

ATTACK BY REBELS.

FILIPINOS FAIL TO TAKE MANILA WATER WORKS.

Reputed with Considerable Loss—Volunteers Meet Advance Like Veterans—Insurgents Have Secured Modern Artillery—Fight with Hale's Men.

After an all-night battle, waged at two points for possession of the Manila water works, the attacking rebels were dispersed in a gallant charge made by portions of Gen. King's brigade. The enemy opened the attack suddenly in the night, hoping to capture the water works, which are looked upon as the key to Manila, and possession of which would enable the insurgents to poison or shut off the water supply of the city.

The double attack was carefully planned, and would have been successful but for the admirable discipline and watchfulness of the American troops. The rebels were encouraged to make the attempt by the possession of two new cannons of modern type, which they had acquired in some unexplained manner, and which were used for the first time. In the fighting three members of the Nebraska regiment, two Wisconsin volunteers, and two ambulance men were wounded.

The opening attacks by the insurgents in the night were made simultaneously at a point six miles from the city, commanding the water works, and at San Tolan. Under cover of darkness the main force of the insurgents approached to within a short distance of the outposts of the Second Oregon and a battalion of the First Nebraska Regiment. They suddenly opened fire along a line of considerable length. The outposts returned the fire immediately, and for a long time the contest was maintained at a furious pitch.

The fire of the Filipinos, which is growing more accurate, was severe, and two Americans were wounded. Seventeen rebels were killed on the fighting line. Many were wounded, and the insurgents retreated a short distance, keeping up a fire until they were out of range.

Hot Fight with Gen. Hale.

The Filipinos at San Juan del Monte, numbering several thousand, were driven from their positions with great loss. Gen. Hale's brigade, which has been holding the water works, advanced on San Juan del Monte. Hale's men swept forward in the form of a "V," so that the entire rebel force might be encompassed and driven away in a body.

As soon as the lines were well under way, the Wyoming regiment closed in, firing rapidly. Suddenly one of the companies sprang from the line with a cheer and dashed toward the insurgent trenches. It was Company C, and the action electrified the American lines. The other companies of the Wyoming regiment leaped to the front, and the entire line swept down upon the Filipinos. Maintaining their fire for only a short time after the charge, the rebels leaped from their earthworks and fled, closely pursued. Retreat was cut off in all directions save toward the Pasig River, and as the insurgents turned that way they were met by a pitiless shelling by the gunboat. The infantry lines closed in at once from the east.

In the woods the rebels were scattered into small bands and driven along the river front. The loss of the insurgents was heavy. The only casualty to the American forces was the wounding of Private Speech of the Nebraska regiment.

REFUSES ITALY'S DEMAND.

Chinese Government Declines to Lease San Mun Bay for a Coaling Station.

The Italian demand on China has been refused, and the result may be a combine between Italy and England against the Flowery Kingdom which may result in the dismemberment of China.

Dispatches from Peking say: "The tung li yamen (Chinese foreign office) has returned to the Italian charge d'affaires, Marquis Salvago Raggi, his dispatch containing the demand of the Italian Government for the lease of San Mun Bay on the same conditions as those under which Germany holds Kiaochow Bay, accompanying it with a letter declaring that the Chinese Government is unable to grant the request.

"The demand of the Italian Government for a ninety-nine-year lease of San Mun Bay, province of Che Kiang, as a coaling station and naval base, included also a demand for the concession of three islands off the coast of Che Kiang, with the right to construct a railroad from San Mun Bay to Po-Yang Lake and to preferential railroad and mining privileges within a sphere of influence covering the southern two-thirds of Che Kiang province.

"According to the dispatch the action of the Italian Government had caused great excitement there, not only among the Chinese, but also among the foreign diplomats. The Chinese being convinced that Great Britain was chiefly responsible for the demand and that it had been made to emphasize Great Britain's displeasure at the turn which the northern railroad question had taken."

FRIENDS SHOW NO SURPRISE.

