POOR DOCUMENT

MC 2033

CENTRAL RAILWAY COMMISSION OF TWO

Senator King and George McAvity Appointed at Meeting of the Government Monday Night--Other Matters Which Engaged the Members at Lengthy Session.

The local government at a session which lasted from 8 o'clock Monday evening until 1.30 Tuesday morning transacted a large amount of business. The most important part, perhaps, was the appointing of the commissioner under the act passed at the last session of the legislature in connection with the New Brunswick Coal and Railway Company's railway in Queens county.

George McAvity, of this city, and Senator George G. King, of Chipman, were appointed. They are to make a full report to the government before any further assistance is given the road, upon the condition of the railway and the amount required to carry on improvements necessary.

An exhaustive report upon the Beersville Railway in Kent county was made by the surveyor general and the solicitor general who were appointed a sub-committee to examine into the differences between the Beersville company and the Imperial Coal Company. They visited the property and made an inspection of the railway and the coal mine and made recommendations which will be considered later. They also reported that the work was progressing fairly satisfactorily and that coal was being brought out daily.

The regulations relative to admission of patients into the Provincial Hospital for Nervous Diseases were adopted.

The appointments of the commission on the Restigouche Boom Company, and the factory act inspection were not made.

A committee of the government will meet this morning. Premier Tweedie, Attorney General Pugsley and Hon. Messrs. LaBillois, Farris, Sweeney and Jones attended last evening's meeting.

THE FAILURE OF A TRIAL

Story of a Chorus Girl, a Revolver, a Tragedy, a Legal Fiasco and the Lesson of It.

When a sane human being goes anywhere—into a hansom cab, for instance—concealing on his or her person a loaded revolver, it is to be fairly presumed that the pistol-carrier intends either to commit suicide or kill or wound some other person. That is the sole explanation of carrying loaded firearms which can be accepted on the behalf of any citizen not especially authorized or required by law to go armed.

If the intention is merely to threaten or intimidate, the person carrying the weapon will take pains that it shall not be loaded with any deadly missile. If two people struggle for the possession of a loaded revolver and one of the two is shot in the scrimmage there is a case of manslaughter, and the crime is to be attributed to the one who bought the loaded weapon, if there is no reason to believe that both were armed.

It seems as if these elementary facts might have been put before the jury in the Nan Patterson case by the presiding judge in a way that would have tended to dissipate some of the obfuscation with which the lawyers on both sides surrounded it. We credit the statement of the New York Daily Press that the disagreeing jurymen in this case were about evenly divided on the question of a manslaughter verdict. The Press says:

It was understood that after about twenty-five ballots had been taken the jury stood seven for manslaughter in the first degree and five for acquittal. It was reported that for several hours the voting was even—6 to 6—and that then one vote was won by the six insistent on the point of manslaughter.

We credit this report, because we suppose that any body of twelve men drawn by lot would have divided on pretty nearly that line. Two facts stood out clearly in the various trials to which the young woman was subjected: One was that Young, the drunken bookmaker, was unexpectedly and unwillingly killed; the other that the weapon with which he was killed was borne by the young woman at his side who was demanding of him various things, including money and marriage. If anybody reasons about the matter at all a verdict of manslaughter would seem to be the only possible finding. But probably one-half of us in such a case will put some sympathy or prejudice in place of our reason, and let that decide the question. What was the actual crime that was committed in this case? "Oh, he was just as bad as she was"; "he took his chances and knew what he was about"; "she is guilty all right, but she has already been punished enough"—that is the sort of verdict that "goes" with a great many people, and it seems to have controlled the decision of the minority of the jurymen in New York.

To us it seems that a lesson of real value may be drawn by the average man and woman from this trial. We may derive from it a fresh sense of the safety of sticking to the truth. Suppose that when the people rushed up to the hansom cab and found the gambler, Young, dying in the lap of the chorus girl, the girl had had the courage and the sherwdness to tell the exact truth. Suppose she had confessed that she had pulled out the loaded pistol and had threatened to shoot—herself or her companion—that he had seized the weapon and it had been unintentionally discharged. Suppose she had made a clean breast of everything, exactly as it happened—in that event, it is safe to say, she might have been tried once, but never more than once, and her ordeal would have been ended long ago. It was when she began to lie about the business that her most serious trouble began.

