



The Medico-Legal Journal makes a plea for every passenger railway to have a surgeon.

There seems to be no lack of openings for female medical practitioners in this country, notes the Courier-Journal, for the Indian Bureau announces seventeen vacancies for women.

The shut-down of some of the Lowell (Mass.) mills brings out the interesting fact that for the last few years a constantly increasing number of the French Canadian employes have been buying little farms with their savings. A good many of the "abandoned farms" in the vicinity of the city, and for some miles away, have been taken up in this way, and one estimate, seen by the New York Post, places the number of families who have possession of little holdings at between 400 and 500. The occupants of these farms sell milk and supply neighboring cities and towns with produce, while younger members of the family often continue to work in the mills, going to and fro every day when the farm is not far off, or weekly when it is at a distance. Another interesting fact brought out is that mill-girls have to pay only \$1.75 a week at the corporation boarding-houses and men perhaps twenty-five cents more, so that it is easy for them to save money and make provision against hard times.

The New York Medical Journal recently contained a paper on ozone in the treatment of diphtheria, written by Doctor Irving S. Haynes, which deserves attention and is in the nature of a medical discovery. A preparation of ozone has been used in cases of tuberculosis with success, and the new preparation which Doctor Haynes has employed in diphtheria is called "therapopol." It has been used in cases of diphtheria which had been given up, and in six cases out of seven of this class recovery has been effected. The treatment is the swabbing of the throat with the preparation, and the injection of the liquid into each nostril of the patient, who is kept upon his back so that the disinfection of the entire nose and throat can be secured. The treatment is completed by the use of the usual iron mixture as a gargle, and where the larynx is attacked, calomel fumigations must be used. The membrane is dissolved usually in from eight to forty-eight hours, its removal depending upon the severity of the attack.

The American Agriculturist observes: "In nearly every county one or more fairs are held each autumn. Farmers and their families should endeavor to spend one or more days at these annual gatherings. There is certain to be something of great interest and benefit to every branch of farming. In fruit or vegetables, if anything of merit is observed, find out the name and price, test it for next season. Follow the same with grain or other products of the fields. Talk with the producer, if possible, and obtain valuable points or hints that will aid in future labors. Look over the improved breeds of stock, and decide whether a thoroughbred animal could be used in your neighborhood with profit. The machinery and implements will receive their share of attention. You will usually meet many of your friends, and make new ones, and thus add another link to the evidence of why you should attend the fairs, both local and State. Take something with you to exhibit, and whether you obtain a premium or not, you have aided in the display and success of the exhibition, and in the future, by this course, be more deeply interested."

The commercial and industrial failures in the panic of 1873 numbered 5183, with total liabilities of \$225,499,900. Until 1878 these failures steadily increased in number though not in volume of liabilities save in 1878, when 10,478 failures covered liabilities to the amount of \$284,333,000. This, however, was the year prior to that in which the bankruptcy law was to cease, and very many shabby concerns and individuals in business desired to advantage by passage into bankruptcy. In 1874 the number of names recorded in business in the United States and Canada, as the New York Evening Post presents it, was 594,180, while in 1893 the number has more than doubled. The failures of 1892 are shown to be 10,344, with liabilities of \$114,044,167. For the first six months of the current year the number of failures is 6101, with liabilities of \$168,920,839. "The comparison makes decidedly in favor of the present situation," adds the Post, "and many factors warrant the assertion that present disaster does not compare with the disaster wrought in 1873 and leads to the hope that recovery will be much quicker."

OYSTER FARMING.

CULTIVATING THE BIVALVE IN LONG ISLAND SOUND.

Difficulties That Attend the Harvesting of a Crop in Twenty-five Feet of Water—The Oyster's Enemies.

UP to within a very few years all the oysters eaten were of natural growth, and it was in those days that Chesapeake Bay and tributary waters supplied and controlled the New York market. But when the demand for smaller oysters began to increase it was found necessary to cultivate them, and the result of this has been the establishment of sixty miles of "oyster farms" along the Long Island Sound shore, the investment of an enormous capital, the building up of an important industry and the transfer of the control of the New York market from Chesapeake Bay to Long Island Sound. Force of circumstances is bringing the Maryland oystermen into the business of cultivation, as the natural growth oysters in Maryland waters are steadily thinning out, and even to-day an oyster would be an expensive luxury but for the timely beginning of oyster farming in Long Island Sound about five years ago.