Wolcott Divorce Proceedings Have Been Looked For.

The friends and acquaintances in Washington of Senator and Mrs. Edward O. Wolcott are apparently not surprised at the news that they have arranged for the bringing of a suit for divorce. Since their marriage nine years ago the Wolcotts have been prominent socially, and those who know them intimately were aware that they were living on anything but amicable terms.

There is the highest authority for the statement that no charges except incompatibility of temper and desertion are contemplated or justified. The suit will be brought in Colorado and Senator Wolcott will make no defense.

MAY PERMIT STATUE.

Memorial to Miss Willard, the First of a Woman at Capitol.

The appropriation of \$9,000 by the State of Illinois, to be devoted to a memorial at the capital of Miss Frances Willard of Woman's Christian Temperance Union fame, has aroused a discussion of the question whether or not her statue may occupy a position in statutory hall. It would be the first one of a woman to be placed there. Senator Mason says there can be no objection in law.

WILL STUDY THE FILIPINOS

Duties of the American Commission Are Made Public.

The uncertainty concerning the powers and scope of the Philippine commission has been set at rest by the publication of an order issued by President McKinley to the Secretary of State.

The order is a concise statement of the commission, duties and authority of the commission, and defines its exact relation to the military government now in force.

The commission, which is composed of Jacob G. Schurman, Admiral George Dewey, Maj. Gen. E. S. Otis, Charles S. Denby and Dean C. Worcester, is instructed to meet at Manila and announce by public proclamation its presence and authority "carefully setting forth that, while the military government already proclaimed is to be maintained and continued so long as necessity may require, efforts will be made to alleviate the burdens of taxation, to establish industrial and commercial prosperity and to provide for the safety of persons and of property."

The commissioners are to ascertain, without interference with the military authorities, what amelioration in the condition of the inhabitants and what improvements in public order may be practicable. For this purpose they will study attentively the existing social and political state of the various populations, particularly as regards the forms of local government, the administration of justice, the collection of customs and other taxes, the means of transportation and the need of public improvements. They will report through the State Department and will recommend such executive action as may be required. The military government will continue in force until Congress shall determine otherwise.

The commissioners are authorized to confer with residents of the islands to recommend suitable persons among them for appointment when personal changes in the civil administration seem advisable, and to exercise respect for the ideals, customs and traditions of the natives, emphasizing the just and benevolent intentions of the United States Government. Acknowledgment of allegiance to the American Government is a primary requisite to recommendation for appointment.

65,000 FOR REGULAR ARMY.

President Will Not Increase Force to the Limit.

President McKinley has decided the regular army of 65,000 men will be ample force at present, and that no steps shall be taken to organize a provisional army of 35,000 volunteers. This decision was reached in view of the favorable outlook in Cuba and Porto Rico and the prospect in the Philippines that the outbreak there will be suppressed at an early day.

Enlistments to bring up the strength of the regular army to the number authorized by Congress, 65,000 men, will be made at once. The roster of the major generals of the provisional army has also been decided on, according to the best information obtainable. It is as follows: Nelson A. Miles, major general commanding; Wesley F. Merritt, department of the east; John R. Brooke, department of Cuba; Elwell S. Otis, department of the Philippines; William R. Shafter, department of California. This is a disappointment to Gen. Joe Wheeler, who had hoped to go to the Philippines to take part in the fighting there.



OLD TIMERS

On the first of January Tommaso Salvini celebrated his 70th birthday. He has had a career on the stage of more than fifty years.

Marcus H. Wheeler, father of Ella Wheeler Wilcox, the writer, died at his home near Madison, Wis., recently at the age of 91.

Abraham Cohen Labott of Galveston, Texas, is the latest claimant to the title of "Oldest Mason in the United States." He is 97 and was a member of St. John's lodge, Boston, the oldest lodge in the country.