Again, suppose the prosecuting attorney, instead of treating the defendant as an intentional murderess, had proceeded on the theory we have sketched, which he must have known was the only probable or plausible one; suppose he had omitted all his hounding and pounding, all his verbal pyrotechnics and his "grandstand play," and gone at the business in a simple and straightforward fashion, thinking only of the truth and contented with that, would he not have stood a better chance to have induced the twelve men in the jury box to agree with him? We think so.

There has been an immense amount of publicity for all concerned. The defendant obtains no exoneration, but she has got into "the public eye," and will inevitably reappear behind the footlights of those theatres which find such notorieties profitable. The assistant district attorney has added to his reputation as an orator, and has, perhaps, taken better care of that than of the public interest that was intrusted to him. The judge in the case, whose rulings in former cases were so generally upset by the superior courts, has again displayed some of his idiosyncrasies. The people of New York have paid over $100,000 for all this "business," sundry clergymen and other persons of prominence in the community have earned good wages by writing up the court room scenes for the yellow journals, and in various ways many persons have derived advantage or satisfaction from the chorus girl's shot.

Whether any of the thousands of other young women described by a New York theatre manager as "just like Nan" will be dissuaded by her harrowing experience from following in her sinful footsteps we have some doubt. If she had been sent to prison for manslaughter (the only crime that could fairly be charged in her case) the lesson might have been taken to heart by more of them.—Hartford Times.

BASEBALL BY BLIND BOYS

Remarkable Game Played by Inmates of a Kentucky Asylum.

The baseball season at the Kentucky institution for the blind will begin next Wednesday after three weeks of preliminary practice. A series of games for the championship of the institution will be played before the athletic contest with the Y. M. C. A. team, which is scheduled for May 25.

John D. Gregory, of the faculty, who has had charge of the athletic training among the blind boys, was responsible for the introduction of "blind baseball" last year, and so successful did the sport prove that other institutions throughout the country have adopted the system he compiled.

The pitcher belongs to the side at bat, and he endeavors to throw the ball so that the batsman will strike it. The batsman is required to hold out his bat, indicating where he is going to strike. The umpire then counts, "One, two, three!" when the pitcher delivers the ball. The batter strikes after "three!"

The pitcher, the catcher and the centre fielder are "seeing" boys, though none of the boys sees perfectly.

If the batter hits the ball the umpire indicates with whistle signals how far it has gone, one whistle for a hit within the diamond, two if past second base, etc.

If a fielder locates the ball and raises it from the ground before the runner reaches the base indicated by the whistle the runner is called out.

There is, of course, no throwing to bases, and the entire team is practically dependent on the signals of the umpire.

Last year the batting was "heavy," the teams developing pitchers who were highly successful in locating the batsmen's sticks.—New York World.

"Biggins puts a great deal of thought into his work."

"Yes," said the sarcastic person. "He works ten minutes and then thinks about it for an hour and a quarter."—Washington Star.

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If you want to enjoy vigorous health take

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They are a veritable short cut to lasting and perfect health.

Prepared only by the Proprietor, THOMAS BEECHAM, St. Helens, England.
Sold Everywhere in Canada and U. S. America.
In boxes, 25 cents.

CONSULS WHO ARE BAD

Poultney Bigelow Makes an Arraignment

Simple Foreigners Can't Learn Truly of America—How $10 Brought a $10,000,000 Order—Wholesale Denunciation of Methods and Men.

American consuls came in for severe arraignment by Poultney Bigelow in his Boston University lecture at three o'clock this afternoon. He said in part:

"Europeans learn about us mainly through our consuls. I cannot measure in numbers the injury it does to the American flag when it is officially represented by a drunkard, a time-serving politician or a man who is suspected of dishonesty. The simple people in foreign lands are not in a position to learn the truth about America in general—they assume that the American government selects worthy men to represent her, and when the simple people see in these representatives qualities which they regard with disgust, the result must be that our name suffers in the markets of the world.

"Some years ago you may recall we had a most horrible loss of life and property in connection with the bursting of a dam at Johnstown, in Pennsylvania.

The authorities of the city of Berlin called together immediately a meeting of leading citizens in order to raise money for the unfortunates. I happened to be in Berlin and went to the meeting as guest of a German-American friend who represented some insurance company. Amongst those present were the illustrious scientist Virchow and the historian Mommsen—it was a gathering eminently representative of the best in Berlin. When it came to the question of handling the money raised over to the American victims someone proposed that it should be handed to the American consul in Berlin to be by him transmitted to America.

