BUSINESS NOTICE.

The "Miramichi Advance" is published at Chatham, Miramichi, N.B., every Thursday morning in time for despatch by the earliest mails of that day.

It is sent to any address in Canada or the United States (Postage prepaid by the Publisher) at One Dollar and Fifty Cents a Year. If paid in advance the price is One Dollar.

Advertisements, other than yearly or by the season are inserted at eight cents per line nonpareil, for first insertion, and three cents per line for each continuation.

Yearly, or season advertisements, are taken at the rate of $5.00 an inch per year. The matter, if space is secured by the year, or season, may be changed under arrangement made therefor with the publisher.

The "Miramichi Advance" having its large circulation distributed principally in the Counties of Kent, Northumberland, Gloucester and Restigouche, New Brunswick, and in Bonaventure and Gaspe, Quebec, in communities engaged in Lumbering, Fishing and Agricultural pursuits, offers superior inducements to advertisers. Address,
Editor Miramichi Advance, Chatham, N.B.

CARD.

R. A. LAWLOR,
Barrister-At-Law
Solicitor Conveyancer Notary Public, Etc
Chatham, N. B.

The Factory
JOHN McDONALD & CO.
(Successors to George Cassady.)
Manufacturers of Doors, Sashes, Mouldings
—AND—
Builders' Furnishings generally.
Lumber Planed and Matched to order.
BAND AND SCROLL-SAWING.
Stock of Dimension and other Lumber constantly on hand.
East End Factory, Chatham, N. B.

DRS. G. J. & H. SPROUL
SURGEON DENTISTS.
Teeth extracted without pain by the use of Nitrous Oxide Gas or other Anæsthetics.
Artificial Teeth set in Gold, Rubber and Celluloid. Special attention given to the preservation and regulating of the natural teeth.
Also Crown and Bridge work. All work guaranteed in every respect.
Office in Chatham, Benson Block. Telephone No. 53.
In Newcastle opposite Square, over J. A. Kethro's Barber Shop. Telephone No. 6

MACKENZIE'S
Quinine Wine and Iron
THE BEST TONIC AND
—BLOOD MAKER—
50c Bottles
We Guarantee it at
Mackenzie's Medical Hall
CHATHAM, N. B.

Insurance.
SCOTTISH UNION AND NATIONAL,
IMPERIAL,
LONDON & LANCASHIRE
LANCASHIRE.
ÆTNA,
HARTFORD,
NORWICH UNION,
PHŒNIX OF LONDON
MANCHESTER.
Mrs. Jas. C. Miller.

WE DO
Job Printing
Letter Heads, Note Heads, Bill Heads, Envelopes, Tags, Hand Bills.
Printing For Saw Mills
AS A SPECIALTY
WE PRINT—
ON WOOD, LINEN, COTTON, OR PAPER WITH EQUAL FACILITY.
Come and see our Work and compare it with that of others.
Miramichi Advance Job Printing Office
CHATHAM, N. B.

THE COUPLE IN THE MOON.

Only Head and Bust of the Two Figures are Shown.

People of artistic sense and refined taste are no longer disposed to tolerate any allusions to the rotund and jocular visage of the "man in the moon." The time has gone by for that childishness. The demand of to-day is for art, and if you are bound to find art in whatever you look at, it must sooner or later appear—even in such an effete object as the moon. Strange as it may seem to such as are not on familiar terms with the fulness thereof, there is now on exhibition—on evenings when the curtain of the sky is not drawn—a very idyl of art in the centre of the silvery orb, portraying with a delicacy like that of an engraving a refined human couple whose faces are near enough to be "significant of much."

There is an aesthetic discovery worth noting, for most of the moon's familiars have never seen aught more interesting there than a lady unattended. That is because they did not use their opera glasses. From the observer's standpoint the figure on the right, which is the more prominent of the two, is unmistakably feminine, with the face of three-quarters front and eyes looking down. The figure on the observer's left, which does not stand out so plainly—for reasons best known to the owner—is distinctly mannish, with face turned anxiously toward the interesting and perhaps blushing one. Both figures show the head and bust only, and the pose of each is distinctly. As to size, the feminine figure seems nearly two-thirds the diameter of the moon's disk, from the crown of the head to the waist.

The address slip pasted on the top of this page has a date on it. If the date of the paper is later than that on the slip it is to remind the subscriber that he is taking the paper without paying for it. See Publisher's announcement.

Board Works Jan 1 01

MIRAMICHI ADVANCE

Vol. 2?. No. 15 — CHATHAM, NEW BRUNSWICK, FEBRUARY 18, 1904 — D. G. SMITH, PROPRIETOR
TERMS—$1.50 a Year, if paid in advance, $1.00

About the ....House

TESTED RECIPES.