Gen. Gomez stands about 5 feet 7 inches in his shoes, weighs about 150 pounds, and though 70 years of age, has been from 1855 to 1898 often in the saddle for thirty-six hours without sleep. Indeed, he found his health better in a tent than in a house.

Mrs. Catherine C. Quantrell, mother of the notorious guerrilla, William Clark Quantrell, is dying in St. Joseph's hospital at Lexington, Ky. She is 70 years old and is anxious to return to die among her friends in her former home at Canal Dover, Ohio.

Gen. Sir Arthur Cotton is one of England's oldest soldiers, being in his 90th year. On four different occasions his medical advisers told him that he had not a week to live, and sixty-four years ago, while serving in Persia, his grave was dug in readiness for his occupation.

Gen. Sylvanus C. Boynton, a well-known lawyer of New York City, who is over 70 years old, has just finished a term of six months' imprisonment for refusing to pay a \$10,000 judgment in favor of a relative which he considered unjust. By his staying in jail the judgment was vacated.

Sims Reeves, the greatest ballad tenor the world has ever known, is nearly 90 years old, but recently sang at a concert arranged for his benefit. The song he chose was "Come Into the Garden, Maud," which he gave in a manner recalling to his older hearers the matchless phrasing and tenderness of years ago.

David Kahnweiler, the inventor of the cork jacket life preserver, who died in New York recently, lost a fortune several times and made it again by new inventions, among which were a milling machine, a metallic life raft and a cash carrier system for use in large stores. He was born in Bavaria and was 72 years old.

Sevier Forcier, who died recently at Chippewa Falls, Wis., was perhaps the oldest resident of the Badger State. He was born at Montreal a century ago and settled at Chippewa in the early 30's. He literally never knew what sickness was until a few weeks before his death.

Mme. Candelaria, who died at San Antonio, Texas, the other day, at the age of 114, crossed the enemy's lines and entered the Alamo during its memorable siege, when she acted as a nurse, seeing the death of James Bowie and Davy Crockett. The State Legislature gave her a pension of \$72 a year.



The next question will be whether Aginaldo shall be tried for rioting or incendiarism.—Milwaukee Sentinel.

Columbus' remains arrived in time to give a new impetus to the undertaking business in Spain.—Pittsburg Post.

Aginaldo continues to shy at the firing line and permits the Filipinos to fall where they may.—Washington Post.

Evidently Plymouth Church knows a good preacher when it sees one, and it can see him a long way off.—Philadelphia Ledger.

When statements come to appreciate the difference between an eloquentist and an orator things will be different.—St. Paul Dispatch.

St. Louis is to have the largest shoe factory in the world, and will endeavor to market its output in Chicago.—Omaha World-Herald.

The tobacco trust has remembered the Maine by buying \$225,000 worth of war revenue stamps in a single purchase.—Pittsburg Telegraph.

If those charges against Schley of reprehensible conduct had been made by the Spaniards, one could understand them.—Pittsburg Telegraph.

Sluggo McCoy may be beaten, but he's not so broken up over it that he's going to appear in pieces on the stage as an actor.—Philadelphia Times.

Perhaps it might be a good thing for the experts to make a chemical analysis of the ham that was named after Senator Mason.—Washington Post.

They like meat, but it's intimidated the average dog would not be willing to have a can that held that beef tied to his tail for a gift.—Philadelphia Times.

One thing is sure. Even considering his provocation, Gen. Eagan is guilty of deliberately using language unbecoming an officer and gentleman.—Boston Globe.

Eagan doubtless appreciates that while the tongue is a two-edged sword the usual style of weapon should be good enough for a soldier.—Philadelphia Times.

Experience should teach the American girl who marries a titled foreigner to attach a cash register to him before she makes him good at the bank.—St. Paul Dispatch.

Carnegie giving \$250,000 for a Washington library carries the moral that in making a big collection of books a good one to start with is a check book.—Philadelphia Times.

Before the investigations are concluded, some of our military and naval heroes may learn the force of the English maxim that it is "better to let sleeping dogs lie."—Philadelphia Ledger.