"What!" protested a dozen members, "hand our money to an American consul!" And the meeting laughed with scorn at such a proposition.

It made me hot as I walked home, to think the Germans could entertain such an opinion of our consuls in general. Later on it made me still more hot to think that our government should be sending abroad year after year representatives calculated to call forth the same opinion about us, not merely in Germany, but in every other part of the world.

If there is an exception to the rule it is England and the English-speaking colonies. Not that we do not send equally worthless men to Australia, the Cape, New Zealand and Canada, but the people of those countries read American papers and books and magazines, they travel in America and meet the real American. When, therefore, we unload an undesirable politician upon their shores and call him American consul, our English-speaking cousins shrug their shoulders and say: "It's a pity—but after all, he's not a fair specimen of his country."

The Germans think of us much as we might think if Great Britain should send a negro from Barbados to represent her in Boston or a politician from Melbourne to act as ambassador in Washington. We expect foreign countries to send us men whom they themselves think well of at home. Yet we send to foreign countries men whom we do not respect here, and who when they reach their foreign posts are deemed unfit to associate with the American business men of the place. Of course, the exceptions are many and striking. The names of Washington Irving, and John Hay, and Bret Harte immediately spring to mind as though to prove that our consular and foreign representatives was a list of illustrious men.

How is it that salaries of $10,000 to $20,000, which at home seem very comfortable indeed should in lands where living is notoriously cheaper, be found inadequate for an American of simple habits. The fault lies with the American people quite as much as with the fashion of Europe. Every American who travels abroad expects to pay his respects to the American embassy not to speak of the American Consulate Many Americans want their daughters presented at court. Many people take letters to the American representatives from politicians and intimates, and such people are apt to feel slighted unless their representative invites them to some sort of an entertainment. The result is that our representative finds himself let in for an endless succession of obligations which would never have bothered him at home, but which come naturally in the train of his new position. Then there are many entertainments he is compelled to give—not for his own amusement, but strictly as part of his official routine as American representative. He is invited by the notable officials of the country to which he is accredited—also by his colleagues of the diplomatic or consular bodies. He must return these civilities in kind or his country suffers.

You say: "How can the country suffer by a man's declining to entertain people he cares nothing about?" Here is a bit of a parable. On my way out from Genoa to Singapore. I had as fellow passenger a Siamese royal prince. Arrived at Ceylon the ship had to coal, and the passengers scattered ashore for amusement. There drove up to the wharf a handsome carriage containing the German consul general. He came in the name of his government to place his equipage at the disposal of the Siamese majesty. This was a British Colony, and a wide-awake British governor would have had a still more gaudy conveyance at hand for the sake of showing a compliment to this notable guest. But there was no British equipage, so the Siamese royal visitor accepted the German offer and was driven about to admire the beautiful scenery of this favored paradise of tea and elephants.

This was all a very simple thing. The German consul might easily have omitted it by saying it was none of his business, or that the government had made no appropriation for this special act. The whole thing probably cost the German consul $10 in money and half a day of his time. Now what was the result? The Siamese government was about placing an order for some railway material. It had been arranged that this order should be placed in England. The evening of the day on which the German consul showed his tact and pair of horses the Royal Siamese government decided to place said order, not in England but in Germany. Here was an outlay of $10 bringing in an order for $10,000,000. Privately, I am persuaded that not only did the German consul at Ceylon receive his $10 back again, but into the bargain a Red Eagle medal and a good conduct mark that will help him in his promotion.

Now I hear you ask: "If matters are so bad in the consular service, why is it that we have not heard of it before?" There are many reasons for this. Those who suffer are rarely in a position to secure justice; they suffer present injustice for fear lest by complaining they draw down upon their heads vengeance.

The rule of declining presents should be insisted upon in our service. We have the unwritten law, or rather it is in the spirit of our law, that no American should place himself under any obligation to the rulers of foreign countries. It is a rule that makes the British soldier and sailor a conspicuous figure at any German court function. Many a British officer who has been in a dozen actions will have fewer medals than the majority of Germans who have never smelt power save from a saluting battery.

It is idle to go piling up instances of official maladministration abroad. The broad fact today is that our whole consular system is tainted with the corruption which flows from the political jobbery at home. When we find an American consul who is not either corrupt or dissipated in his habits we joyfully throw our arms around his neck and exclaim with patriotic rapture:

"How did you manage to get the job?"—Boston Transcript.

