

The Chitral campaign having been successfully and even brilliantly completed, public opinion in England is considering what shall be its permanent fruits. The main question is as to whether Chitral shall be retained or given up, and there are arguments for either course. To stay at Chitral means increased cost, as its defences must be looked after, and there is some reluctance to put fresh burdens on the people of India. And again, it is suggested that the passes over the Hindu Kush are not practicable for troops, so that the abandonment of Chitral would not give advantages to an enemy that might seize it and thence attempt the invasion of India. Finally, while British military authorities speak of Chitral as a useful "flank bastion," they do not, of course, class it at all in importance with Candahar and Cabul.

On the other hand, there is a strong protest against withdrawal from the advanced post, after the sacrifice of many lives in the Chitral campaign and the expenditure of more than \$5,000,000, even though the immediate purpose, that of the rescue of a garrison, was accomplished. As to the alleged lack of practicable roads, Lord Roberts shows that there are two such roads into Chitral, and two out of that point which command the line of communication between Peshawar and Cabul, besides a third that leads to Gilgit and Cashmere. Indeed, since the British expeditions moved successfully on the Dir road to Peshawar and on the Mastuj road to Gilgit in the recent campaign, with the season unfavorable, why should not these routes be practicable for an enemy starting from Chitral and taking the opposite course?

Then, as to the passes over the Hindu Kush, it is true that they are open only at certain seasons; but those would be the seasons chosen by an enemy; and it is recalled by the Times of London, that Russia, seventeen years ago, sent a force toward them, as if she considered them practicable for both men and guns. Again, as that authority also points out, the moral effect of abandoning a point which has been held for several years, and has just successfully resisted an attempt to capture it, might be bad on the tribesmen of that region between the Hindu Kush and the borders of the plains of India. They might take it for a sign of weakness and become aggressive. Besides, the lad whom the British have set up as ruler there would very likely be killed, while the annexation of Chitral to Afghanistan would be unpopular in Chitral.

Such are the arguments we find the London press using in behalf of holding Chitral and the Dir road. Indeed, probably any other course would expose the Government to severe criticism. John Bull does not often give up a footing that he has once acquired and believes he can hold.

PEARLS OF TRUTH.

- No violent extreme endures.—Carlyle.
- Ah! the soft starlight of virgin eyes.—Balzac.
- Faith is not reason's labor, but repose.—Young.
- Education is the apprenticeship of life.—Willmott.
- Nothing is so atrocious as fancy without taste.—Goethe.
- The flower she touched on dipped and rose.—Tennyson.
- Public instruction should be the first object of government.—Napoleon.
- True wisdom, in general, consists in energetic determination.—Napoleon.
- We reform others unconsciously when we walk uprightly.—Mme. Swetchine.
- He has oratory who ravishes his hearers while he forgets himself.—Lavater.
- Happy are they who can create a rose-tree or erect a honeysuckle.—Gray.
- Every production of genius must be the production of enthusiasm.—Disraeli.
- Our natures are like oil; compound us with anything, yet still we strive to swim upon the top.—Beaumont and Fletcher.
- Precept is instruction written in the sand, the tide flows over it and the record is gone. Example is graven on the rock.—Channing.
- Would they could sell us experience though at diamond prices, but then no one would use the article second-hand.—Balzac.

Reads Like a Fairy Story.

Cycling has proved of unexpected benefit to more than one manufacturer of a line of goods entirely distinct from those usually connected with bicycling. A large watch concern one day found themselves burdened with a lot of wheels and interior works of a line of watches which, for some reason or another, had not proved satisfactory. The mass of material was virtually worthless, and to get rid of it was offered for sale at any price, but no one wanted it. An ingenious workman, wanting a cyclometer for his wheel, went to this scrap heap, selected seven parts from it, added two more of his own making, and the result was an accurate, durable, and economical cyclometer. Other workmen who were cyclists did the same thing until the value of the scrap heap became known to the heads of the company, with the result that from what was at one time deemed a worthless scrap heap over 5,000 cyclometers a day are now being turned out and retail at \$2 each. Reads like a fairy story, but it is the truth, just the same.

BY RAIL TO INNER AFRICA

ENGLAND DECIDES TO BUILD THE ROAD TO UGANDA.