It is not true that Chauncey Depew expects to have some new stories ready when he takes his seat in the Senate, but he hopes to be prepared then to tell some old stories in a new way.—Boston Globe.

Admiral George Dewey.

Dewey deserves all the honor which can thus be heaped upon him.—Washington Star.

Admiral Dewey is easily the most eminent of the men who attained prominence during the war with Spain.—Rockford Republic.

Dewey climbed as high as a sailor can get on May 1 last, and now his rank corresponds with his achievement.—St. Louis Globe-Democrat.

Dewey's elevation yesterday adds nothing to the luster and inspiration of his deeds. But it does show that the people are proud of their heroes and are worthy of them.—New York World.

A man that commands the confidence of the American people and the respect of the civilized world is a good man to have at the present time in the position to which Dewey has been promoted.—Milwaukee Sentinel.

On the Asiatic station Dewey is all right. He will outrank anybody that is likely to visit Manila, even his Mailed Highness, Rear Admiral Prince Henry of Prussia. There is only one foreign admiral in Asia, and he is in Japan.—New York Journal.

Every act and every recommendation of Admiral Dewey since the destruction of the Spanish squadron have sustained the character that dominated the scene that famous May morning. Dewey's victory was not an accident; it was not luck. It was Dewey.—Kansas City Journal.

There is no risk in saying that the creation of the grade of admiral for Farragut did not cause greater satisfaction than his revival for Dewey has caused. It is a fitting reward for a great action and for the unblemished performance of extraordinarily difficult and delicate duties thereby devolved upon him.—New York Tribune.

Admiral Dewey displays a new streak of good horse sense when he says that he is not fitted for the office of President and has no desire for a nomination. Then, too, he recognizes the strain of a campaign which might kill him. He is wise to remain admiral until the end of his days, for he would get no new distinction if he were President.—Cincinnati Commercial-Tribune.

Fifty-fifth Congress.

Good-by, Congress. You have done some good things and some bad ones, but your general average is all right.—Baltimore American.

It finished up its work in much better shape than could have been expected a few weeks ago, and leaves everything in a fairly satisfactory condition.—Minneapolis Tribune.

Despite the blunders and perversities of some of its members, and the consequent shortcomings which rendered inevitable, the doings of the Fifty-fifth Congress will always have an absorbing interest for the American people.—St. Louis Globe-Democrat.

As an offset to its terrific extravagances and its failure to legislate upon important questions, we must give the expiring Fifty-fifth Congress credit for two things—it ratified the treaty of peace and it made Dewey an admiral.—New York Herald.

There may have been, of course, some errors of omission, and of commission, too, but taken all in all, the members have no occasion to be ashamed of the work they did. They have discharged their duties in the main in a faithful and patriotic way and to the satisfaction of their constituents.—Cincinnati Commercial-Tribune.

HEATS IRON IN COLD WATER.

Novel Results Obtained from a Forge Run by Electricity.

One of the astonishing things developed through the introduction of electricity into every-day affairs is a forge made for bench use for the heating of soldering irons or light pieces of metal, where the heating is accomplished by plunging the article to be heated into a tray of water. Nothing could be imagined more contradictory of one's preconceived ideas than this procedure and yet to the electrician it is perfectly simple. He makes the proper connections, plunges his iron into the water and pretty soon the iron will glow under water and then to turn red or white hot, just as he desires it for working.

