POOR BUT AN HONEST MAN

Bishop Potter's Story of How He Was Once Accused of Pilfering Bedclothes.

Bishop Potter, the head of the Episcopal church in this city, is not averse to telling stories on himself, and at the luncheon that followed a recent deaconry meeting in his diocese he related more than one that put the laugh on him, says the New York Mail. Mention being made of his alleged theft of a toilet set, he laughed and said:

"The story is true. I was on one of my trips and stayed with some friends over night. They had made every effort to make me comfortable, among other things placing on my bureau a beautiful silver-mounted toilet set. I had my own old set with me, and, being like King James in preferring old friends to new ones. I put the silver set away and used my own.

"Two days later I received a telegram from my friend about like this: Where is the silver dressing set that was in your room?" Then I remembered that I had not restored the set to its original place and telegraphed back: 'Am poor, but honest. Look in upper drawer of bureau.' They must have found the articles, for I have not ibeen arrested for stealing them."

When this explanation had been accepted the bishop told this on himself:

"On another trip I visited an old friend in an up-state parish. He was a bachelor, whose housekeeper was a typical old southern 'mammy,' whom he had brought north with him. He made me comfortable and I went farther on my visitations, stopping again with him for luncheon on my way back to the city. He was a little embarrassed at something or other and finally confided his trouble to me

and finally confided his trouble to me.

You know, he said, 'that I am a bachelor. Well, I have the troubles of a bachelor. When you said you would stay overnight I found that I had no sheets for your bed. I hurried out and berrowed a pair from a friend, without mammy's knowledge. My friend came in after you had gone and took the sheets back with him. This morning mammy came into my study with rage in her eyes.

""What's the matter, mammy?" I asked, and she controlled her anger-long enough to say:

"" Pears like you have mighty queer people in dat church o' yourn. Marse George! Dat dere bishop man's done gone off wiv de very sheets offen de bed, dat he has!""

But as I said before," concluded the bishop, earnestly, "I am really poor, but honest."

FIRST PLANS OF CITIES.

The Defensive Feature Was the One
Most Carefully Provided For
by Architects.

All cities, with few exceptions, trace the origin of their plan to the inclosed camp, and many still show marked features of primitive fortifications, says F. S. Lamb, in Architects and Builders Magazine. In all early schemes for defense the inclosed square was considered the best. From the time when wagens were merely parked on the plain to the time when buildings were constructed with blank walls to the enemy, and their facade to the open square, this plan has been universally adopted; and many of the great squares or market places of famous cities still show undeniable evidences of these precautions for defense. In the old city of Brusseis, the square upon which faces its wonderful city bail is approached by streets so narfow that they must surely have been constructed with the idea of defense in mind.

Were it possible to forecast the rapid development of cities or to predict which of our great cities is to become a metropolis, the problem might not be such a difficult one, but such, unfortunately, is not the case. Even the most vivid imagination would scarcely have been able to predict the enormous increase of population and the consequent architectural development of modern cities. The rapid growth of American cities is well known, but few realize that the older cities of Europe have had a similar experience. The recent increase in Berlin has exceeded that of Chicago, and what is true of Berlin is true of many other European centers. It is then not surprising to note that in Hanover, Hamburg, Nuremberg. Leipsic, Leignitz, St. Johann a Saar and Magdeburg, modern municipal buildings of great importance have recently been or are now being con-

Keeping Birds Over Winter. An enthusiastic American ornithologist advocates a general building of birdhouses to encourage migratory birds, which go south in winter, to remain in the colder parts of this country throughbut the year. To protect the birds from frost and winter storms he would make the north and west sides of the houses wind, and rain-proof, and put openings and wide verandas on the south and east sides, where the birds could sun themselves on mild days. For very cold weather there should be an inner compartment, supplied with cotton, hay and woolen rags, and approached down a song passage leading from the outer compartment. By strewing the entire house with seeds the birds can be induced to explore and inhabit it. The reward of the bird-house builder will consist not only in the companionship of feathered friends, but in the service which the birds will render him in degavouring the seeds of noxious weeds.

Conditional.

"I understand you've invented a new cough medicine. The public will now, I presume, be enabled to stop coughing."

"Yes, if they cough up."—Houston

CALMS OF BAY OF PANAMA.

