less could there be an eclipse for an observer still farther north.

Away back in 1849 the last total eclipse of the sun which was visible in this part of the country took place. Since then, however, there have been several total eclipses which were visible from other parts of the United States. The most notable of these was the eclipse of 1878. It was observed from the neighborhood of Denver and was fruitful of scientific results. Far more frequent are partial eclipses, the area which these cover being very wide. A total eclipse is a rare occurrence, and it is not often that the shadows from two of them are received by the same locality in a hundred years.

MICHIGAN CITY FIRE.

One Man Killed and Five Families Made Homeless. One man burned to death in a horrible manner, another suffering from severe burns, several overcome by the fumes of naphtha and heat, a property loss of \$70,000, an entire block of buildings in ashes and five families homeless. These are the features of a fire which Wednesday threatened Michigan City, Ind., with destruction and resulted in a call upon the Chicago fire department for assistance.

An explosion in the Michigan City Sash and Door Company's plant resulted in the fire which was subdued only by the persistent efforts of every able-bodied citizen. For a time it looked as if the entire city was to be sacrificed. The fire was beyond control, the wind high, the volunteer firemen unable to make any impression upon the flames which burned hotly and apparatus pushed their way toward business houses and residences. A call for assistance telegraphed to Hammond, Ind., was answered unfavorably by the officials of that place, who replied

that they could not spare any of their apparatus. A message to Chicago for help brought an immediate response from Chief Swaine, who started engine companies 40, 42 and 1, in charge of Assistant Chief Campbell, on a gallop to the quickly prepared special of the Michigan Central. The engines and hose carts were loaded, the track cleared for a rapid run and everything made ready, when word came that the fire was under control.

The fire originated in an underground vault in the basement of the Michigan City Sash and Door Company, used as a storage room for gasoline, shellac, naphtha and benzine. William Bauman and Herman Lukow went into the vault for the purpose of filling a can with naphtha to be used in the factory. Lukow carried a lighted lantern and Bauman was drawing the oil, when the lantern exploded, setting fire to the oil just drawn. In an instant the place was a mass of flame. The fluids stored in the vault became ignited, explosion followed explosion and the entire building was on fire before the employees realized what had happened. Fellow workmen dragged Lukow to a place of safety, but the heat being too intense to permit re-entrance, and Bauman was left to his fate.

PANIC ON A STEAMER.

Boat Cambria Collides with a Raft of Logs in Lake Huron. The side-wheel steamer Cambria, doing passenger business between Detroit, Windsor and Sault Ste. Marie, and along the Canadian shore of Lake Huron, was wrecked at an early hour Wednesday morning on the Canadian shore of Lake Huron, near the mouth of St. Clair river, and is a total loss. She had nearly 100 passengers on board, most of them on a summer's outing, and carried a crew of twenty men. She left Sarnia about midnight Tuesday night and went out into

Lake Huron in the face of a howling gale from the northwest against the protestations of the passengers. When out about twelve miles the captain decided to run back, and was within about three miles of Fort Gratiot when the boat struck a raft of logs in tow of the tug Vigilant. The shock threw the passengers out of their berths, and in an instant women and children in scant attire were rushing frantically about, while men became alarmed. The passengers were assured by the officers, however, that everything was all right, and every one took time to get fully dressed and await developments.

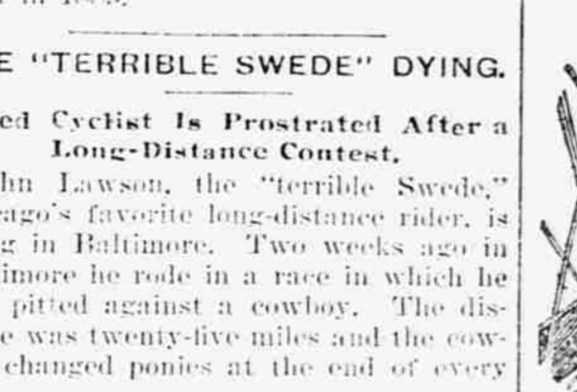
In trying to extricate herself the boat lost her rudder, leaving her at the mercy of the waves and amid thousands of logs that were continually pounding her sides. Shortly afterward one of her wheels was also broken by striking a log, and she was left in an entirely helpless condition almost in midlake in total darkness. The vessel then began to drift toward the Canadian shore, and after half an hour the boat struck the beach hard, and careened over to one side with the waves breaking over her. The captain refused to launch his boats until daybreak. Soon after daybreak all passengers were taken off in safety, women and children first being taken ashore, followed by the men, and lastly by the crew. The wrecked vessel was valued at \$17,000, and insured for \$12,000. She was built in 1877 and rebuilt in 1889.

