Wichita Eagle

A TORNADO IN A CITY.

John McGovern Writes of the Deadly Work of the Cloud Funnel.

[Special Correspondence.]

CHICAGO, July 15.—Tornadoes have gone up and down America forever, but this generation of human beings has done no such thing. As a boy I read of waterspouts in the Indian ocean, but from 1857, when I began to take note of events, until about 1875 I heard nothing of tornadoes, though always in a printing office and always an omnivorous reader of news. Perhaps, too, the tornadoes of oil speculation, war and westward ho filled up the theatre of the mind.

The first tornado that made its actual appearance on the horizon of our intellects was the calamity of Hazel Green, a hamlet on a hill north of Galena, Ills. Stanley Huntley, the author of "Old Spoopendyke," was sent out to gather particulars. Some of these gatherings, I verily believe, were at the basis of poor Stanley's fame as an imaginary writer. I remember that he reported this incident: A flagstone, for pavement, lay on the ground at the foot of the hill. It ascended the funnel and became the capital of the column, riding majestically over the town, slowly revolving, like some plate on the finger of a juggler.

The next funnel came to Mt. Carmel, Ills., and a second one followed fifteen years or so later. I do not believe that the news of battle itself so deeply moved western Americans as did these crashings of the invisible chisel and lathe of heaven. In 1881 the great disaster of Grinnel, Ia., arrived. Let us suppose you have charge of the telegraphic news of a great paper. At 8 o'clock a dispatch is brought, stating that the city of Grinnel is in ruins. Then follows a beating of the entire telegraphic bush. News of a storm at some town adjacent to Grinnel gives the editor his path of the tornado, for he then lays down his map and draws a straight line across the two towns. He sometimes thus finds a tornado where none had been reported. He begs New York and Boston to give him all their preliminary information. He strives until 2 o'clock a. m. and always has a terrible story by that time.

There is a goriness about cyclones that the roaring rivers never offer to the newspaper man. Let the Mississippi roll seventy miles wide, there is no Sodom or Gomorrah at its bottom. New Orleans is to go under, but it never goes under. If a dam break, ah! that is different—in Connecticut, in Pennsylvania, in Arizona. But the tornado not only kills instantly, it shoots a poisoned arrow. Its wounded are badly hurt. I remember the funnel that went north in Mississippi in 1882, I think. About half the wounded died. A terrible year was that 1882—a year of telegraph editors drawing lines across the map until the thing was gridironed and annotated into illegibility. In one night a dozen funnels crossed the Mississippi eastward, and one of them reached Lake Michigan at Racine. Another stopped south of Chicago near Joliet.

At last the cyclone became familiar to our slaughterous thoughts. We bought books which showed that Omaha and Kansas City had in 100 years shown the largest number of these funnels. We found the cyclone theory—how the cold air swings around on the southwest arc of the big circle and explodes into upper heaven, becoming electricity—and we turned our attention from tornado to tariff, from woes to weddings.

Yet this North American wheel, gyrating over our cities with its southwestern spokes carrying maelstroms, impresses me more deeply than weddings—for what is a marriage but a novel, and what is this black funnel but a fact? Some time before the date of the lesser tornado that recently devastated Fargo I went to Louisville as a bird to its charmer.

I wanted to put my fingers in the wounds. I went where the thing began. I looked over to a distant point where it ended. The only expression of irresistible force to be seen in the wreckage was the clean section of brick walls. You can build on the part that is left; it is not sprung or cracked. Churches are a complete wreck, because they have but one room and are weaker than other buildings. Houses with many partitions make a good resistance. Wooden houses wavered, and by giving an inch remained intact. About four funnels went over the city side by side. The lesson should be to avoid large rooms, for the studding did great salvage at Louisville.

I was most desirous to touch the moral effect. An old friend of mine was protector of Jewel lodge when the Falls City hall went down, killing nineteen persons. The floor sank softly, like a steam elevator. He prepared for death, was struck, covered, felt heavy rain, uncovered himself and climbed out of ten feet of debris. The event has conquered his imagination. Thoughts of history, of slavery, of war, of strikes, of monopoly, of bread and butter have all vanished before the memory of the monster that flew in on Louisville the night of the 27th of March. Sleep is fitful. A survivor at Louisville greets the returned companion of his youth politely, but falls with tears on the neck of every fellow sufferer. All dates begin at March 27. A wounded victim dies at home or at the hospital; the news recalls the blackness, the departing fury, the terror, the window glass sucking outward, the grocer's bill, written as the glass crashed, and next found at Cincinnati.

Now in July the bricks are piled neatly in Louisville, the negroes quarrel as to their relative quality, the funnel lanes fill with new buildings, and the material world is nearly repaired there; but the wheel has got in its deadly work afresh at Fargo. And perhaps here is food for reflection for 1,300,000 Chicagoans, who build thirteen stories and project Eiffel towers 1,500 feet high.

