

Scottish Chief



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GREAT PANIC IN CHICAGO!

Pork Drops \$8.25 per Bbl. In Three Hours.

With It, John Cudahy, Worth \$18,000,000 Goes to the Wall.

CHICAGO, ILL.—Tuesday was one of the most disastrous in the history of the board of trade in this city. Wealthy individuals and firms were bowled over like nine pins and the prices of hogs went tumbling like an avalanche. Brokers on the Chicago board are accustomed to witnessing scenes and kaleidoscopic changes in prices, but the oldest members of the board to-day actually stood agape at the rapidity with which the price of mess pork went down. A steep drop of \$8.25 per barrel inside of three quarters of an hour is enough to take away the breath of old Stentor himself.

There was a hush near the opening in the morning when Secretary Stern appeared on the balcony of the trading room and notified all concerned that those having trades with the well known provision brokerage firms of Joseph E. Stever & Co., E. W. Baily & Co., and A. Heltholtz & Co. should proceed to close them out. The silence lasted for a second and then a mighty roar went up from the provision pit. As early as last march it became apparent to the trade that mess pork was being "balled" through these houses, and it soon became noised about in the provision trade that A. M. Wright was behind the deal a year before he started a corner in ribs, and with the aid of John Cudahy carried it through to success, making a large amount of money. Apparently, according to the general opinion of the board, he had started to run a similar deal in mess pork. The collapse has been looked for some time, and as the monetary situation became more and more strained, everybody not interested in meat drew out, leaving the market so dull that there was scarcely enough business to establish quotations, and the bubble burst.

Another and heavier shock came in announcements by the secretary in quick succession of the failure of the North American Provision Company, a packing concern with a capital of a quarter of a million dollars in which Jack Cudahy was largely interested; of Wright & Haughey, a respectable firm, chiefly engaged in receiving and shipping of wheat, but who are understood to be interested with Cudahy in his deal in the provision pit, and finally of Cudahy himself, the great packer and daring speculator in provisions, whose wealth was recently estimated at no less than \$18,000,000, of which about \$2,000,000 was made in a deal in ribs last fall.

The storm broke loose again after this in the lard crowd. This commodity had held extremely steady throughout the slump in pork, but it in turn mounted the toboggan and went down as if self-brienced. The price for September was \$9.55 per tierce in the early buying. It was \$6 within six minutes after Cudahy's failure was announced, and September short ribs, which were sold at a 7 1/2 cent brokerage to \$5.87 1/2. Before the close, however, both rallied, the former to \$6 1/2; the latter to \$6.30.

It is said Mr. Cudahy's private affairs are separate from his partner's matters, and that the companies he controls with his brothers, Mike and Pat, are not affected.

THE SEMINOLES THREATEN WAR.

The Chief's Son Flogged by a Pale Face and Reparation is to be Demanded.

JUPITER, FLA.—There is fear that the Seminole Indians in south Florida may again go on the war path after forty years of peace. Little Tiger, a chief of that portion of the scattered tribes which live in villages on the edge of the Everglades, not far west of Biscayne Bay, is on his way to Tallahassee to seek an official interview with Gov. Mitchell on what he and his tribe considers a serious insult to them.

Little Tiger has a young son, whom Mr. Jensen, who owns a large tract of land near Coconut Grove, on Bay Biscayne, caught poaching on Thursday and flogged. Toward night Little Tiger and a band of his warriors appeared in the village of Coconut Grove and inspired for Jensen. They were armed to the teeth. Jensen explained matters, but they appeared unsatisfied.

They stormed around for an hour or more and went back to their camp, where at intervals through the night they kept up a shrieking and yelling, accompanied by the firing of rifles.

Men coming from the neighborhood of the Indian village say that the whole tribe is excited over the affair and threaten to go on the war path if Gov. Mitchell does not fix up the matter satisfactorily.

Killed While After Honey.

WILMINGTON, N. C.—During a thunder storm John Carter, a colored fireman employed at the Navassa Guano Co's factory, a few miles above the city, climbed a tree near the factory for the purpose of securing honey made by a swarm of wild bees in a hollow limb. Lightning struck the tree and killed Carter.

The South Can Have China's Trade in Cotton Cloth.