There is everything in a name in the clam and oyster trade. All small clams are known as Little Necks. There are probably five million bushels eaten annually, but there are not more than five thousand bushels dug from Little Neck Bay, from which the name is derived. The same applies to Blue Point and Shrewsbury oysters.

Large capital is required to successfully engage in oyster farming and great risks are taken, although perhaps no greater than the truck farmer takes on land. The capital must be locked up for three years after the first planting before the "farmer" is rewarded by a harvest, but then, if all conditions are favorable, his dredges bring up a small fortune from an ordinary sized bed. The Long Island farmers are all getting the fever for submarine farming since they have had opportunity to see how much money is in the business.

Long, patient and expensive work is necessary to properly plant an oyster bed. After the survey is made and the buoys marking the boundary lines are placed in their proper positions, the bottom is thoroughly dredged and all refuse removed. It often takes three months to dredge a bed of 100 acres, and the average expense of the crew and dredge is \$30 a day. Then the bottom is lined with clean, broken stone or oyster shells. If shells are used the average is 300 bushels to the acre. They are purchased at Baltimore, and are bought by schooner loads at a cost of from six to ten cents a bushel. It is of the utmost importance that this carpet of shells be laid "in the nick of time." The usual spawning time for oysters is from July 20 to August 20. They may be early or late, according to the degree of summer heat. When spawning they expel a white, stringy fluid, which clings to the clean shells or stones and in time develops into oysters. When the spawning begins no time can be lost in spreading the shells or stones. An hour's delay may cause the loss of thousands of dollars, and such losses have been experienced in a number of cases this year, as the unexpected hot weather in July caused the oysters to spawn before the farmers were ready with the shells, which were on the way from Baltimore and were of no use or value when they arrived.

In about six weeks the oyster begins to take form and then looks like a tiny bug. The shell begins to grow, and, if guarded from their natural enemies in two years the young oysters cover the bottom several inches thick. They are then transplanted to another bed in a more protected spot to mature, which requires two years more. The successful farmer uses three beds, one for planting and two for maturing, and thus when once under way he harvests a crop each year.

An idea of the profit in this method may be obtained from the experience of a farmer who has already amassed a large fortune in the business. Three years ago he planted 40,000 bushels on a fifty acre bed. This year he has transferred 70,000 bushels to a maturing bed, which will be double their present size when mature, making 140,000 bushels. He left at least 25,000 bushels on the old bed, which will also double, making nearly or quite 200,000 bushels to harvest next year, at an average price of \$1.10 per bushel. If there is a fifty acre farm above water that ever yielded \$200,000 in four years it is not on record.

But it is not all clear sailing and simply waiting after the spawn catches

until the oyster is mature. The oyster and the oyster farmer have four great enemies—storms sufficiently violent to shift the bottom, star fish, "drills" and thieves. Against the first, of course, both are helpless, but against the other three the "farmer" is constantly on guard. The storms of 1892 did immense damage to Long Island Sound oyster beds.

The greatest pest—the potato bug of oyster farming—is the star fish, or sea star, as the oystermen call them. The sea star clings its five arms about the oyster, forces the shell open and drinks the liquor, which is the oyster's sustenance, then lets it fall back to die. The war against the sea star is constantly waged and is costly. Hundreds of bushels of sea star are captured by dredges, and they are used as fertilizers.

The "drill" is another great pest. It is no larger than one's little finger, but it bores straight through the shell and kills the oyster. And then there is the biped pest, the "oyster pirate."

There are a great many thousand dollars now invested in new oyster farms in Long Island Sound. A great deal of this capital comes from New York City, and several prominent State officials have more than a passing interest in the crops of 1895 and thereafter.—New York Advertiser.

POPULAR SCIENCE.

The ice making machine was first put into operation in 1860.

Taking all the year round the coldest hour of the twenty-four is 5 o'clock in the morning.

Within the last two centuries more than 250 earthquake shocks have been felt in Great Britain.

Birmingham, England, has been successfully operating a storage battery street railway system for over a year.