When he gets through working the iron he may plunge it into the water again and cool it with a "siss" as expeditiously as he could in any other tank of water. This curious forge is made as follows: The tank is of wood or of any other substance which will hold water and not form an electrical conductor. One wire of the electric circuit passes to the bottom of the tank, where it is connected to a plate of metal which lies there. Over this plate water, preferably saturated with salt, fills the tank nearly to the top and serves to conduct the current to whatever object is to be heated. Nothing could be better for this purpose, for the water naturally closes all about the object and fits it on every side. The other end of the current-conducting wire is fastened to the tongs or led to a metal framework at the edge of the tank on which the tongs or the shank of a soldering iron lie when it is to be heated. The moment the object to be heated is plunged into the water a current passes from the water through the object and at the same moment some of the water is decomposed by electrolytic action. The nitrogen of the water becomes electrified and adheres to the object to be heated and forms a film of gas, which separates the object completely from the water, while at the same time this gas forms such an obstruction to the passage of the electric current that the energy of the current is turned into heat.—New York Sun.

RAG TIME MEANS DANCE TIME.

Negro Phrase that Had Its Origin in Spanish Music.

"What is 'rag time?'" the enthusiastic artist was asked.

"Well, the extensive literature on this subject will explain it best. Now, here's a rag-time primer." At this juncture he produced a big piece of sheet music with the picture of a young man looking very unhappy in a dress suit. "This young fellow," pointing to the picture and reading, "claims to be the 'original instructor to the stage of the now popular rag time in Ethiopian song.' The author guarantees to teach anybody who can play the piano a bit how to play in rag time. The preface says 'rag time (or negro dance time) originally takes its limitation steps from Spanish music, or, rather, from Mexico, where it is known under the head and names of Habanera Seguidilla, etc., being nothing but consecutive music, either in treble or bass, followed by regular time in one hand. In common and two-four time the quarter note of the bass precedes the melody.' In other words, it is what the musicians call syncopation, and this syncopation, and this change of accent in the accompaniment, is kept up continually in the same way as the beat of a snare drum.

"This method shows the pupil how to play a rag time accompaniment to any piece. Here is even an arrangement of 'Old Hundred,' 'Annie Laurie,' and the hymn, 'Come, Thou Fount of Every Blessing.' Wonderful, isn't it?"—Baltimore Sun.

Men and Manners.

Coleridge was luminous in conversation and invariably commanded listeners, yet the old lady rated his talent lowly when she declared that she had no patience with a man who had all the talk to himself.

Ben Johnson used to sit silent in learned company and "suck in," as Fuller said, "not only his wine, but their several humors." Like Shakespeare, he held the mirror up to nature, but chose some times to look in a glass himself.

Southey was sedate, stiff, and so wrapped in the garb of asceticism that Lamb once told him that "he was m-made for a m-monk, but somehow the c-cow didn't fit."

"Addison," says Pope, "was charming in conversation with inmates, but should a stranger be present he subsided into silence."

Her Majesty's Offering.

The late Empress of Austria caused her wedding dress to be cut up and made into a set of priestly garments for the church of St. Matthew, in Pesth. The dress was of white brocade embroidered all over with beautiful garlands of roses in silver thread. Her bridal wreath encircled an embroidered picture of the Virgin, which is hung in the Loretto chapel of the same church. Here the Empress always went for her devotions. A red velvet cushion for the altar bears the royal donor's initial letter and the coats of arms of Hapsburg and Wittelsbach.

The American Marine.

Growth in American shipping is a matter for congratulation. The steam and sailing vessels built in the United States during the last six months of 1898 amounted to 130,000 gross tons, compared with 45,000 tons for the same six months in 1897. The estimate for this year is 275,000 tons.—St. Louis Globe-Democrat.

London's Suburbanites.

Nearly 1,000,000 passengers daily use the railways connecting London with its suburbs.



Era of Steel Wagon Roads.

Martin Dodge, former chairman of the Ohio Road Commission, who succeeded Gen. Roy Stone as head of the division of "Road Inquiry" of the Department of Agriculture, was appointed to that post by the President principally because it was Secretary Wilson's desire to have the subject of steel rails for ordinary rural wagoning thoroughly investigated. Mr. Dodge had been a pioneer in the investigation of that method of road improvement. Now, after several months of inquiry, during which time a short specimen of steel road at the Trans-Mississippi Exposition has been subjected to various tests, he has made public a statement of his views and a description of the trial road.