Orcasionally Sailing Ships Require
Two or Three Weeks to Reach
the Open Sea.

I notice that the papers opposed to the confirmation of the canal treaty are quoting the statement of Prof. Haupt to show that vessels cannot get to or from Panama in less than two or three weeks in the bay, says a writer in the Washington Sur. He is represented as eaying in reference to Panama bay that:

"This great body of water, which is situated just north of the thermal equator, is in the region of calms so constant that the occasional sailing ships which visit this region require from two to three weeks to reach the open sea and send them on their errands. Practically there are no sailing craft from Panama for this reason."

What experience, if any, Prof. Haupt has had in the attempt to enter or leave Panama bay is not stated, but my experience in that matter was very different. I took passage, with eight others, from San Francisco in 1850 on a brig of 250 tons burden for Panama. As my daily journal shows, we arrived at Point Mala, the outermost point of Panama bay, after dark on the night of August 27, and anchored at Panama at nine a. m. September 1, thus making the passage of the bay in three and onehalf days, instead of three weeks. On each night we had a breeze, but during the first two days there was a calm, while on the last day there was a breeze from the land so we had to beat in.

As to the number of sailing vessels which visit Panama of late years I have no knowledge, but in 1850 they were quite numerous; as at that time there was only one steamer running between Pahama and San Francisco, taking about three weeks to make the trip. and as there was a great rush of passengers; sailing vessels were employed for that purpose. On the morning after we entered the bay, as my journal shows, we passed two vessels sailing out, while another was sailing in, and when our vessel came to anchor there were six or seven ships at anchor nearby waiting to be loaded, besides the ocean steamer.

At that time there were no wharves or landing places at Panama, and all vessels had to anchor a mile or more from the shore, owing to a reef which extended across the bay, and consequently all freight and passengers had to be carried to and from the vessels in small boats and the large "dugouts" of the natives. The tide rises very high there, causing a tremendous surf on the reef, so that when six of us, with our baggage, went ashore in a whale-boat owned by an American; who employed natives as oarsmen, we came near being swamped. After landing I heard a man offer the owner of the boat \$100 to convey him and his wife out to the steamer which was to sail that night. The offer he refused because of the danger. It is well known that there is "doldrums," in which calms prevail more or less of the time; but in our trip from San Francisco to Panama, which took 37 days, we were delayed by calms on the Pacific full as much, if not more, than we were in Parama bay.

SOME LEAP YEAR LESSONS.

Girls in This Country May Learn from the Customs of Those in Other Lands.

In England leap year is supposed to confer upon the fair sex the privilege of choosing life partners for better or for worse, but the custom is more honored in the breach than in the observance, says the London Telegraph.

The gypsies, especially in Hungary, enjoy and make a very extensive use of the right at all times, in accordance with an ancient custom. Thus a marriageable young gypsy girl in the land of the Magyars, as soon as her heart is smitten, takes good care that the smiter shall hear of the havoc he has wrought and have a chance of consoling her.

With this praiseworthy object in view, she has a love letter indited, places a coin in a piece of dough, bakes it, and throws the billet-doux during the night into the bedchamber of her bridegroom-elect. Then she possesses her soul in patience and awaits developments.

The Burmese maiden begins her marriage campaign at a much earlier stage. In order to get together a goodly gathering of young men from whom to choose, she places a lamp in her window at night—it is known as the "lamp of love"—and entices all those youths who are candidates for the order of benedict

der of benedict.

In sunny Andalusia the peasant girl whose heart has been stolen by a stalwart young husbandman prepares a tasty pumpkin cake and sends it to his home. If he eats it—and the Andalusian girls take good care to make it highly edible—the pair are forthwith

betrothed.

Distantly Connected.

Livingstone—I didn't know that you and Miss Featherspray were so well acquainted.

Nina—Oh. yes; we are distantly reated.
"How?"
"We are both sisters to the same

Health Day in Utah.

The state of Utah has ordered a general health day—namely the first Monday in October. On this day all theaters,

churches, public halls, hotels, boarding

houses, etc., must be thoroughly disin-

His Bad Break.
"Be mine," he pleaded "and I will
be as the same above."

"Be mine," he pleaded, "and I will be as true as the stars above." "But the stars above," she protested, "He in all directions."—Chicago Daily

PRODUCTION OF SALT

AMERICA MAKES ENOUGH TO SUPPLY WHOLE WOLLD.