White House Cookies.—One cup each of butter and sugar; the yolks of three eggs and whites of two; two teaspoonfuls of vanilla and the same quantity of baking powder, two tablespoonfuls of sweet cream, and flour enough to make the dough roll well. Beat the white of the left-out egg to a stiff froth, brush over the dough, dust with powdered sugar and bake in a fairly hot oven.

Good Cookies.—Two cups sugar; one cup each of butter and sour cream; three eggs; one teaspoonful soda. Mix soft, roll rather thin, sift granulated sugar over them, gently roll thin, and bake. Sour milk can be used in place of the cream, but the cookies will not be quite so rich.

Nut Cake.—Cream one cup of butter with two cups of granulated sugar; beat four eggs, yolks and whites separately; add the yolks with a half cup of milk to the creamed butter and sugar. Add a cup of chopped and seeded raisins and a cup of chopped hickory nut meats, two cups of flour and the whites of the eggs, beaten stiff. Flavor with the grated rind of lemon and a teaspoonful of lemon juice. This makes one large or two small loaves of a delicious cake that, frosted, will keep for weeks without deterioration. No soda or baking powder is used. The Country Gentleman vouches for this as a thoroughly reliable recipe.

Cheese Omelet.—Beat the yolks of three eggs, add three tablespoonfuls of milk and a little salt, then the beaten whites. Melt one dessertspoonful of butter in a frying-pan; when bubbling pour in the omelet, let it cook till a light brown underneath. Sprinkle over the top one or two tablespoonfuls of grated cheese. Place in the oven to dry, fold and serve very hot.

Soft Toast.—Toast evenly a light brown some slices of stale bread, cut rather thin; put them on a hot plate and pour over them boiling water; cover quickly with another plate and drain off every drop of water; remove the upper plate and butter the toast, set it in the oven for a moment, and serve covered with a hot plate.

Economy Pudding.—One-half pound of rice, one pint of milk, one-half pound of sugar, some preserve; boil the rice in water till nearly soft, then add the milk and boil again, stirring it all the time; add the sugar; dip blanc-mange moulds in water, fill with rice; when set, turn on to a flat dish; serve with preserve of any kind, or sugar and cream, or custard.

"BETWEEN-MEAL" CLOTH.

Where the dining table is cleared and reset at every meal, its appearance between times is a matter of concern to the housekeeper, especially since the old-fashioned spread, which certainly had a cosy, homey look, is tabooed in the present. The highly polished surface of the table is thought so ornamental that it must not be covered up, and in consequence the housekeeper has a new anxiety in the care of that same highly polished top.

A hot dish, a little hot water, a drop of alcohol, produce a mark on the surface which is anything but ornamental and which is not easily removed. Precautionary measures are required, and thick "hush cloths" or table pads are indispensable. A very thick cotton pad is woven especially for the purpose, which with asbestos table mats proves a great help. The asbestos mats are slipped into embroidered linen cases and thus become ornamental, or embroidered pieces are laid over them. Heavy crocheted mats are often employed, and mats of coiled corset laces are useful, on account of their thickness.

Sometimes a thick blanket is laid under the regular hush cloth; in fact, the housekeeper takes every possible means to protect the varnish of her table.

But, this top must be displayed so the cover is relegated to obscurity, and a square or circle of embroidered linen, of Battenberg work or of renaissance lace, not too large, is put in the centre, and a small but handsome jardiniere stands upon it. This is the only decoration admissible. Often the table is entirely bare, the owner's eye gloating upon its mirror-like surface. The children are forbidden to touch it; "Hands off" is the cry, and rubbing and polishing and dusting are added to the housekeeper's tasks.

Oh for "the good old days" when "things" were not "in the saddle," and riding poor tired housekeepers to death! The elegance and elaborateness which can be secured by the rich only and which we try to imitate in our humbler way is driving women to despair. The "girl" becomes more and more necessary to relieve the hard-worked woman, and she grows less and less obtainable.

TOILET TABLE ACCESSORIES.

One of the prettiest of novelties for the toilet table is a mat simulating a rug in form and mode of making, composed of narrow silk and satin ribbon of different shades, braided and sewed together to form an oval underlay for various knicknacks. The ribbon is braided in four strands as follows: The first three strips are braided as ordinarily, which brings the first strip next to the fourth; the fourth is then turned under the first and is used as the third strip in the next turn, while the first takes the place of the fourth; again, braid as ordinarily, beginning at the left and repeat as before, turning what is now the fourth under as in the first turn.

A pincushion fastened in the frame of an oval hand mirror, the glass of which has broken and removed, is another new and original decoration for a bureau or dresser. The foundation of the cushion is of thin cardboard, oval shaped to fit the inside of the frame, and on this are placed several layers of cotton wool, covered smoothly with green velvet, of a pretty pale sea-green shade, with the edges pasted on the under side. The cushion is then fitted in the frame and glued in place.