Here it is shown that the average cost of transportation by animal power is 25 cents a ton a mile; 5 cents by electric motors, and 5 mills by steam railroads.

An estimate of the wagon freight of the whole country in 1892 was made by John M. Stahl, in "Good Roads," which Mr. Dodge accepts as approximately correct. According to this there were 500,000,000 tons of wagon freight. It was estimated that this was transported over country highways an average distance of eight miles, which would be equivalent to 4,000,000,000 tons one mile. At a cost of 25 cents per ton a mile, which would be required to move it by horse power with ordinary vehicles, it would amount to the enormous sum of \$1,000,000,000.

"This," wrote Mr. Dodge in his report to the Ohio Legislature in 1893, "may be stated as the cost of operating wagon roads." The present statement of Mr. Dodge goes on to describe the utility of the latest form of steel track for rural highways as follows:

"All steel tracks heretofore placed upon the highways having been laid by private enterprise and so laid as only to be used by vehicles with flanged wheels, it remained for the government to make a demonstration as to the utility of the steel track so made and laid that vehicles without flanged wheels might have the great advantage of a smooth track, heretofore only enjoyed by the vehicles with the flanged wheels. I was made director of the office of road inquiry, and immediately began preparations to build a sample steel track wagon road for the purpose of making tests as to its cost, value and utility. For the department I secured a suitable space on the grounds of the Trans-Mississippi exposition at Omaha, where the results might be seen by the greatest number of people and constructed such a road as I had recommended before, but which had never before been fully tested. The road consists of two parallel lines of steel plates eight inches wide, and a sufficient distance apart to receive the wheels of the vehicles of the standard gauge. These plates have a slightly projecting flange, upward, and on the inner edge, so as to prevent the wheels of ordinary vehicles which have no flanges, from easily leaving the track. At the same time the flanges being only one-half inch in height are not sufficient to prevent the vehicles from leaving the track whenever the driver so desires for the purpose of passing other vehicles, going in the opposite direction. These steel plates are not supported by wooden cross-ties or longitudinal stringers of any kind, but are provided with flanges projecting downward and outward at the same time. These flanges are so imbedded in the concrete of the road bed as to form a substantial part of it, and the steel plates themselves are supported at every point by a substructure of cement or other imperishable material.

"The only cross ties used are not for support, but only to maintain the steel plates at a uniform distance from each other, and also to prevent tilting and maintain the face of the plates in a horizontal position. The road, when properly finished, contains no perishable material, such as wooden cross ties and stringers, heretofore used and thought necessary for all steel track construction, but forms a smooth, firm and compact mass more hard and durable than a road can be made of any other known material. The weight is about one hundred tons per mile of single track. The three great advantages of this new roadway are:

"First, that it can be built without greater cost, and probably with less cost in most places, than any other hard and durable road.

"Second, it will last many times as long as any other known material for road purposes, and with much less repair.

"Third, the power required to move a vehicle over this steel track road is only a small fraction of the power required to move the same vehicle over any other kind of road. This important fact can be taken advantage of either by increasing the load, which a given power would be required to move over a common road or by diminishing the power necessary to move a vehicle over the new road."

In Underground Paris.

The Paris of the pavement, gay, bright and exhilarating, is fairly familiar to us all, but underground Paris, dark, solitary and damp, extending for miles, is comparatively unknown. A part of this area, says the Strand, is devoted to the catacombs—a valley of dry bones, a garden of the dead; the rest, a garden still more vast, provides

for the wants, or, rather, the luxuries, of the living—it is devoted to mushroom culture. These subterranean gardens extend for some twenty miles under the gay capital, and are from twenty feet to 100 feet beneath the surface. It is very difficult to obtain permission to visit them, and even when permission is obtained it requires some courage to avail one's self of it, for the only entrance is a circular opening like the mouth of a well, out of which a long pole stands; through this pole, fastened at the top only, at fairly long intervals, sticks are thrust. This primitive ladder, the base of which swings like a pendulum in the impenetrable darkness below, is the only means of reaching the caves. "Here," again cried our guide, with a burst of cheerfulness. "See this door! On the other side are the catacombs—as full of bones as this place is of mushrooms."