Consul Edward Bedloe, whose post is the treaty port of Amoy, China, a city of over 1,000,000 population, including its suburbs, sends to the Department of State an interesting report on the trade between his city and the United States. What Dr. Bedloe says of the cotton-cloth market in China and the possibilities of American trade in this line are so much of interest to all our Southern manufacturers that we reproduce the following extracts from his report:

"Sufficient care is not taken by manufacturers at home to ascertain exactly what the Chinese want. Apparently they have but two views—either their Eastern customer is civilized like themselves and wants what they want or else he is uncivilized and will take anything that comes along. They seldom realize that the East is a great civilization in itself, with ideas, habits and necessities utterly diverse from those of Christendom. Cloths stronger, coarser and cheaper, without weighting, with less gloss and finish, like those the village coolie buys from the hawk, would meet with quick sales and net larger profits than those with which the markets are now flooded.

"There is no reason why the United States should not have a large portion of this vast trade in cotton fabrics of all sorts. There is especially no reason why the South should not have the lion's share and New Orleans be a centre of commerce between that great section and the extreme Orient.

"Instead of shipping goods via New York, Baltimore or San Francisco, a proceeding as expensive as it is needless, they should be sent from either New Orleans or Mobile. From New Orleans they could be forwarded by sailing vessel around the Cape or by steamer through the Suez canal to the great markets of China. In return the ships could bring tea, silk and the other exports of that part of the world. It is unnecessary to await the rebuilding of the American merchant marine. Present conditions are more than satisfactory. It is an easy matter to arrange with such great houses as Jardine Matheson & Co., Butterfield & Swire's, the China Mutual Steamship Co., the Glen, Ben or Shire lines of steamers to have direct communication between New Orleans and the entire China coast. With a little enterprise, energy and self confidence it is possible to develop an industry in the South to be measured in millions."

This Looks Like Business.

COLUMBIA, S. C.—Very few people have any idea what a big thing the new Columbia Cotton Mills is to be. It will perhaps be six or eight months before the mill begins operation, but some idea of the capacity and extent of the project might be had from the present work. To begin with, it is located on the upper side of the Canal near the Gervais street bridge. It is an L shaped structure. The front is 412 feet, the main building is 104 feet wide. The wing nearest the Canal is 129 feet long and that fronting the east 139 feet, which is to be extended to 387 feet. The main building is to be five stories high, and the east wing three and four stories on account of the slope in the ground. The company claim that the mill when completed will be the largest in the State, and the largest ducking mill in the world. Work was started on the 16th of April, and the building is now beginning to look like something. It is the intention of the owners of the valuable property to spend at least \$750,000, and in the purchase of machinery quality will be the first consideration. The machinery will be operated by motor power from the Columbia Canal, and quite an innovation in the shape of individual electric motors for every piece of machinery will be introduced. Heating and ventilating machinery will be used, and everything will be equipped with the very latest mechanism that can be had. Ducking and drills will be made of the heavy canvas that is used in sail making. The capacity of the mill will be the same as is expressed by about 45,000 cotton spindles.

It is said that the mill will give employment to about 1,400 operatives, which means that about 5,000 people will be brought here by the new mill. It is the intention of the company to use as much native labor as possible. At the outset only a few experienced workmen will be brought here, and they will be expected to drill the native labor.

The company has started the construction of 100 houses that are to be used by the operatives. The new town is being built in Lexington County, just across the river.

Robbing a Postoffice.

ASHEVILLE, N. C.—Thieves broke in to the postoffice at Alexander a few nights since and stole therefrom about \$212 in money, \$28 worth of stamps, about two dozen boxes sardines, four watches and a few other articles of small value. Entrance into the building was effected by prizing off the window blind and breaking a pane. The postmaster was at home sick, and his assistant had been called away on important business. There is no clue to the perpetrators of the crime.

Gold Coming in Big Amount.

LONDON.—The sum of £230,000 was withdrawn from the Bank of England for shipment to the United States.

POPULAR SCIENCE.

A male adult has half an ounce of sugar in his blood.

Insanity in every country is more prevalent among unmarried than among married persons.

A man in California has invented a device that will prevent gas escaping when it is blown out.

Among all races the weight of the male brain is ten per cent. heavier than that of the female.

Aluminum can be hardened by rapid cooling in water, more especially if it be alloyed with a small percentage of titanium or tungsten.

The amount of perspiration exuded by a grown man every twenty-four hours weighs twenty-eight ounces. His perspiration is ninety-nine per cent. water and one per cent. saline matter.

In the cast-iron water pipe of Paris, which forms a continuous tube with only two slight crooks, the lowest whisper at one end may be distinctly heard at the other although the pipe is 3120 feet long.