On Love and Marriage.

In Helen Rowland's "The Digressions of Polly" are to be found these bright sayings:

The girl who is a little too fond, or a little too tender, or a little too cordial, is the one who always palls on a man first and receives the rudest snubs. The wife who is too caressing cheapens her caresses and is the first one to find herself neglected.

It is not the kind of indifference that makes a woman yawn in a man's face that fascinates him, but the kind which takes her occasionally out on the evenings she knows he will call; the kind that is born of an interest in somebody or something else besides the man; the kind that never discourages him; but always keeps him doubting.

The very moment a man feels the cord of an engagement or the bonds of matrimony binding him he wants to slip them off. Why a man who would laugh at pink notes and snubs the girl who pursued him with lobster and flattery before marriage will succumb to them like a violet to the sun or an icicle to the fire after matrimony.

The married woman really works twice as hard as the unmarried woman. She spends twenty-four hours and all her holidays in service, while the stenographer or the actress or the newspaper woman shuts down her desk or her make-up box and is her own mistress for the rest of the day. And yet the married woman hasn't a single champion.

It is a popular fallacy that proposals grow like fruit on the Santa Claus tree, merely waiting for us to put out our hands and pluck one. But the young woman who has worked like a stoker in the social engine from 9 in the morning until 12 at night to attain a house, a carriage, a husband, and a baby could tell Laura Jean Libby and others a different tale.

When a man wants a wife he doesn't apply to the intelligence office nor to the secretary of the reform club. He doesn't ask a woman if she can make good pie crusts and darn socks so they won't be knotty—not nowadays at any rate. He just goes blindfolded into a ballroom or a pink tea or a fancy dress fair and walks out idiotically happy with a rose in his mental buttonhole.

Not half as many divorces are causes by cold coffee as by a cold disposition. Whoever heard of a man seeking a separation because his wife let the biscuits burn while she kissed him in the morning? Nobody! But there are dozens of good cooks sighing for the husbands they forgot to kiss while they were busy with making the battercakes.

HEALTH FOR GIRLS.

Dr. Williams' Pink Pills Make Strong Healthy Rosy-Cheeked Lasses.

"I was attacked with appendicitis," says Miss Fabiola Grammont, daughter of Mr. Charles Grammont, a prosperous farmer of Champlain, Que., "and while the doctor who attended me cured me of this trouble, it left behind after effects from which it seemed almost impossible to recover. I grew weak and very pale; my appetite was poor; I suffered at times from severe headaches; and the least exertion left me completely worn out. I tried several remedies, but instead of getting better I was gradually growing worse. Anything about the house left me weak and disheartened, and I felt almost like giving up. At this time a friend who had used Dr. Williams' Pink Pills with much benefit, strongly urged me to give them a trial. I got a box, and as I did not feel any better when I had used them, I would have given them up but for the fact that my friend urged that one box was not a fair trial. I then decided to continue the use of the pills, and by the time I had taken three boxes I found my condition was improving. I used eight boxes in all, and by the time I had taken them all my old time health had returned. My appetite had improved, I had gained in weight and the glow of health had returned to my face. I cannot too strongly recommend Dr. Williams' Pink Pills to all pale and weak girls."

Good blood is an absolute necessity, and the only way to have a constant supply of rich, red health-giving blood is to take Dr. Williams' Pink Pills. Every dose helps to make new blood, and to drive from the system such troubles as anaemia, languidness, neuralgia, dyspepsia, rheumatism, etc. You can get these pills from any medicine dealer, or by mail, at 50 cents a box, or six boxes for $2.50 by writing the Dr. Williams' Medicine Co., Brockville, Ont.

A day or so ago some 150 young trees, including white pine and mountain ash, were received in the city. They will be distributed between the Queen square and Carleton.

Hill—"I don't believe you ever think of your constituents when you are at the state house."

Dale—"There's where you wrong me. I'm thinking of them all the time. I'm afraid they'll get onto my curves, don't you see."

Doubting woman (to grocer)—"Really now, are these eggs fresh?" Grocer—"Madam, if you will kindly step to the telephone and call up our farm, you can hear the hens that laid those eggs still cackling."

YOUNG MEN Become Independent

Our School can give you a Veterinary Course in simple English language, at home during five months of your spare time, and place you in a position to secure a business of from $1,200 upwards yearly. Diplomas granted and good positions obtained for successful students. Cost within reach of all. Satisfaction guaranteed. Write for full particulars at once. THE ONTARIO VETERINARY CORRESPONDENCE SCHOOL, London, Ontario, Canada.

