

PERIL IN SLEEPERS

GOVERNMENT MEDICAL OFFICIAL POINTS OUT DANGER.

Pullman Sanitary Official Explains System of Disinfection—Measures for Public Protection.

Washington—Dangers of infection on travel on railroads and the proper methods of sanitation occupied the attention of the national conference of state and provincial boards of health recently.

One of the principal addresses was by Dr. Milton J. Reseman, of the United States public health and marine hospital service. He declared that the dangers of contact with the sleeping car or coach and their furnishings were not as great now as they once were, although he said such danger still exists at all times.

Dr. T. R. Crowder, superintendent of sanitation of the Pullman company, explained the system of that company. Every sleeping car, he said, was thoroughly disinfected at least once a month, but cars carrying passengers to the Adirondacks, Colorado, southern California and other points visited by consumptives invariably are disinfected at the end of every trip.

Dr. H. M. Bracken, of St. Paul, spoke, urging increased effort in the water of car sanitation. After the subject had been generally discussed the conference appointed a committee of three to confer with a committee of railroad sanitary officials to formulate a plan more effectively to sanitize railroad coaches and sleepers.

SIGHT WANDERING BUOY.

Steamer from Mediterranean Port Passes Drifting Watermark in Atlantic.

New York—A red can buoy is wandering about the Atlantic, ownerless. Captains of arriving steamships are inquiring for the owner, so they may tell him where they last saw it.

THEATER TO HELP CITY.

Proceeds of Wilmington (Del.) Playhouse to Go Towards Paving the Streets.

Wilmington, Del.—A theater that will have for its purpose the raising of funds whereby the city's streets can be improved will be opened here on Monday, May 22.

The theater will be in the open air and will be located on a triangular lot at Maryland avenue and Beach streets in the Eleventh ward.

Connelly, who is the Democratic leader of the ward, says that the open air theater means an expenditure of \$100,000, but that he hopes by September to turn over to the street and sewer department at least \$5,000.

At the formal opening of the playhouse Gov. Lea, Mayor Wilson and Chief Justice Lore have been asked to make addresses.

The stage will be the largest in Wilmington and will have a roof. The auditorium will be in the open and will seat about 3,000 persons.

Claim Lepers Are Cured. In a lengthy report submitted to Gov. Blanchard by the board of control of the Louisiana Leper home, announcement is made for the first time that a definite cure has been obtained in three cases of leprosy.

TERRAPIN TIMES CHANGED

Reptiles Once the Food of Slaves Are Now Scarce at \$50 a Dozen.

It is difficult to realize that terrapin were once so plentiful that slaveholders around Chesapeake bay had to be prohibited by law from inflicting them upon their bondmen more than three times a week, on the ground of cruelty.

The female terrapin are preferred because of the richness the eggs impart to the sauce. They range in price from \$50 to \$100 a dozen, says What to Eat, and are hard to get at that price.

Most of these come from Long Island, since the Chesapeake bay diamond backs became so exceedingly scarce that they are used principally to supply the demand of private houses.

Next best are the Jersey turtles, but they are not numerous. Below North Carolina, whose best terrapin average \$50 a dozen, the quality deteriorates rapidly and prices naturally correspond. The Gulf terrapin are large in size, seldom measuring less than seven inches in length, but the flesh is coarse in texture and flavor. These sell as low as \$12 a dozen.

Most of the terrapin dishes found in the west are substitutes. The bones of the real terrapin are bought by the pound, cunningly mixed with veal and other meats and palmed off on unsuspecting public for something like a collar portion.

Connoisseurs in the matter of terrapin often order their supply direct from the Chesapeake country in the fall and put them in the cellar until the time of their oblation is at hand. The wants of terrapin are few and easily supplied. An empty barrel or a tub of salt water affords them shelter and an occasional meal of vegetable parings serves to keep them in flesh and spirits.

CANADA, THE EVELESS EDEN

Lack of Women a Serious Handicap to Development of the Country.

Canada is winning the unenviable reputation of an Eveless Eden. The men outnumber the women, and even immigration does not mend matters, for it is figured that of the 14,000 new settlers who have arrived in Canada since the first of the year more than eight per cent. of them have been women.

The majority were married women, says the Rochester Post-Express. In the western part of the dominion the lack of women is a serious handicap to the development of the country.

The settlers cannot find wives, and as women play just as important a part as man in the drama of a new country, the government of Canada is worried over the unenviable situation. The government is satisfied with the class of immigrants that have arrived this year. They are said to be a sturdy lot of men, few of whom are past 45, and most of whom are between 20 and 25 years, and many are fairly well to do.