THE "TERRIBLE SWEDE" DYING.

Noted Cyclist is Prostrated After a Long-Distance Contest. John Lawson, the "terrible Swede," Chicago's favorite long-distance rider, is dying in Baltimore. Two weeks ago in Baltimore he rode in a race in which he was pitted against a cowboy. The distance was twenty-five miles and the cowboy changed ponies at the end of every

mile. Lawson rode a plucky race, considering the conditions of the contest, and finished with a terrific spurt on the home stretch. The next day he was prostrated and has not been able to rise from his bed since.

John Lawson was born in Sweden May 13, 1872. He commenced riding in 1891 and did his best work in long-distance events. He was noted for his terrific spurts, which repeatedly won him victories from seeming sure defeat. Because of his powers as a winner in desperate contests he earned the title which he has borne ever since, that of the "terrible Swede."



JOHN LAWSON.

TO THRILL THE PARISIANS.

Pattee's Wheel Throws Ferris' Invention in the Shade.

A device which is intended to eclipse the Ferris wheel of Chicago as an engineering feat, combine the joys of a "shoot the chutes" and a "scenic railway," and give pleasure seekers and novelty hunters something to talk about, is what Herbert Pattee offers to the management of the Paris World's Fair of 1900. Pattee's wheel is expected to be the mechanical marvel of the great exposition, leaving both the Ferris wheel and the Eiffel tower far in the rear. The inventor is a young actor, resident in Washington, who has been connected with various companies, and



THE PATTEE WHEEL.

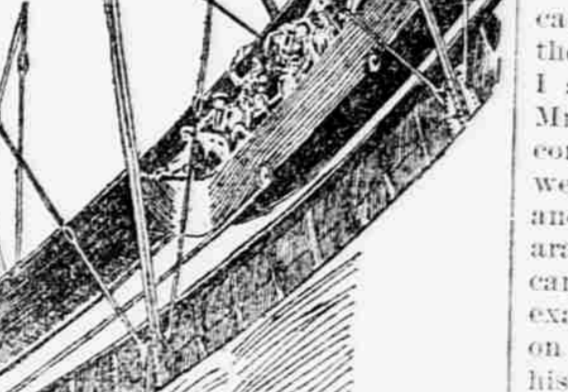
who puts in his spare time giving play to his inventive genius. He intends starting for Paris in a few days to lay before the authorities the scheme of his wheel, which he has little doubt will be adopted.

The device consists of a gigantic wheel 200 feet in height, and with a steel frame composed of a network of braces. Its structural detail and the towers which support it look not unlike the Ferris wheel. The great difference is that, instead of having cars suspended between the two outer rims, or the periphery of the wheel, this space is inclosed and laid with stout flooring, giving the whole the appearance of a gigantic bicycle wheel with a broad, flat tire. Upon this floor and in the inside of the wheel is a great trough with sides rising three feet above the bottom, and in this trough are laid stout steel tracks. Cars rest upon these tracks, and the object of the invention is to cause these vehicles, filled with people, to be carried up a certain distance into the air by the wheel, then shot down the incline with a speed of the wind and up the other side by the force of the momentum.

The wheel begins to revolve from left to right and the car is carried up about seventy feet to a point one-third the distance from the bottom to the top of the wheel. The car is gripped to the tracks with lateral arms, spreading out on each side, and clamping themselves tightly to the tracks and trough by the turning of a lever in the hands of a motorman. When the cars have reached the height of seventy feet the motorman releases the lateral arms and the vehicle shoots down the incline at a terrific rate of speed and up the other side, the wheel stopping during the descent. There is a pond of water in the inside troughs, which flows around at the lowest level it can find and is consequently always at the bottom of the wheel. As the boat-like vehicle descends it dashes through the water, reproducing the sensation experienced in "shooting the chutes" and surrounding the people with a shower of spray, which does not wet them, because it is hurled away from the car. At night, when the wheel is surrounded by thousands of colored

electric lights, the effect of this many-tinted spray will be most effective.

To add to the novelty of the ride Pattee will arrange a tunnel extending half way around the wheel. This will be dimly lighted to give the appearance of stars, and the cars will shoot into its black, cavernous mouth and half way through the tunnel. Another turn of the wheel is made and the car shoots through the tunnel and out to the uncompleted portion of the wheel.