A dresser scarf is made of four or five strips of scrim, according to the width and length of the dresser, and hemmed by machine. The strips are then basted onto stiffening and connected by faggoting with cream or colored thread. The same kind of thread is used for the fringe which finishes the edges and is made by hand.

WEIGHTS OF GROCERIES.

Ten common-sized eggs weigh one pound.

Soft butter the size of an egg weighs one ounce.

One pint of coffee and sugar weighs twelve ounces.

One quart of sifted flour (well heaped) weighs one pound.

One pint of best brown sugar weighs thirteen ounces.

Two teacups (well heaped) of coffee and sugar weigh one pound.

Two teacups (level) of granulated sugar weigh one pound.

Two teacups of soft butter (well packed) weigh one pound.

One and one-third pints of powdered sugar weigh one pound.

Two tablespoonfuls of powdered sugar or flour weigh one ounce.

One tablespoonful (well rounded) of soft butter weighs one ounce.

One pint (heaped) of granulated sugar weighs fourteen ounces.

Four teaspoonfuls are equal to one tablespoonful.

Two and one-half teacups (level) of the best brown sugar weigh one pound.

Two and three-fourths teacups (level) of powdered sugar weigh one pound.

One tablespoonful (well heaped) of granulated or best brown sugar equals one ounce.

One generous pint of liquid, or one pint of finely chopped meat, packed solidly, weighs one pound.

HINTS TO HOUSEKEEPERS.

By removing the sinews from the leg of a turkey or chicken, the "drum-stick" is made one of the choice tid-bits. To do this, take the foot of the turkey in the left hand, reverse side up. Cut the skin all around exactly over the sinews at the knuckle; now cut one long slit from the foot to the knuckle, take each sinew separately—there are seven—and pull.

Where the new plan of roasting the turkey with a couple of stalks of celery in his interior instead of the usual stuffing is employed, the stuffing is made and baked separately, to be served with the meat carved.

One may have warm 'riz biscuit" for tea these cold nights by making them up when the bread is made in the morning, and letting rise all but the last time. Set them in a cool place till just before tea time, then put into a rather brisk oven to bake. Or, after the dough has risen ready to mold into biscuit set it away in a cool place till wanted, then make up. The dough must not freeze, of course, but will keep several days in cold weather.

Rice and tapioca make agreeable changes from the inevitable pie these days, and apple tapioca, served with cream, is a delicious dessert.

WHERE DOCTORS ARE PAID.

Reward is According to Success of Treatment.

The notion of the Empress of China in requiring her medical men to guarantee the cure of one of her officials is not so original as seems to be supposed. The ways of the east in regard to the medical profession are not the ways of the west. Had we the same customs here there would be one profession the less over crowded.

As early as the third millennium before the Christian era the rewards and penalties of doctors were regulated by state decrees. Thus, for a serious operation upon a man of substance, the operator had ten shekels of silver; for the like upon a poor man three shekels. In the case of the death of a patient attended, then the doctors had one of his hands cut off; or, if it were a slave who had been killed by the unskilled one, the latter had to furnish another slave.

Every operation known to the ancients was included in the schedule of rewards and punishments; and even the veterinary surgeon was mulcted for unskilled work, just as, according to statute, he was rewarded for his success.

MIRAMICHI FOUNDRY
STEAM ENGINE AND BOILER WORKS
Chatham, N. B.
JOSEPH M. RUDDOCK, - - - PROPRIETOR
Steam Engines and Boilers, Mill Machinery of all kinds; Steamers of any size constructed & furnished complete.
GANG EDGERS, SHINGLE AND LATH MACHINES, CASTINGS OF ALL DESCRIPTIONS.
Can Dies,
Iron Pipe, Valves and Fittings of All Kinds.
DESIGNS, PLANS AND ESTIMATES FURNISHED ON APPLICATION.

THE WATERLOO OF TO-DAY

HOW RELICS OF THE BATTLE ARE PRESERVED.

Aptitude of Hotelkeepers in Supplying Demand For Souvenirs.

Waterloo and lace are the two great attractions that draw thousands of tourists to Brussels every year. There are of course other objects worthy of attention in the capital of the little Belgian kingdom. Its wide boulevards, handsome parks, and artistic buildings are reminiscent of Paris, so much so that the term "le petit Paris" has been generally accepted as descriptive of the beauties of Brussels.

There are three ways of reaching the battlefield of Waterloo, by rail, by steam tram car, or by coach. The trip by coach is decidedly preferable, as one gets an excellent opportunity to see the country and observe farm and village life in Belgium. It is seldom difficult to secure seats, for if the one regular and stylish coach is filled, two old-fashioned vehicles of ample dimensions will be brought into service. It is always an attractive sight to see the coach as it leaves the Place Royal to the musical echoes of the horn as the farewell blast is blown, but when the three coaches are in line there is always a big crowd on hand to cheer the departing visitors.