The Annual Yield Amounts to Twenty
Million Barrels—Interesting Facts
and Figures Concerning
the Industry.

"The salt of the earth" has always been a plentiful as well as a cheap commodity, and instances have been rare when any mortal has been unable to procure a needed supply. It will probably be news to many, says a trade paper, to learn that America's annual production of salt now exceeds 20,660,660 barrels, which is nearly four times as much as it was 20 years ago. Of this total more than 2,000,000 barrels is table and dairy ealt and more than 7,000,000 barrels common fine salt. The four states producing the greatest bulk of American salt are Michigan and New York, each with more than 7,000,000 barrels annually, with Kansas and Ohio next in line with 2,000,000 and 1,000,000 barrels, respectively, followed by California. Utah and West Virginia. The output in other states is comparatively small.

For a number of years the United States has led the world in the production of salt, comparatively recent figures showing that we produced 33 per cent, of the world's supply. Great Britain came second, then Germany and France. The world's total production exceeds 12,000,000 short tons. Our imports come chiefly from Great Britain, and what little we export goes across the great lakes to Canada or from the harbor of San Francisco to the islands or to South

America.

Wells with a diameter of six inches are sunk down to the rock salt and are lined with casing pipe. Water is forced down on pipe and comes up in a parallel one, bearing the salt with it. The forcing of the water down the first pipe by means of pumps is necessary because of the weight and specific gravity of the salt which is to be brought up in the other. Of course water only would seek its own level.

Brine thus brought to the surface is conducted by pipes to settling vats 120 feet long, 15 feet wide and built of wood. When free from sediment the brine is then led to vacuum pans, air-tight iron kettles from which the air is withdrawn. By means of a system of steam pipes heat is also applied from within. In the vacuum the brine boils and vaporizes at a temperature of 120 degrees. The brine is made to circulate freely within the vacuum pan. With the concentration of the brine the fine grain salt leaves the pan and is carried in its slushy form to the birs, from which place, after draining, it is conveyed to revolving dryers, which are cylindrical in shape and which subject the salt to hot air blasts, the final process in producing

In accordance with another method, in another style of vat, 70 feet long, 20 feet wide and four feet deep, with open top and heated by submerged steam pipes, the salt crystallizes upon the surface, after settling to the bottom, and is gathered to one end and taken out by the aid of modern machinery. The drying process is the same as heretofore described.

In other parts of the country other processes are employed in the production of salt, such as the open air evaporating plants, which provide for acres of sheds covering shallow vats. Salt is secured from the ocean waters by openair methods of evaporation and crystallization. Again, as in Michigan, salt is mined in many respects like so much coal or other mineral and the impurities extracted.

Like so many other industries of this day, there has been a very marked evolution in the production of salt. The percent, of impurities in the best grades is too small to be worthy of mention, in many instances being less than one-half per cent. To reach this stage of perfection has required tireless effort, and now, in point of purity, as well as in amount of production, the United States leads. Its purity and its cheapness in this country make salt very common upon the American table and we use it freely. In some countries it is so expensive in proportion to what it is here that it may almost be classed among the luxuries of the table.

In this country, too, great quantities of the coarser grades of salt are used by the fishing interests in curing fish. For packing purposes salt is in a great many instances almost indispensable. Salt is also used in large quantities in the manufacture of soda ash and other things of this nature.

Automobile Salesladies.

The automobile business has opened a new field for the impecunious woman' in high society in England, and many are making much money acting as agents for the various makes of machines. A certain woman of title is known to have sold, within six months, five high-power cars and fourteen smaller ones, and made in commissions about \$15,000. There was no trouble in making the transaction, for all she had to do was to tell her wealthy friends that her car was the best on the market and give her card to the intending purchaser, to be presented to the maker. Some of the smart women make additional profits by selling the cars placed at their disposal on the spot for \$500 more than the price, and then paying for the machines so sold, at their leisure, at the regular price, less the commission.

An Eye for an Eye.

My cook, an old darkey, informed me one morning, "Miss Annie, I is goin' to be married to-night. Is you got a present for me?" "But, Maria," I said, "you've got a husband alive and haven't been divorced; it would be big-

"Well, Miss Annie, I don't care; he's done bigotted fust."—Lippincott's.