Professor Newton estimates that the average number of meteors that traverse the atmosphere daily, visible to the eye on a dark night, is 7,500,000, and if to these the telescope meteors be added the number would be increased to 400,000,000.

Naphthalene, which is a product of coal tar distillation, in appearance something like paraffin, has been found useful in England for the preservation of timber. The wood is soaked for two to twelve hours in the melted naphthalene at a temperature of about 200 degrees Fahrenheit.

A four-wheeled wagon whose motive power is supplied by a benzine engine has been satisfactorily tested in Germany. It is intended to carry passengers through city streets or country roads, and can be run at the rate of half a cent a mile. The wagon and engine can be made for \$500. The speed is as high as fifteen miles an hour.

Germs of contagious diseases are capable of multiplying themselves with marvelous rapidity. A single germ when placed in surroundings favorable to its growth, quickly divides into two. Each of these divides itself again, and so on, the number soon reaching into thousands. It has been estimated that by the end of twenty-four hours a single germ will have multiplied itself into more than 16,500,000 germs.

Two cases in which fire was caused by water are reported. In one a flood caused the water to rise high enough to reach a pile of iron filings in a factory. The filings oxidized so rapidly as to become so intensely heated as to set fire to neighboring woodwork, and the factory was burned to the ground. In the other case, during a fire water from the engines found its way to a shed containing quick lime. The heat generated by the lime set fire to the shed and the flames spread to other buildings.

A Long Tramp.

CHICAGO, ILL.—Mrs. Lucille Rodney, accompanied by her husband, G. B. Rodney, and W. W. Holliday, arrived in Chicago from Galveston, Tex., having walked the entire distance. The trip was made for a wager of \$5,000 and sundry considerations. Mrs. Rodney wore out eight pairs of shoes and averaged twenty-three miles a day. She left Galveston May 16th, and was due here August 1st.

Peru Ruined by the Fall of Silver.

SAN FRANCISCO, CAL.—James Hicks, Ex-American minister to Peru, arrived from Panama. He reports Peru in bad condition, all trade paralyzed and every one fearing a bloody revolution, that will surely follow the attempt of Ex-Dictator Pierola to regain power. "President Pierola has governed the country wisely," said Hicks, "but no administrative ability can make headway against the hard times due to the fall of silver."

Unexpected Relief.

NEW YORK.—A new and unexpected element of relief has been injected into the financial situation. United States bonds have reached such a low figure that the national banks see their way clear to make a profit by issuing circulation against them. It is estimated that \$8,000,000, or \$10,000,000 will be so added to New York's supply of currency within a short time.

A Lineman Killed.

RICHMOND, VA.—Herbert Jackson, a colored fireman, while repairing a wire of the electric car line, fell from a pole to the street, a distance of thirty feet and was almost instantly killed.

Mayfield, Ky., is going to save money for road repairs by discharging its one policeman and not bothering with prisoners.

Her Majesty's ship Avenger, a steam frigate, was lost on the north coast of Africa, and all the officers and crew, numbering 200 perished, December 20, 1847.

The loss of the British troopship Birkenhead is still remembered by the older generation. She was an iron paddlewheeler of 556 horse power, bound from Queenstown to the Cape of Good Hope, with several detachments of British troops. She left Queenstown January 7, 1852, and on February 26

NAVAL DISASTERS.

CATASTROPHES RESULTING IN TERRIBLE LOSS OF LIFE.

Great Britain Has Lost Many Vessels and Thousands of Men—Few Ships Lost by the American Navy.

THE loss of the British warship Victoria recalls to the New York Times that the history of the navies of the world, and particularly those chapters relating to the navy of Great Britain, abounds in records of disasters, attended with great losses of life.

As early as 1703 it is recorded that three British men-of-war were lost. The York, with 70 guns, was blown down off Harwich and all on board perished save 4; the Newcastle, 60 guns, went down off Spithead with 193 men, and the Reserve, 60 guns, sank off Yarmouth, November 26, carrying down 173 men.

In 1744 the frigate Victory, one of the finest ships of her day, carrying 100 guns, went down off the Island of Alderney and every soul perished. Three hundred and thirty officers and men went down with His Majesty's ship Pembroke, 60 guns, near Porto Nuovo, April 13, 1749.

Three years later, to a day, the British frigate Prince George, 80 guns, while on her way to Gibraltar, was burned and 400 men perished. This was the most sensational marine disaster of the century.