The field of Waterloo is about twelve miles from Brussels, and the coach fare there and back is surely reasonable enough, seven francs, about $1.40, with an extra franc for the driver. This, of course, does not include the table d'hote lunch at the bustling Museum Hotel, where the coaches stop preparatory to a partial inspection of the field; nor does it assist in reducing the numerous half-franc admissions which occur so frequently as to cause wonder and consternation to those not possessing a comfortably filled pocketbook.

If the road to Waterloo, after leaving the park, were only as comfortable to the body as the beauties of nature are to the eye, the limit of perfection would be reached. Every foot of the road, except a narrow strip at one side, is paved and with such large, rough stones as to occasion such a prodigious amount of jolting that the mere memory of it is misery. It is, therefore, a grateful relief to the passengers to clamber down from their seats and enjoy the freedom of pedestrians when the driver pulls up for his first stop at an unprepossessing-looking inn in the unpicturesque

VILLAGE OF WATERLOO.

This inn, moreover, is the first war museum that the tourist encounters, and, although he may refuse the liquid refreshment that a bustling Frenchwoman stands ready to provide he cannot gracefully escape the payment of his first extra half-franc for the inspection of Waterloo souvenirs.

The battle was fought from three to five miles beyond, but the village of Waterloo has given its name to that momentous struggle of June 18, eighty-nine years ago, because it was the Duke of Wellington's headquarters previous to the battle, and many of his letters and despatches were sent from this inn. On that account it is one of those places which must be seen when doing the battlefield.

The museum consists of two rooms immediately over the ground floor. One is very small, and contains nothing of interest. The other is considerably larger. Scores of old muskets, sabres, and other destructive weapons are suspended from the walls. In glass cases, amid a jumble of minor relics, are two or three skulls and a number of small bones plowed up in 1895, gruesome reminders, indeed, of that fearful carnage that has made the year 1815 memorable. All these, however, are of secondary interest, compared to the three great relics in the room— two old bedsteads and one miserably tattered armchair. The latter was the Duke of Wellington's chair when he occupied the room, and a small desk is also shown which is said to have been used by him.

The Duke slept in one of the beds previous to the battle although not on the eve of the conflict, for he was at the famous ball given by the Countess of Richmond in Brussels. Upon the other bed, Col. Sir Alexander Gordon, one of England's most popular officers, died, a few hours after being brought, mortally wounded, to the house. Col. Gordon was a brother of the Earl of Aberdeen, and the day after the battle the Duke wrote a very touching letter to the Earl, informing him of his brother's death, adding: "He lived long enough to be informed by myself of the glorious result of our action, to which he had so much contributed by his active and zealous assistance."

RELICS OF THE FIGHT.

Leaving the unattractive Village of Waterloo, with its dirty children, whose only diversion seems to be to run after the coach and keep up an incessant cry for centimes, the journey is continued along the same road which was tramped by thousands of the allied troops on their way to action. Within less than two miles, the little village of Mont St. Jean is reached. This formed the centre of the allied forces, and a mile beyond marked some of the fiercest fighting of the day. The farm of La Haye Sainte was close by, and that was the only position occupied by the allied troops that Napoleon captured. A little less than a mile beyond the village are two monuments, one to the memory of Col. Gordon, and the other in honor of the Hanoverian officers of the German legion. Near by, there formerly stood a large elm tree, which for years bore the name of Wellington's elm, as the Duke is said to have stood under it during the day, watching the progress of the battle. It has long since disappeared, carried away piecemeal by relic hunters.

A few yards beyond this spot and towering over everything else on the battlefield is the mound of the Belgian lion. The mound rises two hundred feet above the surface, and so much earth was taken for its erection that the original level of the ground for nearly a mile around has been lowered several feet. On top of the mound, upon a granite pedestal, is the enormous Belgian lion, weighing nearly twenty-eight tons, and made from cannon captured from the French during the conflict. It is a simple, dignified, and majestic monument of the great battle that shaped the destiny of Europe for the nineteenth century. A splendid view of all the points of interest over the wide field is obtained from its summit. The land presents no sharp features beyond slightly undulating hills, and it is cultivated almost entirely with grain. When seen in the harvest season, the yellow, gently waving tops, spread over hundreds of acres, present a wonderfully peaceful, restful sight, and it is difficult to imagine that this is the graveyard of over

20,000 HUMAN BEINGS.