FASTER TRAINS

G. Whall Claims Them for Great Britain

Shows Why Higher Speed Can Be Maintained—American Problems Are All Different.

There has been a lot of discussion of late regarding whether the United States or England has the faster railroad trains. A number of newspaper and magazine articles have been printed dealing with the subject, and the technical press, whose columns are devoted to railway matters, have devoted an unusually large amount of space to the pros and cons of the problem.

Among the guests at the Touraine yesterday was G. Whall, a member of the party of officials of the London & Northwestern railway, who are touring the United States previous to attending the big railroad congress which is to open in Washington early in May.

Mr. Whall is superintendent of the mechanical department of the London & Northwestern, a position that corresponds to a certain extent to that of master mechanic on American railroads, and is without doubt one of the best informed men in Great Britain on all subjects pertaining to practical railroad operation. Although still apparently in the prime of life, he has been in the employ of the road he serves 47 years.

England Has Faster Trains.

When the question of whether the trains of this country or England are the faster was brought to the attention of Mr. Whall yesterday afternoon, he said:

"I am convinced that not only is the running time of trains faster in Great Britain than in this country, but that we have a very much larger number of trains that run at a higher rate of speed than there are here. If I understand the situation correctly in this country the roads run only two or three trains a day which are called 'limited,' that are sent over the irons at the maximum speed. I am satisfied that we can very much outdo even the best of these 'limited' trains in running time, and not only is this true, but instead of one or two we send out a large number of trains that carry the traveler between the starting point and terminus of the journey in the shortest space of time.

"The schedule for the fastest trains in New England, and I am informed that their average speed is very much above that of the trains of the United States as a whole—I refer to the 'limited' runs on the New York, New Haven & Hartford between Boston and New York, calls for five hours and ten minutes to cover 233 miles. This gives an average speed of about 46 miles an hour.

Great Britain's Long Runs.

"Now, we have several trains that make the trip from London to Birmingham, which are 116½ miles apart, in exactly two hours, or at the rate of slightly better than 58 miles an hour for the whole journey.

"Our Scotch expresses from London to Carlisle, within a fraction of 300 miles, go over the route in a trifle better than six hours, or at an average speed of slightly less than 50 miles an hour for the whole run.

"It is also true, I believe, as I have said, that we have many more fast trains in England than there are in this country. For instance, take the London & Northwestern schedule as at present arranged. At 12 o'clock noon every day we send out a train from London to Manchester, a distance of 186 miles; at 12.10 another leaves for Liverpool, 196½ miles; at 12.15 another for Liverpool and Manchester combined, and at 12.30 still another express starts for Birmingham. This is not at all an exceptional arrangement that occurs only once during the 24 hours. Expresses are dispatched in a similar way all through the railroad day.

American Trains Heavier.

"It is undoubtedly a fact that the average weight of trains is much greater here than in Great Britain. This is especially true of freight or goods trains, as we call them. As regards the passenger end of the business, our cars are of course much lighter than those that are in use over here, but as a rule we carry more cars to make up a train. Our fastest expresses weigh on an average from 350 to 400 tons. Here I understand the average passenger car weighs about 60 tons, and as most of the 'limited' trains are made up of five or six cars, the matter of relative weight is somewhat in favor of England. As regards the weight of passengers, I think that if there is any difference between the two countries it is in favor of England.

Difference in Roadbeds.

"That English trains are faster than those of America is probably due to several causes. The roadbeds of Great Britain are far superior to those of the United States, taking the two countries as a whole. The one exception in your favor may be some of the Pennsylvania railroad construction.

"We build much more substantially in England, though, than they do here. The London & Northwestern permanent way is constructed after the fashion of the very best macadam highway, and is looked after and kept in repair in much the same way as are the public thoroughfares.

"Our roads, too, follow a much more direct course, and have far fewer curves. In England we do not pass over any public ways on the same level; all such crossings having been eliminated long ago.

Work and Wages.