The fate of the Prince George was still comparatively fresh in mind when, August 29, 1782, the Royal George, a man-of-war carrying 108 guns, was lost off Spithead. Six hundred perished. The vessel lay keeled over in order to effect repairs on a pipe, when suddenly a gust of wind washed the sea into her ports and hatches, and in a few minutes she went down. Rear Admiral Kempenfeldt, together with the entire crew, many marines and women, were drowned. In May, 1817, the diving bell was employed in a survey of the wreck as it lay embedded at the bottom, and twenty years later, under the superintendence of Sir Charles Pasley, portions of the cargo were removed.

La Tribune, a French man-of-war, carrying 36 guns, was lost off Halifax, November 16, 1797, and 300 men perished.

Two years later, October 9, 1799, His Majesty's Ship Lutina, carrying 32 guns, was wrecked off Vlieland, on the Holland coast, and only one man was saved. He died before reaching England. The Lutina was a French ship captured by Admiral Duncan of the British fleet. The wreck lay imbedded in the sand for fifty-eight years. At the expiration of that time a Dutch salvage company recovered £99,898. The remainder of the specie, amounting to £1,175,000, was never recovered.

November 5 of the same year the British cruiser Scoplex, 64 guns, was wrecked in Table Bay, on the Cape of Good Hope, and 291 members of the crew perished.

The closing years of the Eighteenth Century and the opening years of the Nineteenth appear to have been disastrous for the ships of the British service. Besides the losses already mentioned, the Queen Charlotte, a first-rate ship of the line, 110 guns, the flagship of Lord Keith, then commanding the Mediterranean squadron, was burned off Leghorn, March 17, 1800, and 673 persons perished out of a crew of 850.

The Ajax, 74 guns, was also lost by fire February 14, 1807, while off the Island of Tenerife. Two hundred and fifty men perished.

December 22, 1810, His Majesty's ship Minotaur, 74 guns, was wrecked off the Dutch coast and 360 lives were lost.

On the same spot, eleven years before, the British ship Nassau, 64 guns, went down with 100 men.

On Christmas Eve, 1811, there occurred one of the worst catastrophes recorded in naval history. The St. George, 98 guns; the Defense, 74 guns, and the Hero, 60 guns, all of the British Navy, were cruising off the Jutland coast, with Admiral Reynolds in command. A storm arose, and all three vessels stranded. Two thousand officers and men perished, only eight escaping.

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she struck the point of a submerged pinnacle rock and tore her bottom out. Out of 638 persons only 184 were saved.

Another disaster to one of the finest of Her Majesty's ships occurred on the night of September 7, 1870, when the iron-clad Captain sank in a squall off Finisterre. Her Captain, Hugh Burgoyne, and Captain Cowper Coles, her designer, together with 472 seamen, composing the "elite of the service," perished. Only eighteen were saved.

The United States has been comparatively free from disasters involving great loss of life, the loss of the Huron being the most serious of recent years. The disaster occurred November 24, 1877. The vessel was on her way from Hampton Roads to Cuba to determine the latitude and longitude of the island, regarding which some dispute had arisen. When about seventy-five miles from Cape Henry, and in the neighborhood of Oregon Inlet, North Carolina, she was struck by a terrific storm and quickly went to pieces. One hundred and four lives were lost. The Huron was a staunch and well-built vessel, but could not withstand the force of that memorable storm.

March 24, 1878, another British ship was lost, the Eurydice, a training vessel. She was returning home from the Bermudas when she foundered in a squall off Dunroo Highland, Isle of Wight. Her Captain, O. S. Hare, together with Lieutenant Tabor and 300 men, were lost. In the following August the wreck was raised and taken to Portsmouth.

May 31, 1878, the German ship-of-war Grosser Kurfurst was lost. This vessel was one of a squadron of three ships bound from Wilhelmshafen to Gibraltar. When midway between Folkestone and Calais the Grosser Kurfurst parted her helm to avoid a bark. The Konig Wilhelm pulled hard apart at the same instant, and the two collided. The Kurfurst was struck with the Wilhelm's sharp prow just forward of the mizzenmast and sank immediately in fifteen fathoms. Out of her complement of 500 men only 23 officers and 160 seamen were rescued.

Her Majesty's ship Vanguard, a double screw iron-clad, was struck in a similar manner off the Wicklow coast after colliding with the Iron Duke September 1, 1875.

Her Majesty's ship Doterel, six guns, Captain Evans, was destroyed by an explosion in the Strait of Magellan April 26, 1881, and out of 150 on board 143 perished.