JOHN MCGOVERN.

Selling by the Candle.

This was a species of auction which obtained in early days. An inch of candle being lighted, he who made the bid as the candle gave its expiring wink was declared the buyer.—Dry Goods Chronicle.

"Thick and Glossy."

THE PRODUCTION of an abundant growth of hair, of a silk-like texture and of the original color, often results from the use, by those who have become bald or gray, of **Ayer's Hair Vigor:**

"I was rapidly becoming gray and bald; but after using two or three bottles of Ayer's Hair Vigor my hair grew thick and glossy and the original color was restored."—M. Aldrich, Canaan Centre, N. H.

"A trial of Ayer's Hair Vigor has convinced me of its merits. Its use has not only caused the hair of my wife and daughter to be abundant and glossy, but it has given my rather stunted mustache a respectable length and appearance."—R. Britton, Oakland, Ohio.

"I have used Ayer's Hair Vigor for the past four or five years and find it a most satisfactory dressing for the hair. It fulfils all that I could desire, being harmless, causing the hair to retain its natural color, and requiring but a small quantity to render the hair easy to arrange."—Mrs. M. A. Bailey, 9 Charles st., Haverhill, Mass.

Ayer's Hair Vigor,

PREPARED BY

Dr. J. C. Ayer & Co., Lowell, Mass.

Sold by Druggists and Perfumers.

Wichita Wholesale & Manufacturing Houses.

Lowest Prices in the City. Largest Stock in the State

CHAS. T. CHAMPION,

WHOLESALE HEADQUARTERS FOR

BLANK, MISCELLANEOUS, SCHOOL BOOKS, STAPLE, OFFICE, FINE STATIONERY,

Office and Typewriter Supplies. Summer Sporting Goods.

118 East Douglas Avenue, - - - - - - - - Wichita, Kansas.

GETTO-McCLUNG BOOT AND SHOE CO.,

Manufacturers and Wholesale Dealers in

BOOTS:&:SHOES.

All goods of our own manufacture warranted. Orders by mail promptly and carefully filled.

135 and 137 N Market Street, - - - - - - Wichita, Kansas.

GLOBE ·-. IRON ·-. WORKS,

MANUFACTURERS OF

Steam Engines, Boilers and Pumps, and Dealers in Brass Goods, Rubber and Hemp Packing, Steam Fittings, Etc. Repairing of all Kinds of Machinery a Specialty. Orders promptly filled for all kinds of Sheet Iron Work. All kinds of castings made.

A. FLAGG, Proprietor. - - - - - - - - - Wichita, Kansas.

The Stewart Iron Works,

MANUFACTURERS OF

IRON FENCING,

Architectural, Wrought and Cast Iron Work for Buildings.

Factory: South Washington Avenue. Wichita, Kansas.

KASAS SPRING BED CO.

—DEALERS IN—

Feathers and Manufacturers of Woven Wire Mattresses, Cots and Cribs. Canvas and Upholstered Cots, Spring Beds, Mattresses, Pillows and Bedding.

S. E. Cor., 2nd St. and Mead Ave

THOMAS SHAW

WHOLESALE DEALER IN

Pianos and Organs

Sheet music and books. All kinds of musical goods. Brass band and orchestra music. 129 Main Street, Wichita, Kansas.

Trimble Bros. & Threlkeld,

WHOLESALE

HARDWARE

Special attention to mail orders.

110 E Douglas, - Wichita, Kan

AREY FURNITURE CO.

Wholesale and Retail Dealers in

FURNITURE, CARPETS

BEDDING, ETC.

255 and 257 North Main Street.

D. W. STALLINGS & SONS,

MANUFACTURERS OF

STALLING'S PALMOLE TOILET SOAP

It beautifies the complexion and keeps the skin soft, smooth clear and healthy. For sale by druggists and grocers.

526 Chicago Ave. - Telephone 99

F. G. SMYTH & SONS,

Wholesale and Retail Dealers in

Farm : Machinery,

Fine carriages, buggies, carts, etc. Genuine Glidden barb wire. Corner of Douglas and Lawrence avenues.

L. HAYS,

WHOLESALE

SADDLES,

Saddlery Hardware. Manufacturer of Uppers, Leather and findings, hides, furs, wool and robes. 127 Douglas Avenue, cor. Water St., Wichita, Kan.

SWAB & GLOSSER,

TAILORS

And Jobbers of Woolens and Tailors Trimmings.

145 N Main Street, - Wichita.

WICHITA BOTTLING WORKS,

OTTO ZIMMERMANN, Prop.

Bottlers of Ginger Ale. Champagne Cider, Sada Water, Standard Nerve Food, also General Western Agents for Wm. J. Lemp's Extra Pale.

Cor. First and Waco Sts., - Wichita.