A bunch of sweet peas placed on a piece of newspaper makes an excellent "fly trap." The flies are said to suck the deadly sweet of the flower and then die.

The Mason bee builds a nest of mortar. Being economical of labor, this insect will repair an old nest rather than build a new, and desperate battles for the possession of a nest sometimes take place.

In Australia, it is said, telephonic messages have been successfully transmitted over wire fences. The man who thought of this device utilized the top wire of the fence and carried the wire across the road on poles.

The power of trees to regulate their own temperature to a certain extent is seen in the fact that their twigs are not frozen through in winter, nor does their temperature increase in summer in proportion to the temperature of the surrounding atmosphere.

An interesting exhibit at our National Museum shows that the average man who weighs 154 pounds is worth commercially \$18,300. That is, if you were to separate the vegetable and mineral constituents of his body, that sum is what they would bring in the market.

The carpenter bee lays her eggs in a hole she bores in suitable wood. As the eggs are placed in several cells and the labor requires many days the grub in the lowest cell is hatched first, and a way for his escape without injuring the rest is provided by means of a back door of entrance to the long gallery.

On the plateaus of our southwestern border States the most furious whirlwinds often fail to raise the sand more than a few feet above the level of the plain till suddenly, perhaps an hour after the crisis of the storm, great columns rise to a height of a hundred yards, and swaying from side to side, wait about like tipsy giants.

"No living germ or disease can resist the antiseptic power of essence of cinnamon for more than a few hours," is the conclusion announced by M. Chamberland as the result of prolonged research and experiment in M. Pasteur's laboratory. It is said to destroy microbes as effectively, if not as rapidly, as corrosive sublimate.

The "wigglers" in standing water, which afterwards develop into mosquitoes, can always be killed by pouring a few drops of any kind of oil—coal oil will answer—on the surface of the water. The insects breathe through their tails, and when the water is covered with oil their air tubes become clogged and they die of suffocation.

Gouss, the smallest separate and independent territory in the world, is situated in the Lower Pyrenees, about ten miles from Oleron, between the boundaries of France and Spain. The people speak a language of their own, a cross between French and Spanish.

SLEEPING CARS.

THEY WERE EVOLVED FROM A PRIMITIVE START.

Wagner and Pullman Conceived the Same Idea Almost Coincidentally in 1857—Furnishings and Service—Private Cars.

THE first sleeping car was conceived by Webster Wagner in 1857, when he was a freight agent of the New York & Hudson River, says a writer in the Indianapolis News. He took an ordinary coach and put the berths in tiers. There were three tiers, the upper berths being made of slats, and during the day these slats, with the mattresses, were taken out and piled in the end of the cars. It cost about \$12,000 to arrange these cars, and in 1858 four of them were in use. The public at first fought shy of the "new-fangled" affairs, and it was two years before the patronage was sufficient to justify further improvements. The berths were finally changed so they were hung from above with iron rods and not infrequently when the train was turning sharp curves were the passengers thrown out or had their elbows and heads bruised by the swaying of the cars. As the years advanced travelers began to take a liking to sleeping cars and the patronage was so great that various improvements were made until the palaces of to-day were the result. Wagner was killed a few years ago in a collision. When he died he was a multi-millionaire. The same year, and about the same time that Wagner invented his sleeping car, George M. Pullman was taking a trip over the Chicago & Alton, and the idea of a car in which passengers could sleep struck him. He got two passenger coaches and constructed "sleepers" similar to the one made by Wagner. One of these was the "Pioneer," now retired from service on its honors.

From these beginnings sprang the two great palace car companies, probably the most powerful monopolies in the railroad world. The Wagner operates 2100 cars on 17,000 miles of road and thirty companies. The Pullman operates 2600 cars on 100,000 miles of railroad. There were also two smaller companies begun years ago, the Woodruff and the Mann. The former was merged into the Pullman company in 1891 and the Mann is almost out of existence. So great has been the advance in car construction that with all the gorgousness and luxury of the palace car of to-day they cost little more than the plain, crude cars of years ago. It required one year to build the Pioneer at a cost of \$18,000. Now a car is turned out in two months at an expense of about \$19,000 or \$21,000.