A large number are from the north of Ireland, many from Scotland, and the rest from the crowded centers of England. The government frankly admits that the dominion cannot supply wives for these new settlers, and advises them to send to the old country for mates. Now, if Massachusetts were only in Canada the problem would be partly solved, for in the old Bay state the women largely outnumber the men.

NEW YORK CITY OF ISLANDS

Some of Them Mere Dots, Others as Large as Some Separate Cities.

No large city of the world has so many islands within its municipal boundaries as New York. Some of these islands are mere dots. Others are large enough to have almost the dimensions of cities.

Governors Island, with an area of 70 acres, is the property of the federal government and is assessed at \$5,000,000 by the city, which is \$30,000,000 by the state, and as land values go within New York that figure is low.

Blackwell's Island, which covers 124 acres, is valued at \$12,000,000, which is at the rate of nearly \$97,000 an acre. Ward's Island is valued at \$9,000,000 and Randall's at \$5,000,000. North Brother Island is valued at \$220,000, Riker's Island at \$637,000 and Hart's Island at \$350,000.

The most important of the islands included within the boundaries of the Greater New York is, of course, Manhattan Island, the value of which is practically incalculable. It is at least \$5,000,000,000; how much more is conjectural.

The Borough of Brooklyn includes Coney Island. The whole of the Borough of Richmond is an island, an island valued by the city for tax purposes at about \$60,000,000. The area of Staten Island is 36,600 acres, which is almost three times the size of Manhattan.

Wiped Out Oysters.

There was a calamity of the Vesuvian eruption which was not chronicled, at least by cable. That is the extinction of the Neapolitan oyster. The Bay of Naples produced an oyster esteemed by epicures as the choicest in all Italy. For the present, at least, the Neapolitan oyster is an extinct species. According to Prof. Doru, director of the aquarium of Naples, the ashes from the volcano falling in the bay have covered the bottom to such a depth that every oyster in the beds was smothered, and the beds themselves hopelessly buried.

THE STRAW HAT SEASON.

Arbitrarily Fixed Dates No Longer Strictly Regarded by Masculine Wearers.

By long established custom the straw hat season in New York opens on Decoration day, May 30, and closes September 15, but in recent years there has been evident a growing disposition to disregard these arbitrarily fixed dates and wear straw hats whenever they are comfortable, says the Sun.

This disposition has shown itself not so much in the fall as in the spring, for while by common consent if the weather holds warm straw hats may now be worn after September 15, yet that does still usually remain the closing date. In the spring, now, it is quite proper and permissible to open the season earlier than May 30 if the weather warrants—in fact the wearing of a straw hat long before the date would not necessarily excite comment.

Thus when a man—doubtless the first of the present year—appeared in Fifth avenue on April 30, a month ahead of the conventional opening of the season, wearing a straw hat, his headpiece scarcely attracted any special attention, for April 30 was a warm day, on which a straw hat would have been comfortable to anybody.

The wearer was a middle aged man and his hat a Panama. It was a comfortable hat, and at the same time not a hat of conspicuous newness. It seemed not only appropriate to the day, but it didn't look strange in any way, not like a hat worn out the first time.

So some judgment is still required on the part of the early straw hat wearer if he would present a seemly appearance, but even the fancy full fashion straw may now be worn, the weather favoring, days earlier than it once was; and so the general fact remains that in these later years people are showing a growing disposition to disregard the old time arbitrarily fixed straw hat dates, and coming more and more in this matter to be governed by comfort rather than convention.

HAS CISTERN FOR HOME.

Where a San Francisco Man Has Lived Since the "Recent Unpleasantness."

The spirit of the cave dwellers is not dead. This is shown by the temporary home of Maj. I. H. Tomlinson, who has lived since the recent unpleasantness in a cistern at the corner of Broadway and Jones street, San Francisco.

The cistern is in the summit of a hill on the Demarest estate and is reached through a short tunnel. A rough opening has been made in the wall, and in this primitive doorway the occupant may be seen smoking the pipe of contentment, as indifferent to earthquakes as were his ancestors of the stone age.

A cat shares the subterranean apartment and pictures from the magazines have been pasted upon its walls. It had been the intention of the owners of the property to make a curio room of the cistern, which is about ten feet across, and its walls had been covered with whitewash. The smoke of the confederator, however, converted this to black.

Maj. Tomlinson has found the solid bedrock in which his abode is sunk an admirable seismograph, and says that he has detected more than 100 tremblers since the great earthquake. But neither fire nor seismic disturbance has horrors in the cistern, which would withstand a Kansas cyclone.