HE WANTED TO BE POLITE.

But After a Day's Devotion to the Experiment the Man Gave
Up in Despair.

The man who wanted to be polite arose in the morning and looked at himself in the glass, says Puck.

The lines of my face are becoming hard, he observed, "and all on account of the influences of our modern civilization. Henceforth I shall be kind and obliging to every one."

So saying, he went forth into the

He stepped into a car.
"I beg your pardon," he said to a
burly individual whom he brushed
against. The burly individual looked

light of the modern world.

at him cynically.

He was about to take the only vacant seat, when the car stopped and a young woman got on.

"Madam, have this seat," he remarked, lifting his hat.

The young woman took the seat without a word, while several of the passengers, who had been absorbed in their papers, glanced up to see what the unusual excitement was about.

When the man who wanted to be polite saw that the car was approaching the street corner, he said to the conductor: "I beg your pardon, but may I ask you to stop the car at the next street?"

The conductor controlled himself

enough to be true to his calling and made no reply. The man waited patiently while the car went three squares further on, and then he walked back.

On his way to his office the man saw a woman, with two children and three heavy bundles, trying to make her way along.
"Won't you permit me to assist

you?" he said, putting his hand on one of the bundles.

The woman looked at him once and

replied: "I'll call the police."

The man passed on hurriedly. Arriving at his office he was met by a friend who had just got back from Europe, and came to tell him about it.

Europe, and came to tell him about it.

The friend sat and talked about his
European experience, led on and encouraged by the manner of the man
who wanted to be polite.

At the end of two hours he said: "I hope I haven't interrupted you. I know you are a busy man."

And the man said: "Not at all. We

And the man said: "Not at all. My business is of no importance, con-pared with your trip," which made it imperative for his friend to stay for one hour more.

When the man finally got out to his luncheon, after he had pattently waited, and succeeded at last in obtaining a seat, he looked around him and discovered that another man was waiting also. So he hurried up to give the other man a chance, eating his luncheon in four minutes, where before it had always taken five. When he got through, and the other man had grabbed his seat, that individual observed: "Well, you are dead slow."

On his arrival home, the man who wanted to be polite, recalling the fact that he had never treated his servants in a strictly cavalier manner, went out in the kitchen and said: "Bridget, tomorrow morning I will bring up your coal for you myself. And, Bridget, if anything troubles you, come to me and I'll make it right."

Whereupon Bridget went upstalra and in a brief interview with her mistress, signified that she would throw up her job if "the man interfered"

up her job if "the man interfered."

That night, when the man who wanted to be polite went to bed, he looked in the glass and said: "Old chap, it doesn't pay! Henceforth I am just as impolite as all the rest of

them. I can't afford not to be." CARS FOR THE HONEYMOON

Comfort of Newly Married Couples
Being Looked After by Railroad Companies.

The railroad companies are always keenly alive to the wants of their patrons. It does not take them long to find out what the public requires and having learned this they set about supplying it. Even amid the midst of the devastations of war. Russia is said to have found time for reforms in the interest of the newly married. Special drawing room cars for the exclusive use of couples departing for the honeymoon are now and henceforth to be provided by one of the Russian railway companies. The arrangement, while insuring privacy in one sense. entails publicity in another and might not, therefore, be entirely to the taste of the modest bridegrooms of this country, who drive from the wedding reception to the railway station in fear lest some telltale slipper should have lodged on the carriage roof and are careful to shake the rice from their garments before alighting on the plat-

Continental sentiment, however, is less shy on these solemn occasions and the opportunity of giving the wedding journey the semblance of a triumphal progress, without extravagant outlay, will almost certainly be popular. Nor is it impossible to enter into the feelings of those who prefer the sympathetic curiosity of the populace to the confidential wink of the guard when he pockets his tip and stands like a sentinel at the carriage door to warn off intruders.

Aids Diagnosis of Fractures.

It appears that the human bones are ready conductors of sound, and a knowledge of this character now receives practical attention by the employment of the tuning fork to determine the extent and nature of fractures. If there is no fracture, then the bell of the stethoscope distinctly conveys the note from the fork; if there is fracture, then the continuity is broken and the sound is not heard at all.

"ditio: hebiomedei-:" \$3.00.

RIGHTS OF FOREIGNERS.