E. VAIL & CO.,

WHOLESALE

WATCHES, JEWELRY,

CLOCKS AND SILVERWEAR.

106 E Douglas Ave., - Wichita.

Cigar Headquarters. Cor. Main and First Streets.

W. T. BISHOP & SONS,

WICHITA, KANSAS.

Send us a Trial Order or Call and See Us.

—FINLAY ROSS—

WHOLESALE AND RETAIL

FURNITURE, CARPETS, ETC.

The Largest Establishment in the State.

Nos. 119 and 121 Main Street, - - - - - Wichita, Kansas.

J. W. HAWN & CO.,

Wholesale Grain and Commission Merchants.

Elevators, on A. T. & S. F., Frisco and Missouri Pacific Tracks.

Wichita, - - - - - - - - - - - Kansas.

CORNER & FARNUM,

ROYAL SPICE MILLS,

Jobbers and Manufacturers. Teas, Coffees, Spices, Extracts, Baking Powders, Bluing, Cigars, Etc.

112 and 114 S Emporia Ave.

SPRAY YEAST.

The quickest, strongest and purest Dry Hop Yeast on the market. Will keep a year in any climate.

Price, 5 cents per package of 7 cakes For sale by all wholesale and retail grocers.

Manufactured by Corner & Farnum factory corner Kellogg and Mosley Avenues.

McCOMB BROS.

Manufacturers, Wholesale and Retail Dealers in

SADDLES & SADDLERY HARDWARE.

Correspondence Solicited.

121 E Douglas Ave, Wichita, Kan

J. A. BISHOP,

Wholesale and Retail

WALL PAPER

Paints, Oils and Glass.

150 N Market St., Wichita, Kan

BURR FURNITURE CO.,

Wholesale and Retail

FURNITURE

125 East Douglas Ave.

CHAS. LAWRENCE,

—DEALER IN—

Photograhers' : Supplies!

102 E Douglas Avenue.

Wichita, Kan. Telephone Connection

FOREST CITY COAL CO.,

Wholesale and Retail Dealers in

COAL!

Weir City and Rich Hill Coal a Specialty.

119 N Water St., - Wichita, Kan

BUTLER & GRALEY

Manufacturers and Dealers in

TINWARE, ETC.

All kinds of cans for shipping purposes, fruits, baking powder, etc.

213 South Main, Wichita, Kan.

E J. FOSTER,

Wholesale and Retail Dealer in

Queensware, China, Glassware, Fancy Goods, Plaited Ware and Decorarted Ware of all Kinds.

Lamps and oil a specialty.

219 Douglas Ave. - Wichita, Kan

The Hyde & Humble Sta. Co.,

Wholesale and Retail Dealers in

Books : and : Stationery,

Wall Paper, Wrapping Papers.

114 N Main St., - Wichita, Kan

M. A. McKENZIE & CO.

MANUFACTURERS OF

Fine Carriages, Buggies, Phaetons and all Styles of Vehicles, and jobbers in Carriage Builders Supplies. Buggies, single or in car load lots.

Cor. First and Wichita Streets. - - Wichita, Kansas.

WICHITA STEAM LAUNDRY.

Makes a specialty of doing work for outside towns and cities. Agents wanted everywhere. Write for terms.

Best Work in the State.

—L. M. COX,—

Manufacturing ·-. Confectioner,

And jobber in Figs, Dates, Cigars, Foreign and Domestic Nuts, Cider, Paper Bags, Paper Boxes, Candy Jars, Trays, Etc.

215 and 217 South Main St., - - - - - - Wichita, Kansas.

THE C. E. POTTS DRUG CO.

(Formerly Charles E. Potts & Co., Cincinnati, O.)

WHOLESALE DRUGGISTS.

Goods Sold at St. Louis and Kansas City Prices.

233 and 235 South Main Street, - - - - - Wichita, Kansas.

THE JOHNSTON & LARIMER DRY GOODS CO.,

—WHOLESALE—

Dry : Goods, : Notions : and : Furnishing : Goods.

Complete Stock in all the Departments.

119, 121 & 123 N Topeka Ave. - - - - - Wichita, Kansas.

WICHITA WHOLESALE GROCERY CO.,

Wholesale ·: Grocers,

OFFICE AND WAREHOUSE 213 TO 223 SOUTH MARKET STREET.

Keep everything in the grocery line, show cases, Scales and grocers fixtures. Sole agents for the state for "Grand Republic" cigars, also sole proprietors of the "Royalty" and "La Innocencia" brands. d5

ACROSS THE ANDES IN PALACE CARS.

The Railroad to Be Finished in 1892. Three Gauges—Enormous Grades.