Waterloo has always had a peculiar fascination for old soldiers, and ever since the days of Major Cotton one or more retired English soldiers have passed the closing years of their lives there, eking out a fairly comfortable subsistence as guides. The dean of his class now is an old but cheerful member of a Highland regiment. He wears an imposing costume of brown, heavily trimmed with black braid. His little cane is never at rest as he points hurriedly here and there over the field in the midst of his fluent description of all the military tactics employed by the opposing armies. It is a genuine pleasure to accompany him to Hougomont, for the intensity of interest which he infuses into his words recalls the fearful charges of the French and their heroic repulse by the English with startling vividness. The care that is bestowed upon the ruins of Hougomont to keep them in a properly ruinous condition is also of material aid in these reminiscences of 1813.

The usual half-franc admission is exacted before entering the gate of the chateau. In New England the term chateau would be simplified into that of farmhouse. None of the beauties, ancient or modern, that the word chateau anticipates is to be seen. The buildings are very plain and are occupied by farming people. The old chapel, now separated from the main house, is one of the most interesting of the ruins. The French shells set fire to a portion of the chateau, and before they were extinguished one end of the chapel was burned and the wooden crucifix over the altar was scorched. To this day it is said that the flames stopped when they reached the effigure of Christ. The figure has always remained in its original place, but a wire screen now protects it, for about two years ago some tourists, the guide refrained from intimating that they were Americans, cut off one of the legs. The image has been repaired, and a closer watch is kept over the ruins of Hougomont.

THE FIGHT AT THE ORCHARD.

The brick wall surrounding the inner orchard is still perforated with the same loop-holes through which the British fire mowed down the French as they came up to the very muzzles of the guns, some, indeed, leaping upon the wall only to meet instant death. The French never got inside the orchard. Napoleon sacrificed thousands of his best troops in a vain effort to capture this improvised fortress. If not the key to the British position, it was one of the most important points. Had Napoleon been successful, it would have enabled him to turn the flank of the allied army, and instead of St. Helena a renewed residence in the Tuileries would undoubtedly have awaited him.

In front of the entrance to Hougomont stand three veteran chestnut trees. They are the only living survivors, perhaps, on the entire battlefield, of that fateful day. After the conflict, hundreds of trees that formed the thick wood around Hougomont were so badly torn and scorched by powder and ball that they never put forth the next season's leaves. Even those that lived always bore unmistakable evidences of their fearful baptism by fire. It is so to-day with these three survivors. They present a rugged and battle-scarred appearance. The marks of age and decay are upon them, and as one leaves the place he feels like giving a respectful salute to these grim, mute witnesses of so much that represented the horrible realities of war and yet of so much that represented human heroism and endurance.

THEORY OF MAGNETISM.

Depends in First Place Upon Molecular Arrangement.

The modern theory of magnetism, known as Webber's, aided greatly by the work of Professor Ewing, maintains that even the smallest physical quantity—the molecule—present in a bar magnet is itself a minute magnet. Hence the power of the magnet depends entirely, in the first place, upon molecular arrangement.

This can be easily seen by filling a glass tube with steel filings, loosely packed; at first these are all in disorder, but if a magnet is drawn over the tube they begin to turn themselves into one direction till perfect alignment takes place, when the tube acquires the properties of a magnet.

The breaking of bar-magnet into pieces, each piece in turn becoming a magnet, confirms this theory; so does saturation, as it is called, when the molecules are arranged, and no further effect takes place. The theory of magnetic kepers closing the lines of force, thus preserving and not dissipating the power, is also in accordance with this. The primary source of magnetic power is still unknown.

SHE HAD TO FORGIVE.

Mrs. Winks—"Mrs. Ayres and her husband have had a dreadful quarrel just because she gave him a letter to mail and he carried it around in his pockets for a week. Isn't it too silly of her?"

Mr. Winks—"Maybe that would make you mad, too."

Mrs. Winks—"Oh, John, I wouldn't lose my temper over a little thing like that."

Mr. Winks—"I'm glad to hear you say it, my dear. I just recall that I've still got that letter you gave me last Wednesday."

DRIVING CONCRETE PILES.

In the suburbs of Berlin recently concrete has been employed in place of wood in making piles to be driven into the ground for foundations to buildings. These singular piles, varying from 17 to 26 feet in length, are triangular in cross section, and consist of Portland cement mixed with river ballast, the composition being stayed with an armature comprising, for each pile, three quarter-inch iron rods tied together at regular intervals, the rods being set into the concrete. The heads of the piles are guarded by buffers, and, thus protected, they can be hammered into the ground like wooden beams with a pile-driver.

TRAIN RUNS ON THE ROAD

METHOD DISCOVERED TO DO AWAY WITH RAILS.

Innovation in Transportation Has Set Paris Agog With Excitement.

A new thing in road-hauling has been found. A new thing in mechanics. So new that every one is talking of it. So simple that every one is asking himself: "Why did you not think of it?"