Parliament Votes for it, and the Work Will Soon Begin—The Railroad Will Be 800 Miles Long—It Will Cross the Land of the Once Dreaded Masai—Preliminary Survey Already Completed—Why England Will Carry Out the Greatest Enterprise Yet Projected in Tropical Africa.

The British House of Commons, on June 13 last, agreed to a measure which pledged the country to build a railroad from the Indian Ocean to central Africa. Sir Edward Grey, in moving the passage of the bill, said the Government had come to the conclusion that it was necessary to construct a railroad between Uganda and the coast, and as soon as arrangements could be made, work on the railroad would begin. It was not a party question and the House was almost unanimously in favor of the project, the vote standing 249 to 51. The new Unionist Government may be expected to push the enterprise with even greater energy than the Liberals would have done; for it was Lord Salisbury's Government, about five years ago, that paid the greater part of the expense in making a preliminary survey for this railroad; and very likely the road would have been built before this if Mr. Gladstone had not suddenly come into power with very conservative views as to colonial expansion.

Thus, when on its last legs, the Liberal Government took up the project it had throttled when it came into power. In the debate on June 13 Mr. Chamberlain, now a member of the new Government, said the fresh proposals completely justified the action of Lord Salisbury's administration. As we shall see, the Liberal Government had undergone no change of heart, but was fairly dragged on by the present state of affairs on the upper Nile into deciding suddenly that there was nothing to be done except to build that railroad to Victoria Nyanza.

way all night in pouring rain to circumvent some threatening kraal. If he could amuse or awe the natives he was all right. It happened that in his mouth was a plate with two teeth, and this convenience became a most important part of his equipment. There was a pause in hostile proceedings at once if the natives were near enough to see Thomson take his teeth out one minute and put them back the next. The savages were convinced that any man who could do that was not to be trifled with.

But even at that time the most formidable days of the Masai had passed away. The deadly plague, that in this decade has carried off millions of African cattle and inflicted a terrible blow upon all the pastoral tribes, had begun its ravages. For many miles at a time Thomson and his men could hardly breathe, so heavy-laden was the air with the odor of decaying carcasses. The Masai have lost most of their cattle, and it looks now as though the most unscrupulous and arrogant of all the African tribes were beginning to settle quietly down to till the soil for a living.

Then the East Africa Company, a British concern which acquired this vast territory, found it an elephant, and has recently turned it over in the Government, spent some years planning a line of station, from the sea to Victoria Lake, each station

A CENTRE OF MILITARY FORCE.

These fortified posts, lying mainly along the line of the projected railroad, with garrisons ready to lead Masai raiders the liveliest sort of dance, greatly discouraged their lawless propensities. The Masai really have the making of fine fellows. They are intellectually keen and physically as well as high spirited. "They are the most magnificently modelled savages I have ever seen or even read of," said Thomson. "Beautifully proportioned, they are characterized by the smooth and rounded outline of the Apollo type." In a few years the tourists, who will be sure to improve the opportunity the railroad will give them to make a flying trip to Central Africa and spend a few days on the shores of the second largest lake in the world, may see the once wild Masai tending their herds and tilling their fields in a prosaic and orderly way.

It will be safe to wager that "personally conducted" tours to Victoria Nyanza will be advertised within six months after the road is thrown open for business. Trips to Matabele Land are already a feature of tourist traffic, though the iron horse has not yet made his advent there. The far more attractive region of Victoria Nyanza, around which cluster half the interest and romance that inspired the world to throw

or useful trades. Other white men among them say they gladly learn boat building, carpentry, and other artisan pursuits. These people, several millions in number, are now to be brought within easy reach of the civilized world, and the effect upon their fortunes and their country is bound to be enormous.

MANY WHITE MEN

are going to live among them. Col. Colville the British Commissioner in Uganda, says that the northern part of the country, away from the low and damp regions of the lake shore, may be colonized without any difficulty by large numbers of white farmers, stock raisers, and coffee planters. The people still regard their King as an awe-inspiring object, but he is powerless. England is master. She has by act of Parliament taken Uganda under her protection, and is responsible for the maintenance of law and order. Her administrative and military needs require her to keep a large force in Uganda. Before long there will be 5,000 men on her pay roll in this part of Central Africa, and this is the milk in the coconut that has led to the sudden decision to build the Uganda railroad.