"The American locomotive is in every way a magnificent machine, but it would not fill the requirements for service on an English railway for a variety of reasons. For one thing, it would not meet the physical conditions that exist on our roads. In this country the lines have something like 16 feet headroom from the rails to the bottom girders of the overhead bridges. With us the space measures but 13½ feet. The locomotives are also too large in other ways. As far as my observation goes, the locomotive drivers in this country are a fine set of men, and I should judge that as a class they are much younger than the men who are employed to do the same work in Great Britain. The hours of work in the two countries are about the same, and considering the difference in the purchasing power of money, the wage is very nearly equal on both sides of the ocean."

Asked in regard to the status of the labor problem among English railway employes, Mr. Whall said:

"There has not been a strike among the train employes on the London & Northwestern in all the years since I have held my present position. The engine drivers, and in fact all of the operatives, have their unions, but their relations with the company are very pleasant."—Boston Globe, April 22.

Some Manchurian Names.

A great war is a teacher of geography. But in Asiatic countries it causes great perplexity as to names of places. Manchuria is a land of queer names, according to Western ideas. The world has encountered some twisters in the progress of the war, so far, but if it continues, with the Russians on the retreat, we will have to struggle with the pronunciation of these names:

Shuangmisoise.
Szepingkai.
Kuckiatien.
Kungshuling.
Kuangchengtse.
Taolathohchan.
Tsalathohchan.
Tsalkiakkin.
Schuanyechengpac.

It will be a great relief when the Russians reach Harbin and take a rest. We can all rest then.—Newark Advertiser.

LAWSON'S VALUE

(Collier's Weekly.)

Mr. Kemble once planned a cartoon, which he unfortunately never drew. Lawson, as vain and dishonorable in appearance as anybody could desire, was yelling and screaming with such intensity that the sleeping guardian of the people's treasure was beginning to awake and the men who were robbing the people's safe were preparing to escape. If self-government is the wisest form of government, we shall be able to make good use of Mr. Lawson's information without being misled by either his fabrications or his example.

Indigestion

Assist digestion and the making of new, rich blood by taking

Parsons' Pills

"BEST LIVER PILLS MADE."

Will positively cure constipation biliousness, sick headache. 25c a bottle at druggists or postpaid on receipt of price.

I. S. JOHNSON & CO., Boston, Mass.

Inflammation

With all the ills, aches and pains that go with it, has yielded to

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for nearly one hundred years. Try it for coughs, colds, lameness, lumbago—internally or externally. Price 25c and 50c. At all druggists.

I. S. JOHNSON & CO., Boston, Mass.

HOW TO HAVE A DIMPLED CHIN

Many things go to make a perfect chin and the first and most important one is the complexion. A pimpled chin is not pretty and never will be. The complexion of the chin particularly should be carefully guarded, for it is the place where pimples come soonest. Fleshy and full of blood vessels it offers a fine field for pimples.

To keep the chin smooth and fair requires treatment from without and within. The young woman who understands how to select her foods, and who knows enough in the spring time to take cereals and fruit and in summer time cool drinks and light foods will be pretty sure to have smooth, clear pink chin. But the girl who eats heavy meals of red meat will be just as sure to abound in pimples.

There is a dietary for a rough and red chin and it consists of a hot drink for breakfast, but not coffee. Cut out coffee for a while if your skin is bad. Coffee is a food to some people, to others it is injurious. Don't think that coffee injures everybody, for it does not. But if it hurts you—as you can soon tell by your complexion—stop it and take something else to drink.

Good food for the girl with the pimpled chin are hot biscuits, hot muffins and warm breads of all kinds, providing they be well cooked. Don't try to eat indigestible hot breads, but aim to have foods that are properly cooked. The southern mammy who bakes corn pone all day long before an open fire understands how important it is that her hot bread should be thoroughly prepared. Very hot corn bread will burn the throat and injure the lining of the stomach. It will hold the heat a very long time in the stomach and the interior will be burnt. This is why hot bread causes indigestion.

The girl who wants a beautiful, smooth, chin will not eat too much salt meat. A little is good for her and if she is going on a journey nothing will stay by her like salt meat. A slice of ham will ward off the pangs of hunger longer than a slice of beefsteak.

When the digestion has been properly treated there will be little to be desired in the way of a complexion. But should the chin still be out of color it can be made pink by proper treatment.

The word massage is used in a general way for all manipulations of the face. But, as a matter of fact, the chin should not be treated entirely by massage. It should be pinched and made rosy. This is to keep the circulation good. And it should be steamed.

The chin is liable to that great affliction known as blackheads and unless it be steamed now and then they are pretty sure to gather upon the surface. Sometimes they are so thick that the skin appears to be peppered with them. The blackheads are ugly and they destroy the last vestige of good looks.