Obstacles Standing in the Way of Investment of American Capital in Japan.

A feeling of epposition to foreign capital continues to be manifested among some classes of the population, which interferes to a considerable extent with the free development of industrial enterprises. The better educated Japanese recognize the need of more capital than exists within the country and desire its introduction from abroad, but the narrow views and jealousy of a few often interpose obstacles which cause the

withdrawal of intending fivestors.

The Osaka Gas company, capitalized principally by New York city financiers, is now reported to have come to an agreement with the city authorities

after a year of obstructive negotiations. The Tokio Electric Railway company, half of the capital of which was to be furnished from London, has not yet succeeded in effecting an organization because of opposition from a section of native stockholders reenforced by part of the native press. Investigations made with a view to furinshing capital for railroad enterprises have come to naught because the law governing seconds.

As has been stated before in these reports, a foreigner cannot own land in Japan, although a number of foreigners may organize themselves into a company, to be known and registered as a "juridical person," and this company has all the property rights of a native citizen. Without the organization of a company as a juridical person, foreigners may lease land and own buildings or trees thereon, and may take mortgages on a private railway, providing the permission of the government is previously obtained. But in case of foreclosure and sale the mortgagee, if a foreign person or company, would be at the mercy of the railroad company, since he could not bid on the property himself; furthermore, at any time after 25 years from the date at which the railroad company obtained official sanction to operate the road, the government could buy up the road and announce its intention to succeed to the rights of the mortgagee. In the words of a prominent Japanese lawyer: "Things may be arrranged in such a way that the government may purchase the road at its own price." Under these circumstances the mortgage right does not furnish satisfactory security, and the formation and registration of a juridical person is attended by difficulties and sphject to contingencies which make it an undesirable prerequisite to investment. There has been some talk of making changes in the law concerning the right of a for-

been done.

Foreign manufacturing firms operating in this country also report a number of discouraging conditions. In a published interview with Bethell Brothers, a rug-manufacturing firm, the following statement occurs:

eigner to hold land, but this has not yet

"We have met with a good many obstacles which we had not expected and which any firm commencing business in another country would not encounter. These obstacles are annoying through being so frequent and so numerous. We could not, it is true, make a 'case' of any one of them, but they nevertheless exist in Japan to a degree which would surprise a factory 'owner' in another country."

The "law of incorporation of business men in the principal export commodities" provides that persons engaged in the same business as that for which a guild is formed must become members of the guild, but the ministry for agriculture and commerce may make an exemption if he considers the circumstances warrant it. In the case above mentioned Bethell Brothers had not joined the rug weavers' guild and the members of the guild resented that fact. To this was due the petty annoyances referred to.

Those guilds have been formed for many of the most important industries in Japan, their object being to regulate the quality of goods put on the market and secure cooperation for the extension of trade. They are probably the outgrowth of the peculiar conditions which exist here, where there are few or no large manufactories, but a great number of independent, small concerns. Any consignment of goods for shipment is almost certain to include products from a dozen different makers, so that the identity of the producer is lost, and it becomes almost impossible for one manufacturer to build up a reputation which shall become a valuable asset in his business. The incentive to turn out only the best quality is thus much less than in countries where the goods of each manufacturing firm stand solely on their individual merit, and the temptation to send out inferior work is correspondingly increased to the detriment of the commercial interests of the whole country. This defect the guild is intended to remedy, but it has failed to do this, while introducing a number of annoying

E. C. BELLOWS.

French Cattle for United States. Attention has often been called to the Limous n cattle, there being no breed known that is so well adapted for beef as the hardy native Limousin stock, They far outrank the Durham, or any other breed, for this purpose. This breed is particularly robust, easily nourished and fattened, and has all the prime characteristics for producing first-quality beef. If these cattle were imported into the United States and crossed with the native stock they would improve the quality and be a great benefit to the producer. There is a registered herd book, and all information can be easily

WALTER T. GRIFFIN.
What We All Think.

What We All Think.

How many things one could do if conditions were different!—Chicago Lournal

HORSESHOEING IN SIBERIA.

The Work Has Heretofore Been Crudely Done by Self-Taught Blacksmiths.