Every pound of supplies for these thousands of Government employees, and all the merchandise and stores required by missionaries and traders, have to be carried 800 miles on the backs of men. Freightage costs sixty-five cents a pound, or \$1,300 a ton. This tax is enormous, and it is growing every month. It will be much cheaper to pay the interest on the money it will take to build and maintain the proposed light, narrow-gauge railroad. Added to this is the fact that Uganda will not be worth a copper to England until the railroad is built. There is no hope of developing the land until there is quick communication with the coast. If the Mahdists or any other source of trouble should cut out hard work for the British garrison it would take nearly six months to send supplies or reinforcements from England. The British are in Uganda to stay, and the railroad is the essential condition of successful occupation. So the burden will be shouldered and the work pushed on. The surveyors estimate that it will cost \$12,000,000. The marvelous will happen. The ordinary tourist will make the journey to the great lake in three or four days, that cost Speke nearly a year of hardship and peril.

NEW CYCLING WRINKLES.

A "Cork-Soled Pneumatic Tire" and an Electric Searchlight, Which is Fastened to the Cap.

A thousand minds are busy inventing appliances to increase the speed, usefulness, comfort and portability of the bicycle. One man has patented what he calls "the cork-soled pneumatic tire." Half of the space now occupied by compound air is taken up with a semi-circular filling of cork, which is at once light and yielding and which the inventor claims will prevent punctures. He is willing to ride with his cork-soled pneumatic tires over miles of tracks, broken glass and newly spread macadam, and seems to think he has made a big discovery.

Another man sends in a plan of a home-made bicycle lamp that will not go out. An ordinary thin, straight drinking glass is first neatly removed of its bottom. Then the exterior is painted a dead black, with the exception of a small bull's-eye. The top and bottom are filled with thin cork, in which holes are left for ventilation, and the light is furnished by small wax candles, such as are used on birthday cakes and in so-called fairy lamps. The wax candle, it is claimed, will not go out through vibration as readily as an oil lamp. It will burn for two hours, steadily, and extra candles may be carried conveniently.

As for saddles, not a day passes without the invention of some new one, founded on anatomical or other principles. There are pneumatic saddles and coiled-spring saddles, aluminum saddles, horn saddles, saddles on springs and saddles set firmly; racing saddles, long distance saddles, cattle saddles, single or double "lugged" elastic cross saddles, and any more that differ from others only in the merest detail. A firm has placed upon the market a novel electric lamp. The lamp, a small incandescent affair, is attached to the visor of the cap. A small storage battery of eight hours' capacity is carried on the wheel or in the pocket, with a body wire leading from it to the terminal points on the back of the cap. The lamp in front is detachable in like manner, and weighs about one and a half ounces. In its very nature it is a true searchlight, the light always being focused in the direction that the rider is looking, and, being on the visor, the eyes are protected from the glare.

A CITY AT THE BOTTOM OF THE SEA.

The Ruins of a Large Town Discovered in the Adriatic at a Depth of 80 Feet.

The city authorities at Rovigno, on the peninsula of Istria, in the Adriatic Sea, have discovered, a little south of the peninsula, the ruins of a large town at the bottom of the sea. It had been observed for years that fishermen's nets were sometimes entangled in what appeared to be masses of masonry, of which fragments were brought up from the sea bed. Then a diver declared that he had seen walls and streets below the water, and so the authorities of Rovigno decided to investigate. They sent down a diver, who, at the depth of 80 feet, found himself surrounded at the bottom of the sea by ruined walls.

Continuing his explorations, he traced the line of walls, and was able to distinguish how the streets were laid out. He did not see any doors or windows, for they were hidden by masses of seaweed and incrustations. He traced the masonry for a distance of 100 feet and there he had to stop, for his diving cord did not permit him to go further. He had proved beyond a doubt that he had found the ruins of a once inhabited town which, through some catastrophe, had been covered by the sea. It is probable that these are the ruins of the lost town Cissa, upon the island of that name, mentioned by Ptolemy the elder.

To great evils we submit; we resent little provocations.—Hazlitt.

HEALTH.

Hot-Weather Babies.

There are many things which determine whether the hot-weather baby is to enjoy a season of comparative tranquility, or whether his own happiness and that of every one around him is to be compromised. In the matter of diet it should be remembered that the child is a member of the human family; and if grown people are somewhat capricious in their tastes, why should not an infant have the same privilege?

Of course, it is evident that the diet of a young infant cannot admit of much variety no matter what the season. But it is also evident that its food needs more careful preparation in hot weather than at other times.