The shape of the chin is a great deal. If you want your chin to grow double, all right. But it will not be pretty any longer. Tight collars and high stocks make double chins and so does indulgence in eating. The woman who eats more than her stomach craves will be very rare to be rewarded by a chin so double that she can feel it with her finger tips without looking in the glass for confirmation.

To keep the chin from becoming double eat just enough. Never drink with your meals. Do not wear tight high collars and never, on any consideration, neglect to exercise your neck. There are women who have not turned the head in years. When they desire to look behind them they turn around, or they bend the shoulders. But they never turn the muscules of the neck.

Growing children who have such slender lily-like throats are given to exercise. They turn the head constantly and the chin and the neck receive the benefit.

A dimple is said to be a defect, a scar, the result of an imperfect muscle, a blemish which should make a woman weep. But really the dimple makes the face pretty, it is due to her cleft chin that many a woman has been termed pretty who would not otherwise dare claim the description.

Once upon a time a cleft in the chin was considered a misfortune. But that day has long since passed and in these times you see women going to the beauty specialists to get a dimple made. The making of a dimple it is not difficult nor a dangerous matter. The skin is slit and a muscle is cut. That is theoretically all. But, of course, there must be a little scientific work to get the dimple in the right place and to cut the proper muscle. Otherwise the result might simply be a deep, irregular scar.

Dimples are made every day by dermatologists, in the chin of beauty, and it can safely be said that there are 50 per cent. more dimples than there used to be, for dimples now grow miraculously in a day in the chin or in the shoulder, in the cheeks or in the knuckles. But it is well to experiment slowly, for in the hands of an awkward surgeon the dimple-making might not be successful.

The very long chin should always be carried high. It will not look so long; and the same with the big, stout chin. The ideal pretty chin, the chin of the perfect woman, should be carried in a Gibsonian way. This means that it should be lifted moderately high and that it should be carried majestically.—Brooklyn Eagle.

FIRST ROLLING ROADWAY PROVES GREAT SUCCESS

Cleveland (O.) is reveling in the possession of the first "rolling roadway," which is nothing more nor less than the application of the moving sidewalk idea to the transportation of freight on up grades. By means of the rolling roadway teams with heavy loads are carried up a 20 per cent grade—forward 420 feet and upward 65 feet—in four minutes or less. Thousands of spectators have witnessed this interesting sight in the past four weeks, while at the same time numerous representatives from other cities and even from Europe, interested in the various problems of transportation, have watched its operation with interest.

In Cleveland, as in many other cities, the wagon route for a large volume of heavy traffic is necessarily up several steep grades. The city proper is upon an elevation and the docks and several of the principal railroad depots are at the foot of long inclines, over which several streets lead. In Factory street, the site of this first roadway, the incline for many years has been traversed by heavily laden teams, which climbed the grade at a snail's pace and with great difficulty. At the same time it has never been possible to haul nearly as heavy load up this incline as could be hauled were the start made from the top of the hill.

Under the new regime the team draws its load to the foot of the rolling roadway and is carried to the top without any effort at all on the part of the horses. In addition to the saving of labor on the part of the horses and the saving of time to the owner of the vehicle it is believed that there will be a noticeable saving in blacksmith bills. The loads hauled in this manner are fully equal to those possible upon a level road. Horses soon become used to this invention; in fact, few of them frighten even on the first trip.

The rolling roadway is a great endless belt, which is operated by means of electric power and which weighs ninety-nine tons It is the invention of Colonel Isaac D. Snead, of Cincinnati, who worked nearly thee years on the drawings before they were seen by others. The rolling roadway is considered a wonderful piece of engineering. About four months are required to build such a roadway. Nearly 100 men were employed on the construction of the one in Cleveland.

At the top of the hill there is a small tower. It is from this point that the electric power is applied. When the wagons have been clamped to the roadway at the start the man in the tower is notified by means of an electric signal and the roadway begins to move at the rate of slow four miles an hour. Once at the top of the hill and upon the level the machinery stops and the clamps holding the wagons are loosened. Ten vehicles can be placed upon the roadway at one time. The daily capacity is about 600 vehicles. A toll of from 10 cents to 25 cents is charged, dependent upon the weight of the load. For foot passengers 2 cents toll is charged. However, while the tests were being made, which was in January, both vehicles and foot passengers were carried free.