"CHURCH SIDE" OF A HAT

Woman Who Sat Next to Wall Didn't Want Trimming on That Side.

A milliner who works in a large city says that one day a woman came into the store very much excited, and wanted the trimming on her hat changed. She said that it had been trimmed on the wrong side, relates Youth's Companion.

"But," said the saleswoman, "the trimming is on the left side. That is where it ought to be."

"It doesn't make any difference whether it ought to be in front or back, or right or left. It's got to be on the church side."

"Church side?" gasped the astonished girl.

"Yes, church side. I sit right next the wall in church, and I'm not going to have all that trimming next the wall. I want it on the other side, so the whole congregation can see it."

The trimming was promptly placed on the "church side" of the hat.

Ruins of Nubia.

The oldest architectural ruins in the world are believed to be the rock temples at Ipsampool, on the Nile in Nubia. One of the ancient temples consists of 14 apartments hewn out of solid stone. The largest single stone used in this work is one which forms a veranda like projection along one side of the main temple. It is 57 feet long, 52 feet broad and 17—one account says 19—feet thick. This colossal stone is supported by two rows of massive square pillars, four in each row and each 30 feet high. To each of these pillars is attached a colossal figure of a human being, reaching from floor to roof. In front of the main temple are seated still another colossal, four in number, the two largest being each 65 feet high. The ruins are supposed to be 400 years old.

DINNERS IN HONOR OF DOGS

Feasts That Are Given Annually to Canine Heroes—Portrait of One.

T. P. O'Connor tells a couple of interesting stories of annual feasts given to noble dogs in honor of their deeds of heroism. A Mr. Phillips, while bathing, ventured out too far and was in imminent danger of drowning. The bystanders on the beach prayed two boatmen to put out to his rescue, but they declined unless they were paid for the service a certain sum.

While they were hagglng about the price of a life a Newfoundland dog, of his own initiative, swam swiftly to the drowning man's assistance and towed him ashore. Mr. Phillips bought the dog from his owner, a butcher, and instituted an annual festival in its honor until its death.

At this festival the dog was assigned the place of honor, and consumed his beefsteak with creditable decorum. After Moreland had painted and Bartolozzi had engraved the dog's portrait Mr. Phillips had it worked into the tissue of all his table linen.

In the flourishing days of Astley's, a Mr. Ryan was walking beside a Newfoundland dog which took important parts at that playhouse.

Suddenly they heard a man shouting that two children had fallen into the canal and that both had gone under. He threw a stone to indicate where they had sunk and the dog plunged in.

The dog brought first one child safely to shore, though the boy's coat collar, by which the dog was towing him, gave way and Hero had to dive again for him. Then he went back for the second child. The father of the boys instituted an annual banquet in the dog's honor.

SHE PREFERRED TO STAND

Street Car Strap Is Much Nicer When One Has on New Clothes.

By the time the car reached Fortieth street there were no fewer than a dozen vacant seats, but the girl in the new tailor-made gown refused to avail herself of their hospitality, relates the New York Press. The messenger boy pointed them out to her. So did the woman in blue and the man with the red beard, but to all invitations to make herself comfortable the tailored girl said: "No, I thank you. I get off soon," and continued to lurch backward and forward in the middle of the car.

The conductor watched her grimly. "I could have told those folks it was no use to try to make that girl sit down," he said to a passenger on the platform. "She never does. I used to try to get her to rest herself for a minute or two, just for a change, but I never could do it. She has been riding in my car pretty regularly for about a year, and no matter whether the passengers are many or few seldom have I seen her sit down. I used to wonder why she chose to stand up and flop around that way, but I have come to the conclusion that she does it because her clothes fit so well."

"I have seen lots of other people with the same trick. When I find a woman who insists upon standing in a car where there are vacant seats I look at her clothes, and it turns out, nine times in ten, that she has a good figure and a dress that wouldn't show a wrinkle under a microscope."

NAME SURVIVES ARTICLE.

Penknife of the Original Pattern Something Not Now Made Use Of.