PLAINT OF A MILLIONAIRE.

No Fun in Life for a Man Who Has Acquired Enormous Wealth.

What is the smallest income in which a man may live in New York? was the question I asked to-day of a noted banker, whose income cannot be less than \$100,000 a year. "Well," he replied, "my household expenses alone amount to \$25,000 a year, and I do not see how I possibly could live on less than that." Then a reminiscent smile began to cross his countenance, and, heaving a little sigh, he said: "But the happiest time of my life was when my wife and I and two children lived here on \$2,500 a year. After all, happiness doesn't depend on the amount of a man's income."

"I was quite intimate with William H. Vanderbilt when he was considered the richest man in the country. I met him one day in Fifth avenue and said to him that he ought to be the happiest man in the world. 'I am not,' the great millionaire replied. 'My health is shattered, and all the money I possess cannot restore it. I cannot even drive one of my fine horses. It is painful for me to sit down. My only possible exercise is for me to walk down the avenue. I receive threatening letters daily, and my nerves are so unstrung that I am constantly afraid that some assassin will waylay me. I am over-run with people who want to get money. I am the most wretched man in New York, and I tell you that after a person has accumulated enough to secure him against poverty and gratify his reasonable wants, every dollar in addition is a burden and weighs him down.'—Philadelphia Ledger.

At the Queen's Expense.

The Prince of Wales occasionally enjoys a joke over the Queen's propensity for giving away Indian shawls. At one Henley regatta he was on a steam launch with a merry party, engaged in scrutinizing the other craft on the river. Their attention was especially drawn to a boat containing a pleasure party, one member of which was an elderly lady bearing a remarkable resemblance to the Queen, and she seemed bent upon doing all in her power to heighten the resemblance. One of the company on board the launch approached the Prince and ventured to draw his attention to the lady in question, jocularly suggesting that it was the Queen viewing the regatta alone. Just as his royal highness was leveling his field glass upon her, she rose, and taking the shawl upon which she had been sitting, threw it about the shoulders of the young girl who was with her.

"It is undoubtedly the Queen," replied the Prince quietly; "I see that she has just presented one of her Indian shawls."

How Needles Are Made.

Needles are made of the finest quality of steel. The molten metal is poured into gauges, out of which it comes a fine wire, about the fifteenth part of an inch thick for fine needles, a little thicker for the coarser needles. Then the wire is cut the length of two needles, after which it is straightened in bundles of 4,000 and 5,000. The points are then made, and this is a dangerous process because of the dust and sparks. If you have ever watched a man using a grindstone to sharpen scissors, knives or axes, you have seen the sparks fly. The needles are not ground to points one by one, but in large numbers. The eyes are made one by one, by the use of machinery, and the polishing is done by machinery and acids.

All the machinery is of fine, strong construction, and the makers must all be skilled.

Where the great Krupp guns are now made in Germany is where steel needles were first made. Later an Englishman bought the works, but transferred them to Redditch, where the needles for the whole world have been made for many years.

Pneumatic Grain Elevators.

A grain elevator operating by suction has been tried and exhibited in Great Britain. Air is exhausted through the pipes which take in the grain, and the grain is delivered by the air draught through other pipes to any desired place. Several pipes may be introduced into a vessel's hold, and will remove the grain therefrom. An automatic scale is part of the system, so that the grain is weighed during the process of elevating and delivery. Quite a complicated system of exhausting and delivery pipes were connected, and the plant worked to great perfection, delivering the grain to a number of places with the one installation of pipes.

The men who can't stand prosperity are compelled to stand poverty.

Some women always spoil their husbands' jokes.

Learning and wisdom are not always on good terms.