Since the completion of this roadway the railroads in the vicinity have begun the erection of a large warehouse and are planning to put in additional team tracks. The activities in that locality have more than doubled.

Now another roadway of this kind is to be built in the same city at Mandrake street at a cost of $100,000. While the first one is built along the grade of the hill this one will be suspended in the air. The street will be extended by the building of an iron bridge and the rolling roadway will be at a right angle to this extension. There will be substantial iron supports sixty-six feet high and twelve feet apart under the viaduct and the supports of the roadway will be the same distance apart.

An especially commendable feature of this new plan of transportation is that it is humane to horses, so many of which have been abused and even injured in all large cities in the hauling of heavy loads.

THE JOKE ON ROJESTVENSKY

(London Illustrated News).

The admirals have found that the precious Rozhdestvensky and his ships were never in the smallest danger; for, save in his imagination, no hostile torpedo boats had any existence. Sane people reached that conclusion months ago. They knew also that an admiral so ignorant of the North Sea that the Dogger Bank trawling fleet was a surprise to him, and so ignorant of trawlers that he mistook one of their ordinary signals for a Japanese signal to attack, was not a credit to his profession. The commission, having decided that he was hopelessly wrong, congratulates him on his "military qualities." This has excited some surprise. "If he was totally without warrant in firing on the fishermen, why," it is asked, "should his 'military qualities' be commended? And what have 'military qualities' to do with seamanship anyway?" That is where the fun comes in. The Russian commissioner could not see it, poor man; but his colleagues, inspired, of course, by Admiral Davis, who is an American humorist, resolved to hint to the Czar a fitting punishment for Rozhdestvensky.

You see, it happened like this: Admiral Davis was stirring his grog and handing round the largest Havanas to the company, when suddenly he exclaimed: "By the bones of George Washington, I've got it. Fournier, pass the lemon. I mean that I've got the very plan for stroking Rozhdestvensky the wrong way without hurting his feelings. Now we are all agreed that he's just about as much of a seaman as a Polar bear adrift on an iceberg." "I must protest," said Admiral Dubassoff. "This allusion to bears is not in the best taste. "No offence," resumed Admiral Davis. "I said Polar bears, and you haven't annexed the Pole, I guess. Spaun, my son, fill up Dubassoff's glass; we must comfort him all we can. Well, I say that as Rozhdestvensky has made a tarnation mess of seafaring, and we can't deny it, let us give him stars for his military qualities. That will be as good as saying to the Czar, 'For heaven's sake, take him off the sea and send him to Manchuria. As he can't navigate a battleship, let him try his luck with battalions, poor devils' What do you say to that, Beaumont?" "I am wondering," said Admiral Beaumont pensively, "what he is up to now—how he is taking his bearings off the coast of Madagascar, where, they say, the price of champagne has gone up seventy per cent."

"His bearings!" repeated Admiral Davis, lighting another long cigar. "You bet he can see

Jerusalem and Madagascar,
And North and South Amerikee."

"I must protest," said Admiral Dubassoff, "against this reflection on the accuracy of the Russian charts." "Charts," echoed Admiral Davis. "Don't you worry. It was only a potation from the poets." "Potation," chuckled Admiral Fournier. "Ah, mon cher, I see you are what you call in your noble language one sly dog." "Very well, gentlemen," said the American humorist; "so down it goes in our report that Rozhdestvensky's military qualities needn't wear a blush. What do you say, Dubassoff?" "My imperial and gracious master," replied the Russian gravely, "will know how to interpret this tribute to one of his most devoted subjects." "Ha! ha!" laughed the other admirals, and then they all slapped Admiral Dubassoff on the back and induced him to smile. I am assured on excellent authority in Paris, where a great many unfounded rumors have been flying about, that my account of this historical episode is true in every particular.

Wilkins—"You told me you never bought a silk umbrella in your life, and there are no fewer than three silk ones in your room, for I saw them myself."

Bowser—"I didn't say that other folks never buy silk umbrellas."

The crown forests of Russia comprise 30,000,000 acres belonging to the Czar and 303,000,000 farmed by the national exchequer. The Czar employs 27,000 wood police, who cut 12,000,000 tons a year, chiefly for firewood.

Clara—"I was tempted to give her a piece of my mind, only I didn't want to make a scene."

Minnie—"You mean, dear, you didn't want to make a production. That's the proper word nowadays."