If the baby is being brought up on the bottle, the milk should be carefully selected and sterilized, and should be freshly prepared at every feeding. It should not be sweetened so highly, nor should it be made as rich in proportion as during the winter months, when the fat is needed.

If the child is being brought up at the breast, the same care must be taken, only the efforts must be directed through the nurse. She must be very careful of her diet, eating nothing which, by any chance, may interfere with the infant's digestion. In hot weather she, too, will require a smaller proportion of fat-forming food. The child will be affected by every change in the milk.

Summer is an excellent time in which to foster in the young child an appetite for bathing. The water should be as nearly as possible of the same temperature as that of the child, and he should be gently immersed, not plunged into it, and left for a few moments. The action of such a bath is both cleansing and soothing.

There is not much cause for rubbing the child with soap, certainly not for scrubbing him. The water may be softened by a little borax, which will also make it sufficiently cleansing. The drying process should be carefully done, and the surface of the body should be gently patted with a soft flannel, rather than wiped or rubbed. The parts which are in danger of chafing should be kept lightly dusted with five parts of zinc oxide to twenty-five parts of starch.

It is advisable to give the baby all the fresh air possible during the summer months. If he is able to enjoy the fresher air of the country or seashore, so much the better.

We should remember, however, in connection with this subject, that the proper care of hot-weather babies, and indeed of all babies, does not consist in constantly fussing with them.

Caterpillars and Eye Diseases.

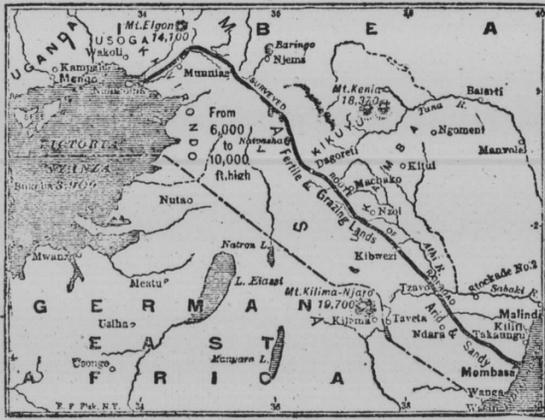
It will be a surprise to many people to know that caterpillars are responsible for an affection of the eyes which may entail prolonged suffering and even result in serious damage to vision. That such is the case has been abundantly proved by a number of instances on record, in which more or less intractable inflammation of the eyes has been found to be associated with the presence of hairs, which after removal, have been identified as belonging to the genus caterpillar. A case is related in which a lad was struck in the eye by a caterpillar thrown at him by a playful schoolfellow. He picked up the insect to examine it, and the hand which seized it became red and developed papules and other indications of local irritation. A day or two later the eye became the seat of what proved to be a very troublesome inflammation associated with the presence of rounded elevations due to an accumulation of cells around the embedded hairs, which were subsequently discovered and removed. In spite of treatment, the disease exhibited the characteristic tendency to periodical exacerbations, and it was many months before the unfortunate boy had even approximately recovered from the effects. It does not appear to be known with any certainty what particular species of caterpillar is responsible for these troubles; but it is beyond question that several varieties are capable of determining local irritation when brought into contact with the skin. It will be well, therefore, for caution to be exercised in the handling of caterpillars, and practitioners may find it worth while to bear in mind the facts stated when called upon to treat obstinate cases of recurring inflammation of the eyes, occurring during what may be described as the caterpillar season.

Don't Neglect the Teeth.

A dentist whose practice has been for many years largely among persons who would commonly be called "of a refined and cultured class," finds the neglect of cleanliness of the mouth among children of such persons most astonishing. "These children are being trained in all the arts and sciences," he says, "yet in one school where there were 700 pupils, 500 of them from 10 to 18 years of age, only 500 cleaned their teeth twice a day, 275 used a brush sometimes, and 175 did not own a toothbrush. In the primary department, where there were 200 children from 6 to 10 years of age, it was found that not more than ten were provided with toothbrushes." Further inquiry and investigation showed that this school was not an exception in the matter. Dr. Ritter, of Berlin, found that of 637 persons, 400 of whom were under 15 years of age, only forty-one, or a trifle more than 5 per cent., had perfectly sound teeth. How a child will suffer from mortification in after years if the parents have neglected this most important matter!

Convicted.