Before the occupation by Russia of the Ussuri country and the coasts of the Pacific, the horse was unknown here. The natives were content with the service that dogs and reiniteer could render them. The first made its appearance with the first Russian settlers. The broad of horses was very unsatisfactory; they came either from Transbaikalia or from Manchuria. During the last few years western 45i-beria has supplied the Amar provinces with horses. In 1902 about 1,500 of them arrived in this country.

them arrived in this country.

Dr. Doolsky, a veterinary surgeon, has received permission from the military governor to open a normal and medical horseshoeing establishment.

Hitherto, all horseshoeing has been performed, outside of the cavalry, by self-taught blacksmiths. Naturally the work was crudely, improperly, and often very cruelly done, demanding the intervention of members of the local society for the prevention of cruelty to animals

The horses suffered greatly. Hoof diseases were frequent, and the animals soon became worthless. There are about 4.000 horses in this vicinity, not counting artillery and cavalry mounts, driven mostly by Chinese. They are generally Korean ponies, short, stocky and handy. They stand the climate well, pull most astounding doads, are willing creatures, but are unmercifully beaten. There are few level streets in this city, so most of the work is hill climbing.

Shoes suitable for hill traffic are reeded. It is estimated that each of the 4,000 horses needs shoeing at least ten times a year, at a cost of \$10.87. Fifteen hundred horses would make a good business for the new veterinary, not to mention the humanitarian view of his work. Dr. Doolsky was shown a specimen of the Akron rubber shoe, happily sent to this agency, but what is most needed are specimens of the latest pattern of iron or steel shoes, especially those fitted without nails, easily put on, and readily adjusted. They should be sent via Moscow and marked "samples."

R T GREENER
FAILURE OF FRENCH FRUIT.
Last Year's Crop Was So Poor Amer-

ica Was Called On for Supplies.

In a special report dated April 24. 1903. I advised the department of the almost complete destruction of the fruit crop in western France. The resuit of this fruit failure was, as predicted, an immediate and largely in creased demand for American dried fruits and prunes. The action of the burreau of foreign commerce of the department of state in promptly pullishing the above and other similar reports enabled various American fruit exporters to communicate promptly with this consulate and to establish immediate relations with brokers and importers. More American dried fruit was marketed at Nantes last summer than in any previous year. It is likely that 20 cod. barrels of American sliced apples alone were sold here before the season is finished. The bulk of this product is used for making cider, which is a favorite beverage throughout Brittany, and for which there is a particularly large demand this year because 🔨

of the failure of the wine crop. The failure of the fruit crop has also resulted in the almost complete surrender of the market for prunes and apricots to California. Last year several hundred tons of California niunes and apricots were marketed. here. This year the quantity will be trebled. Local brokers and importers complain of the excessive freight rates from New York to Nantes and are very anxious to see a direct line of cargo steamers from Nantes to New York. It cost about one dollar a barrel for the hauling and handling charges on dried fruit from New York to Nantes via Havre or Bordeaux, and this is regarded as excessive, particularly in view of the fact that the charges to Havre are only 60 cents a

BENJ H RIDGELY

Village Industries in Russia. The ministry of agriculture and domains is now occupied with the project of reserving as many as possible of the contracts for government supplies for village industries.. The ministry has undertaken to be the agency for all the other government departments. Thus the artillery department contracted for 55,000 cartridge boxes with the villagers of the Moscow, Nizhni Novgorod and Perm provinces. The commissary department let out large orders for harness and leather articles for soldiers' outfits to the villages of Saratoff and Ufa provinces. It is remarkable that up to the opening of the exhibition of village industries in St. Petersburg in 1901, the authorities of the province of Saratoff had no idea to what a scale of development the village industries had reached there; the province does not produce sufficient grain for its population, and outside work is inconsiderable. The navy department has also given large contracts for cloth in several prov-

R T GREENER.
False Report.

A Swiss newspaper contains an advertisement of which this is a translation:
"The report having been spread that F.
G.—— has appeared to us since his death, we hereby declare that this is quite untrue, and warn all persons against spreading the report under pain of presecution."

L'ABEILLE DE LA NOUVELLE-ORLÉANS

Sat très demandes en Legislane et dans tons les Etats du Su! alle publicité offre dons au commerce des avantages exceptionnelle. Prix de l'abonnevent, me les Etats du Su! alle publicité offre dons au commerce des avantages exceptionnelle. Prix de l'abonnevent, me l'abonnevent,