One of the most remarkable instances of the name of an article surviving its use is the penknife. We talk of it every day, but the purposes for which the penknife were originally designed exist no longer. The pen of western civilization was fabricated, as old people remember, of quills, and quill pens are still affected by old-fashioned persons, who declare that no efficient substitute has yet been found for them. The penknife of our great-grandfather's day was, indeed, a triumph of the cutler's art in the keenness of its edge. According to the list of the requirements of a complete writer, the scribe needed "a penknife, razor metal," always at hand, and people who remember how soon a quill pen became unsuitable in the hands of vigorous writers will appreciate the necessity. To be a good pen-mender was one of the first essentials in a village pedagogue; his penknife was as indispensable to him as his cane. Strangely enough, there were menders of pens who seemed born to fulfill the function, and men who could never learn the art, let them try as they might. But the penknife, properly so called, is no more, and with its disappearance vanished the expert who wielded it.

Electric Generators.

In two decades the capacity of electric generators has increased more than a hundredfold, while they produce power with four times the former efficiency. The largest generator of 20 years ago was the 100 kilowatt dynamo, belted to a 150-horsepower engine, but dynamo now being built have a maximum capacity of 12,000 kilowatts.

New Mineral.

Molybdenite is now being exported to the United Kingdom from Norway, the deposits near Flekketjord having, it is understood, been sold to a British company. The production in 1905 is given as about 29 tons.

MODERN TRANSPORTATION.

Problem That Has Taxed the Inventiveness of the Smartest Men of the Age.

Kipling has drawn a picture vibrating with movement and color, fairly pulsating with the essence of human life, when he describes in "Kim" the great trunk road of India. Thousands of bare or sandaled feet polished the stones of the footways that converged at city gates; the endless grinding of the roughshod wheels wore deep and everlasting ruts in the stone pavements. Yet not so many people, in a month of 30 days, entered or left any of the old walled capitals of Greece, or Rome, or India (that, like our modern populous centers, depended for their very life on the outside country) as now, between sunrise and sunset, hurl themselves back and forth, in and out of New York alone, says the Metropolitan Magazine.

Transportation is the key to the ways along which people can move and the means to move them are the great questions of the hour, and all roads lead to town.

We have tunneled beneath the ground and the river; we have thrown great flying arches over our intervening waterways; we have not worked the surrounding country with lines of humming trolleys, and the ferry boats swing with the regularity of pendulums from pier to pier. Incoming or outgoing armies of men spend large fractions of their lives upon the road. They have traveled many times the distance to the moon and back. The faithful servants, electricity and steam, fetch them in and out. The same unvarying number of footsteps have brought them to their homes and offices. The same unvarying revolutions of whirling wheels have carried them from the journey's beginning to its end. Far above the levels of the roofs of the dwelling houses we have built great cities, peopled by the fountains of great migratory flocks who come in the morning to pick up their living, fill their mouths and fill their pouches, and retire at night to their home nests and roosting places.

FIRST OF THE CHAUFFEURS

Were Men Who in Fantastic Garb Terrorized the Ruralities of France.

Chauffeurs existed long before there were automobiles. History tells us that about the year 1795 there sprang up in France, principally in the eastern and central regions, fantastically dressed men with their faces blackened with soot and their eyes carefully concealed, who gained admittance to farmhouses and other isolated dwellings at night and committed all kinds of depredations and outrages.

They had an outrageous habit especially from which they obtained the name that posterity has preserved for them. They first garoted their victims, and dragged them in front of a great fire, where they burned the soles of their feet. Then they demanded of them where their money and jewels were concealed. Such interrogatories could scarcely be resisted.

It is from this that is derived the appellation of chauffeur, which once so terrible old ladies, but which at present evokes in us only cheerful and pleasing thoughts of automobilism and of voyages and excursions at 25 and 30 miles an hour, in which there is nothing but the roads and paved streets that are searched.

JOKE ON THE PUBLISHERS

Poem Imitating Bret Harte's Style Given Wide Circulation and Notice.

Sam Davis, of Nevada, once made a wager that he could successfully imitate the style of any living or dead poet, and do it so thoroughly that the difference was not discernible; and that the public, the press, and the critics would not detect the fraud. As a result, says Success Magazine, he wrote "Binley and 46," to which he signed F. Bret Harte's name. The fake was put out in a publication known as "The Open Letter." It described an engineer who took his train through a snowstorm in the Sierras, dying at his post.

From the Atlantic to the Pacific the poem was copied. "Binley and 46" was given a full page in an illustrated weekly, with a portrait of Bret Harte, and described as "the best short poem of the decade."

It was many years before Mr. Harte denied its authorship. The poem has since been incorporated in several books of popular recitations, notwithstanding Binley freezes to death beside a roaring locomotive furnace, with 150 pounds of steam up and two cords of wood within reach.

Sentenced to Servitude.