Look me in the face, sir! He raised his eyes timorously until they were directed to her countenance. Now, sir, deny, if you dare, that you married me for my money. It must have been your money, he faltered.



THE RAILROAD TO VICTORIA NYANZA.

The road will be about 800 miles long and it will be

THE LARGEST ACHIEVEMENT

yet attempted in tropical Africa. We are too near the great march of events in Africa to see them in proper perspective, and fifty years hence the world will realize more fully than we do what tremendous forces are opening the doors of the Dark Continent. Fifteen years ago the man who would have been called a hopeless crank who predicted that England would to-day be making plans that would result in bringing the largest lake in Africa within three or four days of the sea.

Thirteen years ago the missionary, Farler, told the Royal Geographical Society all he had been able to learn of the country between Mount Kilimanjaro and Victoria Nyanza, where two-thirds of this railroad is to be built. He said no white man had ever entered this immense region, which was the hunting ground of a great nomad people, the Masai, who ate no vegetable food, but lived solely on beef and milk; that they were the terror of all the tribes living between Victoria Nyanza and the sea; that they traveled hundreds of miles on their cattle-stealing torays and left a wake of burning villages and murdered people whenever they went on the war path or the raid; and that no explorer had ever been able to get beyond the fringe of their country, and no Arab caravan, trading between the sea and the lake, ever dared to enter Masai Land less than a thousand miles.

Right through the heart of Masai Land the preliminary survey of this road was run nearly five years ago. It required a year, and the map of the route that was brought back by Capt. Pringle of the survey corps. Even then the Masai had been almost tamed, and we shall tell of

OF THE WONDERFUL CHANGE

that has come in the fortunes of this people who, so recently, were the most ferocious and powerful savages between the great lakes and the sea.

It was the young explorer, Joseph Thomson, who first told us all about the Masai, after he had crossed the forbidden land to Victoria Nyanza, eleven years ago. "Take 1,000 men with you or make your will," was Mr. Stanley's warning to him before he left England. But Thomson ran the gauntlet of these savages with only 150 men, and when he found them, now and then, in rather friendly mood, he improved the chance to study their peculiarities. But he had plenty of hairbreadth escapes. More than once he struck camp in pitchy darkness, and stumbled along his unknown

Africa open to the light of day, will not be neglected. Perhaps nothing will attract visitors more than Mount Egon, not far from the railroad nor from the northern shore of the lake, whose slopes are scarred with natural caves, in which hundreds of the natives live with their herds. Six years ago Messrs. Jackson and Gedge found as many as thirty huts in one of these caves high up the mountain side, 7,500 feet above the sea. The fathers of these cave dwellers once lived in ordinary villages on the plain, but they finally took refuge from their enemies in these caves, and made them at last their permanent abode. A mountain well worth visiting is Elgon, whose top even under the equator nearly reaches the snow line, while its green sides are pitted with deep caverns, the homes of hundreds of human beings.

After crossing the great Masai plain the railroad will traverse a large region that some day may be

THE HOME OF THOUSANDS

of European colonists. We may call it an island lifted above the sea of miasma. Upon this Mau plateau are undulating grass lands, right under the equator, but 7,000 to 10,000 feet above the sea, fine forests of juniper and bamboo, and many running streams of the coolest water. Europeans who have lived long in the tropics say that it seems almost like entering the Arctic regions to gain the top of this plateau. Here Capt. Lugard and others say they wish to see the experiment of European colonization tried. They are sanguine that the experiment would succeed, for the country is very healthful and admirably adapted for stock raising.

It was feared that the ascent of the formidable escarpment to this lofty plateau would involve very large expense, but the surveyors were so fortunate as to find a route that will not require any difficult gradient; and from the level of the plateau the route slowly and gently descends about 4,000 feet, to the Kavirondo plain and the lake.

On the threshold of Uganda the railroad stops, according to present plans and steamboats will carry freight and passengers to the port of Mongo, the capital of the big native empire. Undoubtedly the road will be extended before many years to Mengo, in the heart of the land where live the remarkable intelligent people whom Speke and Stanley revealed to the world. The Waganda are progressive, and the railroad will stimulate their progressive tendencies. Capt. Lugard has recently said that the Waganda will make a new stock to a rifle which can hardly be distinguished from that made by a London gunmaker. They are eager for knowledge of all kinds, whether it be reading and writing, religion,