SHOOTING THE CHUTES.

Indian Languages. "Like the buffalo, the Indian language will soon be lost forever," explained a gentleman, who, under the auspices of the Smithsonian, has devoted a number of years to the study and preservation of the Indian language. "It was thought that the Indian language could be preserved by the aid of the phonograph and graphophone, and parties were sent out to many Indian tribes to have them talk into the apparatus and thus secure a record of the Indian tongue.

"It was found, however, that but few Indians of the present day, and they were the older ones, could talk a pure tongue. More than one-half of the Indians now on the reservations, and this is the case with all of the younger Indians, converse in English. It is not good English, but it is the kind they speak, a kind of pigeon English, I had the work of securing some Cherokee talk, and in doing so talked with a dozen or more leading Cherokees.

"They admitted to me that they did not know one Cherokee who could speak pure Cherokee. They said it was with the greatest difficulty that they could get the boys and girls to speak in their native tongue at all, or to learn even the commonest words or phrases. I arranged with a half dozen Cherokees, however, and secured their services to talk into the machines, and have thus got some pretty good Cherokee, but I know that it is very imperfect Indian language.

"A few of the Sioux Indians talk pretty well, but it is a mixture. In less than twenty years I do not think there will be an Indian in this country who can talk his native tongue pure. As far as the Indian children are concerned, they use six English words where they use one Indian word. The machines of the day will record the language if it is talked into them, but the difficulty is to get Indians who can talk with the necessary degree of accuracy."—Washington Star.

HE'S AN ARTISTIC PRINTER.

Louis H. Orr, Now Printer Laureate of the United States. Louis H. Orr, of New York, who has been elected printer laureate by the typographical craft in the United States, is one of the most artistic printers on this side of the Atlantic. The wearer of the bays was to be chosen by vote, and Mr. Orr was the successful one. He received 5,789 votes, and Horace O. Shepard, of Chicago, was a close second with 5,232 votes. B. B. Herbert was a close third with 5,137 votes. The other candidates were far behind. Mr. Orr is a natural printer. He inherited his love for the types and drew from his father a love of the artistic. This feeling is seen in the very beautiful specimens of printing art which Mr. Orr has turned out from his shop in New York. He began life with a thorough education in the printing office, and learned every detail of the trade. He became a rapid and accurate typesetter, a skillful pressman, and acquired the keenest appreciation of the artistic in the get-

ting together of his work. When the days of his apprenticeship came to an end he set out on his wanderings, and entered the employ of a big envelope concern in Springfield, Mass. Later he set up in business for himself in the Massachusetts city, but it was not until he opened his shop in New York that he took his place beside those great printers who have done most to lift the trade into the realms of art. In his social and private relations Mr. Orr is amiability itself. Loving open-air exercise, his devotion to healthful sports was shown in his unopposed election as a governor of the New York Athletic Club.



LOUIS H. ORR.

The Wife in Russia. "This is a curious custom you Americans have of referring to your wives by their husbands' names," observed Glynnock Kaplan, an intelligent Russian traveler. "I suppose the American holds his wife in as high esteem as the Russian holds his, but if at home I should speak of my better half as Mrs. Kaplan my friends would at once conclude that my domestic relations were not as pleasant as they should be, and that I was thinking of a legal separation. When I first heard an American speak of his wife as Mrs. Jones, for example, I felt almost like presuming on his private affairs and asking him what the trouble was at home. Yet I soon learned that the custom was universal over here, but still I cannot get used to it. 'My wife' is the plain, blunt way I speak in Russia of the lady who, I suppose, I would have to call Mrs. Kaplan in polite society in America. In some of the more fashionable circles of St. Petersburg this American social custom has been adopted, though I was told by a prominent government official not long ago that the Czar disapproved of it."—St. Louis Republic.

What a Banshee Looks Like. There is absolutely no proof whatever that any person has ever seen a banshee, the most noted spirit of Irish folk lore, yet we have portraits of both the friendly and unfriendly banshee. The former kind is represented as being a young and beautiful female. The face is spirituelle, with hair, eyes and complexion ranging from the blonde to the brunette type. She floats in the air, raising her voice softly and melodiously to the sad refrain that gives warning of the death to occur. The unfriendly banshees are as repulsive as the other kinds are attractive. It is still a woman, but old, wrinkled and wicked, with all evidence of beauty, good feeling and kindness gone from her face. We give these few particulars so that our readers may know a banshee when they see it.

There is nothing to equal a lavender pillow for tired heads.