Why do railroad trains run on rails? There are several reasons; but one all-sufficient one would be that without the rails they could not turn corners, writes a Paris correspondent.

You can try it yourself with four or five or six wagons hitched together and a horse or two hitched to the first, to pull the lot. The horses, the first wagon, the second wagon, the third, the fourth and the fifth, all in a row. And all goes well, so long as you go straight ahead. But try to turn a corner. Try to describe an arc. The first wagon gets around all right, behind the horses. The second wagon follows the first—with a still greater tendency to pull inward, and the third still more. You are lucky, indeed, if the fourth wagon is not overturned.

EXPLANATION IS SIMPLE.

Why this happens is so simple that I need not tell you. There is no farmer's boy who does not know it, and it is still easier to tell why railway rails prevent the train from doing the same thing when turning corners.

Up to the present we have never seen road trains upon our highways. And so in France, the land of automobiles, where millions upon millions are invested in the automobile industry, chauffeurs at most pulled one auto with another, one and one only.

Now, in a word, all this is changed. When you come over here next year you will see automobile trains, for hauling freight and produce and for passengers on all of the French highways, for everything that touches his great industry goes quick in France. You will see these trains turn corners as by magic. You will see two or three well loaded automobile wagons flitting past behind a light little fifty horse-power petroleum tractor.

This sensation of the automobile year in France is the invention of Colonel Renard, one-time dirigible balloon experimenter and later for many years the director of the (spherical) balloon station of the French army at Meudon. It was Colonel Renard who in 1885 combined with Commandant Krebs, the inventor of a specially light electric motor, to build the cigar-shaped dirigible balloon "La France," and departing in it from the Meudon Park it cannot be denied that they got back to Meudon without touching ground. Thus the name of Colonel Renard will live in ballooning annals.

THOUSANDS SEE TRAIN.

Now for the automobile train of Colonel Renard. During the past month hundreds of thousands of Parisians and foreigners have gazed on the light sample exposed in the automobile salon. With a short time it will be running between Paris and Versailles or Paris and Fontainbleau, over the old King's highway.

At glance at it you would say: "Here we have a kind of train consisting of an ordinary fifty horse-power petroleum auto in front, and hitched to it three or four smart, light-running carryall wagons, seating ten people each. How can such a light auto pull all that? Why don't its wheels skid?"

Its wheels don't skid, because the automobile does not really pull the train. There are really two inventions, or one invention and one discovery.

It is true that all the power and all the direction comes from the front auto. It is like an ordinary auto—almost. It has its motor, its change of speed, its several brakes, but please take notice that out of its change of speed in place of having one transmission, like an ordinary automobile, it has two—one going to the back wheel, as in an ordinary auto, and the other going straight to all the other wagons.

Have you ever seen a chainless bike? You know those slanting cogs? Santos-Dumont's long connecting rod transmits by the the same curious device the power from his motor, situated in the centre of his air ship keel, to his screw-propeller at the stern.

POWER TO ALL WAGONS.

In this train you must imagine a sensational long connecting rod of very rigid steel that runs the whole length of the train on which the wagons are threaded, so to speak. You see it in the profile outline of the train. Look between the auto and the first wagon, or between any two wagons. You will observe what seems to be a double coupling. The bottom one is the real coupling. The top one is this connecting rod.

And so the power is transmitted from the automobile in front by means of this revolving rod to the hind wheels of each of the wagons, by means of the cog device of the chainless bike.

You will ask how such a rigid rod can turn a corner? It will be impossible to describe on paper the ingenious contrivance, which in French is called a cardan joint. It is not precisely new, but very likely you never saw it. I will therefore ask you to believe me when I tell you that it permits the rod to be articulated while remaining rigid. You can see a lot of these joints in the illustration always marked "c-j" ("cardan joint").

Thus you understand how the train pulls itself. That is what it does, because the head auto does not pull it, but contains and transmits its force to the back wheels of each wagon—the same force with which it moves itself, because the long connecting rod necessarily turns with the same force and velocity throughout its whole length. Otherwise it would twist and break, of course.

Thus you know why the wheels of the front auto do not skid, although the train be heavy. It is not doing any more pulling than the wagons behind it are doing. What it does do, besides, however, is to direct the whole train in its course.

MYSTERY IN INVENTION.

I have heard it called a discovery, a device and an invention. I hardly imagine it patentable. When three wagons hitched together are pulled around a corner, why is there that increasing tendency to cut the arc, pull into the centre and upset?

Standing round the Colonel Renard road train in the automobile salon, I have heard a thousand incoherent explanations, arguments, disputes, elucidations, demonstrations with and without pencil diagrams on the backs of envelopes and cuffs, exclamations, interruptions, corrections, exceptions, contradictions, objurations and recriminations on this interesting question. During the last month it has divided families and parted lifelong friends. Let you and I risk nothing like it. Explain it for yourself.