The disaster in the harbor of Apia, Samoa, March 15, 1889, is still fresh in mind. Six war vessels were lost, three of them belonging to the United States Navy and three to the German Navy. The Vandalia, Nipsic, and Trenton were the American ships, and the Eber, Adler, and Olga were the German ships. One hundred and forty-five lives were lost.

The British torpedo cruiser Serpent was lost off the coast of Spain November 11, 1890. The disaster occurred at a point twenty miles north of Cape Finisterre. A violent storm occurred and the vessel went on the rocks. There were 276 persons aboard, of whom only three were saved. The Serpent was one of the best of the British cruisers. She was making her maiden trip when the disaster occurred.

The Power of Charming Snakes.

In India and, to a certain extent, in other Oriental countries, the profession of serpent charming is said to be hereditary, and has been practiced from remotest antiquity. The serpent charmer possesses a power beyond that of other men of knowing when he is within close proximity to a concealed reptile, long practice having, probably, given them a fine sense of smell which enables them to detect the odor emitted by the serpent, even though it be so faint as not to attract the attention of the novice. These wily fakirs usually ascribe their powers to some constitutional peculiarity, but it has been noticed that they generally pull the fangs and extract the venom glands of the reptiles handled in giving exhibitions. What power the human voice may have in controlling the actions of these venomous creatures is uncertain; however, it has been noted that serpent charmers continually talk, sing, whistle or have an attendant play upon some shrill musical instrument during the time exhibitions are being given. That these sounds have their influence there is not the least doubt. The "charmer" also exerts an influence over these creatures with his eye, some reputable travelers declaring that they have seen fakirs control and govern their poisonous pets by merely fixing their eyes steadfastly upon those of the serpents.—St. Louis Republic.

Assuming the working age to be from twenty to sixty years, and counting only male workers, 440 persons in this country live on the labor of every 100 workers

PERIODICAL PRESS.

INTERESTING FACTS ABOUT THE WORLD'S NEWSPAPERS.

The United States Lead the World in Newspapers—China Has the Oldest and Borneo the Smallest Paper.

MORE than one-third of the daily newspapers in the world are published in the United States. There are 1759 of them printed in this country, which also has 13,404 weeklies, and 306 that appear periodically at no regular dates.

New York State, says the London Tit-Bits, has more papers than are published in all the continents of the world south of the equator.

Canada has twenty-four dailies, 576 weeklies and 132 monthlies. Latin America—including under this convenient term Mexico and Central South America, where Spanish and Portuguese are spoken—has over 4500 newspapers of all sorts, 200 of which are printed in other languages than Spanish or Portuguese, almost every foreign tongue being represented.

The newspapers of the British Isles number 2272, London alone sending out 496 of these. The monthly magazines and reviews of all kinds published in the British Isles total up an additional 1900.

Paris has twelve more dailies than London, New York, Philadelphia and Boston combined. The Parisian papers, of which there are 141 altogether, are generally distinguished by having larger circulations than those of all other cities.

The largest circulation in the world is that of the Petit Journal, which issues more than a million copies daily.

Germany occupies the second place with regard to the number of daily papers, having 973, besides 2630 weekly and other papers. The oldest European newspaper still published is the Post Zeitung, of Frankfurt, which dates from 1616.

The oldest newspaper in the world is the Pekin Gazette, which has been regularly published since A. D. 911. It has now three issues daily (not merely editions), with a circulation of 10,000. The contents are simply official information, imperial decrees and the like, which are communicated to the publisher by the functionaries of the imperial palace. The official documents are drawn up with great care, and are only published after such careful revision that they do not appear until two or three days after the publisher has received them. However, he has time to publish an unofficial edition, and also issues a manuscript edition, which is the first edition, and appears two or three days before the official. There are six editors, so that there is ample reserve in case of absence of any of them for Government reasons. That this is not a needless precaution, in view of the strict watch kept on the paper, may be understood when it is stated that during the one thousand years or so the paper has been in existence seventeen of its editors have been beheaded. The Gazette is exactly the same in form to-day as it was a thousand years ago. It is four inches wide by ten inches long, and each issue consists of about eighteen leaves of soft thin paper, with ragged edges, printed on one side in Chinese characters, the whole inclosed in a thin yellow cover and lightly stitched.

But, though China can boast of this ancient newspaper, it otherwise makes a poor show in the journalistic world. For all its 400,000,000 inhabitants it has only twenty-four newspapers, ten of which are daily, and fourteen appear at longer intervals. Only eleven are printed in Chinese, one is printed in French, the rest being English.