It was only a step from a sleeping to a parlor car, but it was years before a hotel or buffet car was turned out. Pullman built the first in 1876. All the Pullman sleepers are now buffets and a few of them are hotel cars, where freshly cooked meats are served. The dining cars supplanted the hotel cars. Observation and combination cars are only a few years old. The furnishings of an average sleeper, which has sixteen compartments for thirty-two passengers, for an ordinary run of a day and a night and return are 100 sheets, 100 hand towels, 100 pillow slips, twelve cakes of soap, six boxes of matches, two brooms, six whisk brooms, four combs and six brushes. The cars have, in addition to their other equipments, a hammer, monkey-wrench, hatchet, saw and crowbars, iron and wooden buckets, feather dusters, telegraph blanks, and on some Bibles and other books.

The conductors average from \$75 to \$100 a month, according to ability and length of service. The porters are paid from \$25 to \$75 a month, but they buy their own uniforms and wear overcoats furnished by the company. The conductor is required to give a bond of \$500; the porter is not required to give any. On a run exceeding what is known as a short or twelve-hour trip either a conductor or porter must be awake and get out at every regular stop, ready to receive passengers. On short runs neither is allowed to sleep. Porters in private cars get \$75 a month. Private cars carry three men—cook, pantryman and waiter. A sleeper usually carries two, but on short runs there is a porter in each car, while a conductor is in charge of two or more cars in the train. The dining cars carry a first, second and third cook at \$75, four to six waiters at \$50 a month and a conductor at \$100 a month, who also acts as cashier.

There is much rivalry and at the same time much difference in the selection of porters in regard to runs. All of them like the through trains to fashionable summer resorts. The tip to a parlor car man who brushes your

clothing at the end of the short trip is usually 25 cents, and he counts upon \$20 or \$25 a month extra. The sleeping car tip averages 25 cents, but it is often much more, particularly if the porter is requested to look after invalids or women and children placed in his charge. The sleeping car porter counts on \$40 a month extra. Dining car men make about \$45 a month in addition to their services.

It is not true, as is generally supposed, that the railroad companies own their dining, sleeping, parlor and chair cars. It is only in a few instances that this is the case. The arrangements between the railroad and palace car companies is ordinarily in the form of a contract whereby the palace car company agrees to furnish the capital and the cars, while the roads agree to haul them free, receiving therefor only the regular fare paid by the passengers. The palace car is not a paying investment for the railroad except that it is an attractive feature of the line. In some instances the railroad company is obliged to pay the palace car company a certain sum a mile for the privilege of hauling its cars. Neither are the dining cars operated, as a rule, by the railroad companies. The cars are owned by the palace car company, a caterer has a contract to operate them, and the railroad which hauls them free agrees that the receipts shall be sufficient amount each month and must make up any deficiency. The Wagner and Pullman companies both call their employees servants and not agents, and say that they are not the custodians nor responsible for the passengers' personal effects. The courts in several instances have decided otherwise.

Private cars are popularly looked upon as the exclusive perquisites of railway kings and successful actors and actresses, who affect lavish expenditures. As a matter of fact, private cars are generally confined to presidents, general managers and general superintendents. On some lines chief engineers, general attorneys and, in rare instances, division superintendents have private cars.

Modern Hygiene.

Hardly a day passes that we do not receive some shock, that we are not asked to give up some favorite dish around which clusters a host of tender early memories, and after eating of which we have, for twenty years on end, felt ourselves grow fat and child-like and undyspeptic. But the modern hygiene says it must go, and if we retain it on our list we do it in an anxious and guilty mood sure of itself to bog internal trouble.

Seemingly simple things like dry toast, oatmeal and apples we have heard forbidden of late as hard to take care of, and bananas, or, for example, the delicious, but as we supposed deadly, fried bacon crup up as food for babes and sucklings. This is puzzling; it upsets all our dietary plans and pleasures, and it awakens the shrewd suspicion that mere fashion is at the bottom of the change.

One interested in the subject, having an ax to grind, could with much difficulty prove that every known edible has at some time or other been declared digestible and healthful; let the experimenter eat with his (or her) eyes shut, and he (or she) will be backed up in what is chosen by some respectable authority. This being so, the wisest plan is to select food according to the private palate without regard to Doctor A., B. or C. (since Doctor X., Y. and Z. will infallibly dispute them), and with the eye of faith fixed on that good day when all digestion will be carried on by artificial means, and the whole world may be in that lovely state attributed to George Meredith's gourmet who is pictured in after dinner ease as "Janquidly twinkling stonchic contentment."—Hartford Courant.