Also you can explain why Colonel Renard simple lengthened the couplings between the auto and the first wagon and between each wagon. In each case the cardan-joint is directly above the coupling-joint. So the train is supple. It can turn.

And it does turn. The long couplings have their length calculated geometrically to aid in permitting the train to turn corners. Note, this would not be sufficient if the automobile at the head of it really had to pull the train. The second or third wagon would go into the inside gutter turning the first corner. But the automobile does not pull the train, as you have seen. It but contains and transmits its force to all the wagons by means of the long connecting rod and the chainless bike cogs.

And there you are.

KILLED A REGICIDE.

Two Coreans Murder One of the Assassins of the Late Queen.

One of the murderers of the Queen of Corea, who fled the country and has been living in Japan, has fallen a victim to her avengers. Two men were sent to kill him, and they have fulfilled their mission. The matter has been kept quiet because Japan cannot execute them without giving grave offence to one of the political parties of Corea. The facts, however, were published in that country recently.

After Japan's triumph over China, the dominating influence in Corea was Japanese. The King and Queen soon found that the liberal laws and many reforms introduced by Japan had stripped them of most of their power. The strongminded Queen was beside herself with rage, and, rightly or wrongly, she was accused of plotting to assassinate the new Cabinet installed under Japanese influence.

Native friends of the Japanese decided to kill her, and one night a party of armed men burst into the palace and stabbed her to death. None of them were caught, and all got safely out of the country. Prominent among them was a man named U-Pom-sun, who fled to Japan.

Most Coreans were tired of the Japanese regime, whose reforms were a little too rapid for their conservatism. They were horrified also at the murder of the Queen, and when it became certain that U-Pom-sun was a refugee in Japan there was loud demands that he be sent home for punishment; but Japan refused to surrender him, asserting that his crime was political and

HE WAS NOT EXTRADITABLE.

A band of Coreans took a vow that they would never rest till U-Pom-sun had paid for the tragic death of the Queen with his life. But the man whom they sent to Japan to kill the regicide could not find him. He was living in retirement and under an alias. It was not till October last that his out of the way place of concealment was discovered and the man recognized.

One day two men came to the hamlet where U-pom-sun made his home. They did not deny that they were Coreans. They were travelling through Japan studying the country and having a good time. Their intended victim had no suspicion as to their real character. He had never seen them before. They drank and played cards with him and the three became quite friendly. Strangely enough, they lived in the same house with him for three or four days and he was not at all disturbed by their presence.

On the evening of Oct. 25 the three men were drinking together, when one of them pretended to take offence at some remark made by U-Pom-sun and suddenly whipped out a knife and stabbed him. At nearly the same instant the other man struck the victim on the head with a piece of iron, fracturing his skull. His death was almost instantaneous. The name of the man who stabbed him was Ko Yung-geun; the other assailant was No Wun-myung.

The men were at once arrested as common murderers. Each of them drew from his pocket a paper declaring that they had been deputized to go to Japan to avenge the death of the late Queen.

At last accounts the murderers were still in jail. It is not believed in Corea that Japan will inflict severer punishment for their crime.

SURPRISING THE BOARDER.

When the new boarder went into the dining-room and sat down there was only one other person at the table. The new boarder had a kind heart, and he thought he would be affable.

"I s'pose you've boarded here for some time?" he said to the other man.

"Yes. Quite a long while."

"How is it? Any good?"

"Yes, pretty fair. I have no complaint to make."

"Landlady treat you decent?"

"Well, perhaps I ought to——" and then he hesitated.

"Oh, never mind, old man," said the new boarder. "That's all right. I'm on. But say, mabbe you never tried chucking her under the chin once in a while. That's the way to get on with 'em. I never had a landlady that didn't treat me A1 yet. It's all in the way you handle 'em. Call 'em 'sister' and give 'em soft, sweet, cosy talk about their looks. That's the way to fetch 'em. I'll bet I can live here for a month right now without being asked for a cent. Watch me nudge her when she comes in. Before this time to-morrow she'll be telling me her family history. Poor old girl! She looks as if she'd had her troubles. Probably got tied up to some John Henry who was about man enough to 'shoo' chickens out of the yard, and that's all. My name's Hudson. Let's see, I haven't heard yours, have I?"

"No—no, I believe not. But it doesn't matter. I'm just the landlady's husband."

Ask your druggist for a calendar if you want fresh dates.

TOWARD CIVIC INSURANCE

MOVING TO THAT END IN LONDON, ENGLAND.

The Committee Find Difficulties in the Way of Realizing It.