Two hundred years ago, when men and women were condemned to death for trivial offenses, it was the custom in Scotland to commute the death sentences into perpetual servitude to specified masters—in other words, the condemned person became a slave. It was further ordained that he should wear a metal collar round his neck recording his sentence and punishment. The Society of Scottish Antiquaries owns one of these collars, fished out of the Forth above Alloa. It is of brass, with this inscription: "Alexander Stewart, found guilty of death for theft at Perth, 5th December, 1701, and gifted by the Justiciars as a perpetual servant to Sir John Aresken of Alva."

TURBINE A SAVER OF COAL

Economy Effected by the New Marine Engines Has Been Amply Shown.

Though the owners and builders of steamships have only recently come to realize that the turbine requires less steam and hence less fuel than the reciprocating engine, it is now evident, says the New York Tribune, that indications of this fact were discovered five or six years ago. In the experience of the torpedo boat destroyers Colza and Viper, on which the Parsons engine had its first real trial, there was probably no sign of economy. Then came in successive years two river boats for service on the Clyde, the King Edward and the Queen Alexandra, and a ferry boat designed to cross the English channel.

From a paper read before a Liverpool engineering society a few days ago it appears that the King Edward demonstrated its ability to travel farther with the same allowance of coal than a boat of the same size which had paddle wheels and reciprocating engines. The sidewheel craft now gets 7.73 miles out of a ton of coal, the King Edward 8.9 and the Queen Alexandra fully 9 miles. What is more, the two turbine steamers travel faster than their rival. The difference in fuel consumption between the first channel boat having turbines and the best paddle-wheel steamer running on the same route was extraordinary and it looks now as if it were exceptional also. The old vessel traveled more slowly than the new one, yet it required seven per cent. more fuel per mile.

At least two reasons can be suggested for the farfulness with which the economy of the turbine was recognized. In a measure, no doubt, this quality was overwhelmed by the increase in speed which the Parsons engine made feasible. Again, there might have been a doubt about the justice of assigning all of the gain effected to the engine and not credit to the screw propeller, which was substituted for paddle wheels, with any share of it. A much more significant comparison was possible when the British admiralty tried the two styles of engine on cruisers having not only the same model, displacement, and boiler capacity but also the same mechanism for utilizing the power generated.

FISH TERROR TO FROGS.

One of Gold Variety Will Not Permit a Single Hopper in His Pond.

A gold fish which has run amok is one of the characteristics of New Britain, Pa. One of the residents has ornamented his grounds with a number of small ponds, in which he grows water lilies and keeps gold fish.

One pond in particular, says Outlook, is inhabited by a single gold fish, a large black one, about three years old. This lonely hermit has taken a great dislike to the small frogs which swarm in all the ponds at this time of year, and will not permit a single frog to come into his pond.

The moment a frog jumps in the fish attacks it, lashing the water with his tail, hitting the frog with his head until he drives it out. The frogs swim about in a dazed way and finally climb out.

Almost any evening a number of disconsolate little frogs can be seen sitting in a row on the brick edge of the pond, desiring but not daring to jump in.

The fish lately has become such an autocrat that he will not permit a frog even to hang a foot in the water, working himself into such a frenzy, lashing about and leaping out of the water, that the frogs withdraw in fright and bewilderment. The incident is both amusing and pathetic, depending on whether viewed from the point of observation of a spectator or a frog.

WAITING TURN FOR NAME.

All the Good Ones Used on the Dogs and the Child Had to Wait.

A lady in a small Alabama town had occasion to call at the cabin of her washerwoman, Aunt Betsy, relates Success Magazine. While waiting for the article she sought to be found, she observed a woolly head which appeared from under the edge of the bed, and asked:

"Is that one of your children, Aunt Betsy?"

"Deed an 'tis, honey," was the reply. "What is its name?"

"Dat chile ain't got no name yet, Miss Rosa," Aunt Betsy said.

"Why, it must be five or six years old; surely it ought to have a name at that age," the lady said.

"Dat done worried me a whole lot, honey, hit sho' has," she said. "But whut Ah gwine do? My ole man, he done used up all de good names on de dawgs, an' now dat chile dese hatter wait twell one ob dem die, so he can git his name."

Barbaric King.

Behanin, the ex-king of Dahomey, who is now a ward of the French government, is about 60 years of age, with the blackest of faces and a short white beard. He smokes 40 strong cigars a day. At a Paris hotel he refused to eat of plates or drink from glasses which had been served before. His four wives treated him with barbaric homage, kneeling before him, kissing his hand and, when he rots or walked abroad holding an umbrella over the royal head.