Height of Different Nations.

An article in the Bulletin de l'Institut International de Statistique gives, as the result of careful inquiry, the average height of different Nations. The following are some of the conclusions arrived at: The English professional classes, who head the list as the tallest of adult males, attain the high average of five feet nine and a quarter inches. Next on the list come the males of classes of the United States, and a minute fraction behind them come the English of all classes. Hence we may conclude that, taken right through, the English and American races are approximately of the same height. Most European Nations average for the adult male five feet six inches; but the Austrians, Spaniards and Portuguese just fall short of this standard.

Mrs. George M. Pullman's pretty daughters give names to the palace cars built by their father.

BELIEVES IN BANKS NOW.

Robbers Fail to Get a Farmer's Bag of \$18,000 in Gold.

HARRISBURG, PA.—Farmer Rummell lives at Carsonville and has boarded his ash in his house rather than put it in the bank. On Wednesday night two men called the farmer from his house and demanded his money. The house-keeper heard the talking and also came out. Rummell refused to tell where his bag of gold was kept, and he was knocked down. It contained \$18,000. Two bullets were fired at the woman, and the robbers, fearing they had murdered their victims, fled. Neither was much hurt.

Thursday Farmer Rummell drove to Millersburg and astonished the bank clerk when he shoved a bag of gold to ward the window, saying: "There is \$18,000. I want to put it in the bank." The gold was counted and found correct. Hereafter the farmer will be a firm believer in the security of banks.

DECLINED TO ACCEPT A DUEL.

A Southern Editor Sends a Challenge From a Well-known Citizen to the Police.

RICHMOND, VA.—Jefferson Wallace was arrested upon the charge of sending a challenge to fight a duel to Joseph Bryan, proprietor of the Richmond Times. Mr. Wallace is Secretary of the City Democratic Committee and Mr. Bryan is one of the leading clergymen in Virginia, and also President of the Georgia Pacific Railroad. The trouble grew out of criticisms made recently upon the press of the city by Mr. Wallace, and upon which the Times commented sharply. Mr. Bryan declined to accept the challenge, and sent W. H. a notice to the Chief of Police. Mr. Wallace was thereupon placed under \$7500 bond.

Delicate Machinery.

After going through a pin factory one is easily persuaded to believe that machinery can be taught to think. In the first place, the wire from which the pins are made is examined by a machine that seems to scan every particle of it, as though to detect any defect that might exist in its substance. Then it measures off a bit, just long enough for one pin, and hands it over to another piece of mechanism that holds it against a file-wheel until it is pointed. It is then passed on to another file-wheel, where it is smoothed and finished; then travels a little further, where it is seized by a grip and forced into a recess, where the head is made. A pair of pincers then takes it from the die and drops it into a tray, and the work of the machine is done. The whole process does not occupy five seconds, for the pincers that catch and drop the pins work so fast that the pins are coming all the time in a stream from the machine, but so remarkable is the mechanism, so infallible in its action at every point, that it really appears to reason as it works.—New York Journal.

22,000 Exiled Russian Jews Coming to America.

SAN FRANCISCO, CAL.—The Rev. Father H. Grupp's Honchavenco, a Russian exile known here as the "Patriot Pricat," is the principal authority for the statement that 22,000 Russian Jews, all men of wealth, have been exiled by the czar, and are coming to America, a large proportion of them intending to settle in the Pacific coast. He says the ukase will go into effect on Oct. 13 of current year. His information, he says, comes direct from Russia, and is authoritative. The ukase is aimed at the wealthier class of Russian Jews. What ends color to his statement is the fact that news of the same character, seemingly from an independent source, has reached the prominent Russian Jews in San Francisco.

A Relief Train for Brunswick.

NEW YORK.—A relief train of six freight cars of provisions and supplies for the fever stricken of Brunswick, Ga., left Jersey City, and will reach its destination in something less than three days. The train carried a large amount of flour, sugar and other staples, as well as tea, coffee, delicacies and medicines. Up to the present time more than \$6,000 have been collected by the committee of gentlemen who undertook to render assistance to the unhappy Brunswickers and the subscription lists have not yet been closed.