The corporation of London has recently been considering an influential petition from citizens, especially those connected with Cripplegate Wards, asking them to take such action as they might deem expedient to relieve them from the excessive charges now demanded by fire insurance companies, and in effect to start a system of municipal insurance of all buildings, within the city area, says an English exchange.

An exhaustive report has been presented by the City Lands Committee on the subject. The committee, considered several points as of primary importance. Parliamentary powers would need to be obtained before a compulsory insurance premium rate could be legally levied in the city. Such a bill, even if expedient, would meet with considerable opposition from the insurance world generally, and might be anything but acceptable to owners of property situated in those parts where block insurance did not obtain.

SECURITY INTANGIBLE.

The security for the insured under such a scheme seemed hardly tangible enough, for even with comparative immunity from fire loss it would take some time to build up a substantial reserve fund.

On the other hand, should extensive losses sweep away the reserve and cause a deficit, a special rate would have to be fixed and forthwith levied on all the policy-holders. Thus the settlement of large claims might be retarded, and dissatisfaction engendered. Most insurers, including trustees of public and private estates, would prefer the security represented by the accumulated reserve funds of the various insurance companies, which amount to about 40 millions.

Among the premises to be insured would necessarily be the Guildhall, the Mansion House, and other city property belonging to the corporation. These formed a considerable portion of the security for the bondholders of the corporation, and it did not appear to the committee that it would be right to subject them to a risk so inadequately secured.

DIFFICULTIES IN THE WAY.

The scheme of the memorialists provided only for the insurance of all buildings within the city. The citizens would therefore be compelled to insure elsewhere the valuable goods deposited therein. If the scheme were adopted it would enhance the cost of insuring goods, as the companies, being offered this only, might demand terms more onerous than those which they now obtained.

The proposed municipal insurance scheme was to be applicable only to buildings within the city. It could not therefore participate in really remunerative fire insurance business such as was represented by residential and suburban property, and for that reason alone it was doubtful if the ordinary insurer would not get better value—not to mention more satisfactory security—by placing his insurance with an existing insurance company whose business was unrestricted in its operations. The provision of new and properly equipped fire stations in the near future of the heavy insurance rates which had given rise to the petition of the traders of Cripplegate.

The committee could not see their way to support the scheme or recommend its adoption.

COSTLY METAL PLATINUM.

Only a Little of It Has Yet Been Found.

Authorities disagree as to the correct time when platina was first discovered. That it was known to the ancient nations there can be little doubt. Some authorities declare that it figured in the early history of the world and was one of the component parts used in tempering copper, and that it contributed to the Damascus blade that has been the theme of speculation for centuries. The Spaniards knew of its great utility and gave its name "Platina" (little silver) on account of its resemblance to silver in appearance and color. For several hundred years the Spanish alchemists, knowing its strong affinity to alloy with gold, and fearing its peculiar fusion qualities, retarded its powers and veiled its value and production in accordance with the bigotry that ruled that nation during the centuries when its vessels plowed every sea and its discoverers left trails of disaster and ruin in the mad search for gold and conquest.

As time rocked the cradle of events the sunlight of truth dispelled the fogs of ignorance, and a new era began amid the ruins of the most lamentable failure in history for Spanish supremacy. To the most careful reading of history the authorities now generally agree that platinum, as it is now called, had a modern definite discovery as a useful metal

ABOUT THE YEAR 1741.

Sir Charles Wood, assay master at Jamaica, in testing the ores obtained from the abandoned Spanish mines of Choco, Peru, noted this strange, peculiar metal. It was not fully described as a distinct metal until 1749, and since that time platinum has occupied a position as the noblest of the precious metals. It is an astonishing fact that, with all the material advancement that has been accomplished in the world, the supply of platinum has remained obscure and practically unknown to the general public.

Platinum is associated with and composed of iridium, rhodium, palladium, osmium, and ruthenium. These are called the family group of platinum. Iridium is a great medicine, and ranks with radium.

Wallaston separated the platinum family and opened up the keen discovery that unearthed the rare qualities of these rare and precious metals. Ninety-seven per cent. of all the platinum sands mined in the world come from the Ural Mountains of Russia. They are transported 42 miles by horse and cart to the railroad, thence 2,200 miles by steam cars to St. Petersburg, and there treated and smelted under the watchful eye of the Russian Government.

It is worthy of especial attention to note that less than five thousand pounds (troy weight) was mined in the entire world during the year 1902, and that a platinum famine exists. The demand is constantly increasing, but the supply is not increasing.

Platinum is only found in the native state, occurring in small glistening granules of a steel gray color which always contain an admixture in varying proportions of the family group. Platinum alloys easily with other metals, for it is the supreme king of all.

WILLINGNESS.

"But would you die for me?" persisted the romantic maiden.

"I would," replied the frank and elderly suitor. "Even now I am using a high-priced preparation warranted to restore hair to its original color."