Japan presents a striking contrast, having ninety-two dailies and 175 other periodicals. Nearer home, even the little island of Iceland, with some 70,000 inhabitants, has the same number of newspapers as the great Empire of China.

The newspapers of India are published in many languages, and it is said that those in the native tongues are more widely circulated and read, in proportion to the number of copies printed, than is the case anywhere else in the world. A single copy will serve a whole village and will pass from hand to hand until it actually falls to pieces.

Persia has six newspapers, all in the native language except one in Syriac. Persian newspapers are not printed from type. When the reading matter is ready it is passed to a scribe, who makes a clean copy. From this a beautifully written fine copy is made by a handwriting expert, and this is finally exactly reproduced by lithography.

Borneo has the smallest regularly

published newspaper in the world—the Sarawak Gazette, printed in English, and first issued in 1807.

The newspapers of Austria show a greater variety in this respect than those of any other country, including in the list German, Italian, French, Magyar or Hungarian, Greek, Latin, Polish, Servian, Slavic and Hebrew.

The most remarkable paper in Austria, and probably in the world as regards languages, is the Aeta Comparationis Literarum Universarum, a semi-monthly review of comparative literature, which has contributors in every part of the world, whose articles are all printed in their native tongues.

The longest newspaper title in existence is that of a Greenland sheet, which rejoices in the euphonious designation of Arrangaghotis Natinnavnisk Syssarnanna Sivik.

The most northern newspaper is the Nordslap, published at Hammerstein. The editor and his staff work in a small, turf-roofed wooden house. News comes by mail boat and the Hammersteiners assemble every day to read the world's events generally eight days late, and as the paper is a weekly its news is often a fortnight old.

The most curious of all class journals is surely the Beggars' Journal of Paris, which is published daily and gives its subscribers a complete list of baptisms, weddings and funerals to take place the same day. Beggars' letter writers are provided for by a special section, which gives the arrivals and departures of persons of known charitable tendencies.

My Lord Buys a Bell.

Among the distinguished arrivals at the Burnet House the past week was a titled Englishman, Lord William Brooks. With Lady Brooks and valent and maid accompaniment, the Briton was "doing America" in great style. He is reputed to be very wealthy and eccentric, and on his way from Washington, where he spent some time, came via the Chesapeake and Ohio line. While en route the bell on the locomotive that drew his train attracted his attention, owing to the peculiar sweetness of its tone, and when the train reached the central station his valet was commanded to go to the engineer and ascertain the price of the bell and buy it. Of course the engineer had no voice in the matter, and so informed the lackey, who reported to his lordship. Determined to have the bell, the eccentric lord visited the Chesapeake and Ohio officials, and after quite a lot of dickering the railway men put a good price on the bell and sold it. The coveted piece of brass was securely packed and sent to his lordship's English address.—Chicago Inter-Ocean.

It's a Nap You Need.

A room without a couch of some sort is only half furnished. Life is full of ups and downs, and all that saves the sanity of the mentally jaded and physically exhausted fortune-fighter is the periodical good cry and momentary loss of consciousness on the upstairs lounge or the old sofa in the sitting-room. There are times when so many of the things that distract us could be straightened out and the way made clear if only one had a long, comfortable couch on whose bosom he could throw himself, boots and brains, stretch his weary frame, unmindful of tidies and tapsties, close his tired eyes, relax the tension of his muscles and give his harassed mind a chance. Ten minutes of this narcotic when the head throbs, the soul yearns for endless, dreamless eternal rest, would make the vision clear, nerves steady, the heart light and the star of hope shine again.—Hall's Journal of Health.

A Gun of Remarkable Power.

A distinctive progress in gun making is recorded. A gun has been tested in France, which, upon trial, has given most remarkable results. It is of 6.3 inches calibre and over forty-seven feet long. To this enormous length the wonderful initial velocity of its projectile is attributed. This velocity reached the phenomenal figure of almost 4900 feet a second, surpassing all previous records. The gun is impracticable for use on board ship, under present conditions, but it does not necessarily follow that it may not be used with advantage on shore, especially in seacoast defenses, where such high initial velocities would be greatly desirable for the purpose of piercing the armor of hostile vessels, provided, of course, that a projectile could be found of such hardness as to pass through the opposing armor.—Detroit Free Press.

Printed on Spiders' Web.

A newspaper printed on the web of the sacred white spider of China is chronicled. It is a sheet 11x14 inches, contains two columns of matter, including an English story, and is excellently printed.