VIGILANT VS. VALKYRIE.

The American Yacht Wins the Series of Races.

NEW YORK.—In Sunday's race, the Vigilant beat the Valkyrie. Monday the Vigilant finished at 2:50; 13 minutes later the Valkyrie crossed the line.

A Tennessee Bank Suspends.

NASHVILLE, TENN.—The Farmers' and Merchants' Bank of Clarksville, Tenn., will go into voluntary liquidation. The bank has a capital stock of \$100,000. The cause of the suspension is assigned to the stringency of the times. Its assets exceed its liabilities.

When Men Are Afraid.

Chris Evans, the Fresno outlaw, who ought to be an authority on the subject, declares that men are most subject to the emotion of fear between one o'clock in the morning and daybreak. As he puts it, there comes a period in every night when it begins to grow toward morning, but when daylight is yet a long way off, during which period every man is a coward. He shrinks from all sorts of imaginary evils, and the same man who would have fought desperately before midnight will be very likely to turn and run in that darkest hour which is just before the dawn.

If this be so there must be some natural and physiological reason for it, and there are certainly some well-known facts which appear to bear out the theory. Sick persons, as Chris Evans has pointed out and as all who have watched by the bedside of invalids know, are apt to be worse in the latter part of the night, and the belief that death occurs then more frequently than at any other time is certainly general, whether it be supported by statistics or not.

But we need not go to any mortuary statistics for evidence on the question of universal demoralization and lack of physical and will power at, say three o'clock in the morning, which seems to be about the lowest time of the ebb tide. Any one who has ever got out of bed at that time, either from choice or necessity, knows very well the feeling of goneness which comes over one and the serious doubt which arises as to whether life is really worth living. In it that the system has really run down during the night or that the feeling of depression and demoralization is merely subjective, caused by the surroundings, and the unfamiliar look which well-known objects assume.—San Francisco Chronicle.

An Interesting African People.

At the Berlin Anthropological Society, Mr. Merensky has given some curious particulars about the Kondhe people in the German district on Lake Nyassa. Their country is bordered on the north by the Livingstone Mountains and on the south by the lake, and this favorable geographical position has enabled the people to develop in a peculiar manner and attain a relatively high state of civilization. "Their affections are largely developed. Friendship is especially valued among them, and love between the sexes strong and firm, as well as the domestic affections. Suicide, caused by grief for the loss of a wife, a child, or even a favorite animal, is not infrequent. The favorite form of suicide is to enter the water and allow one's self to be devoured by a crocodile. In war time all unnecessary cruelty is avoided, and women and children who have been made prisoners are set free again. The position of women among the Kondhes is usually high. Women are on a perfect equality with men in the eyes of the law, and offences against women are even more severely punished than offences against men."—St. James's Gazette.

he Seat of "Nonsleepers."

During that epoch of extraordinary religious enthusiasm, 412 to 430 A. D., one Alexianus, a native of Asia Minor, founded a peculiar sect known as "Nonsleepers." They lived in communities of seventy (the custom having some reference to the seventy apostles), and whenever a young Nonsleeper put in its appearance the oldest man or woman in the camp would leave to join some other community that had recently lost one of its members by death or otherwise. In this way their communities never exceeded the allotment of seventy, and was rarely short a member more than a few weeks or months at a time. They were called "Nonsleepers" from the fact that at least seven in each community were always to be found wide awake and constantly chanting the "sleep song." In summer these chanters were divided into three relays of seven each, and, during the winter months, into four to five, according to the length of the nights. This peculiar sect of non-sleeping singing fanatics were finally exterminated by the Armenian barbarians under the leadership of Omeir Dightee.—St. Louis Republic.

Singular Cause of a Fire.

A correspondent writes of an example of setting fire to a house that is rare enough to deserve notice. It was a thatched cottage, and the flame seems to have arisen from the glass of a pair of spectacles which had been accidentally thrown on the thatch. The lens seems to have acted as a burning glass and set the straw in a blaze.

Live stock breeding has been the key to agricultural prosperity in all countries the world over, declares the New York World.