The year 1892 will probably be signalized in South America by a most interesting event in civil engineering and in international overland commerce. This will be nothing less than the completion and opening of another railroad line from the Atlantic to the Pacific, and the first across the continent of South America. It is nineteen years since this work was begun, and it is now confidently expected that it will be finished by the beginning of 1892. The road is to run from Buenos Ayres to Valparaiso, a distance of 871 miles. There are now 640 miles of it finished at the Buenos Ayres end and eighty-two at the Valparaiso end. Of the remaining 149 miles about one-third is practically complete, the rails being laid. The passage of the Andes is accomplished at the Cumbre pass, which is 13,015 feet above sea level. The railroad, however, does not reach the summit of the pass but pierces the mountains by means of a tunnel more than three miles long, at an elevation of 10,450 feet above the sea. This makes it one of the highest, if not the highest, railroad in the world. There is nothing in Europe to compare with it. The St. Gothard railroad is 3,788 feet high, and that on the Rigi only attains an elevation of 5,753 feet. The grades are, of course, very steep. For a considerable distance the rise is more than 422 feet to the mile, or one foot in every twelve and a half. On this portion of the line a rackrail is employed similar to those on the Hartz and other mountain roads.

One unfortunate feature of the road, which will seriously impair its value, is the diversity of gauges adopted. The different sections of the road have been built by different companies, and each company has its own gauge. Thus there are 640 miles from Buenos Ayres to Mendoza of 5 feet 6 inches gauge, the eighty-two miles from Valparaiso to Santa Rosa are 4 feet 8½ inches gauge, and the remaining 149 miles from Mendoza to Santa Rosa are being laid in the narrow gauge of one metre. Thus, even when the road is finished, it will not be possible to run a train through from end to end. The seriousness of the defect is now appreciated, however, and it is probable that steps will be taken to make the gauge uniform.

The opening of the transandean railroad will do away with a great deal of the navigation around Cape Horn, which has been the only means of commerce between the east and west coasts of South America. It will also, of course, prove of enormous benefit in other ways to both Chili and the River Plate countries. Especially it will give the coal and copper and other products of the mines of Chili a splendid market in the Argentine Republic; and it will allow the produce of the fertile farms in the latter country to have better access to the poorly supplied markets of the Pacific coast. And the productiveness of the land in the valley of the River Plate seems to have no limit. The soil greatly resembles that of the richest wheat districts of South Dakota, and in places that of the Nile delta. There are hundreds of miles of the richest black loam, fifteen or twenty feet deep. There are thousands of acres around Montevideo and Buenos Ayres that have been under constant cultivation for 200 years; in all that time no artificial fertilizer has been applied to the soil, yet there is no perceptible falling in its crop producing powers. There are nearly a thousand million acres of such land.

The climate, too, is most favorable. There is scarcely a week in the year in which outdoor work cannot be done on the farms. Blizzards are unknown, and even the bitter cold of the middle Atlantic states is not experienced here. In summer the heat is great, but does not surpass that of New England. The only defects of the climate are the irregularities of the rainfall. There are sometimes droughts and sometimes floods. But this evil is being steadily overcome by systems of irrigation and by wholesale tree planting on the open plains.

The Chilians have properly been nicknamed the "Yankees of South America." They do, indeed, exhibit the characteristic Yankee thrift and enterprise. But the Argentine Republic has of late years also become much like the United States, especially the western states. The enormous immigration, amounting to hundreds of thousands annually, gives the people the same cosmopolitan character. The vast plains, devoted to wheat growing and to cattle raising, remind one greatly of the prairies and plains of the United States. The opening of direct railroad commerce between the east and west coasts will effect a practical commercial and industrial union between the nations. Chili will be the New England of South America, the mining and manufacturing region, while the River Plate country will correspond to the Mississippi valley as the great agricultural country of this continent.—Cor. New York Tribune.

A Carload of Chinamen.

A telegram received here today from San Antonio, Tex., says: The Southern Pacific passenger train from New Orleans this morning contained one car of curious freight. In an ordinary emigrant coach, attached to the rear sleeper, were thirty-nine Chinamen, en route to China. They came from Havana, Cuba, where they were employed in a cigar factory. On their arrival by steamer at New Orleans, the government officials forbade their landing until it was explained that they merely desired to go across the territory of the United States to San Francisco, where they had engaged passage to the flowery kingdom. The Southern Pacific company was compelled to give the government officials a bond of $250 for each of the Mongolian passengers before they were permitted to board the train. The bond was security that none of the Chinamen should escape from the train en route. The railroad company had the train strongly guarded, and the Chinamen are not allowed to leave the coach on any pretext, being compelled to eat and sleep in the car.—Denver Special.

The Flood Girls.

Have you ever read anything about the curious way in which Jennie Flood used to enjoy her wealth? In 1880 it was said that Miss Flood had more money than any other single woman west of the Mississippi. But the great brown stone palace on Nob Hill was apparently a source of no enjoyment to her. With her mother Miss Flood was content to use only one of the spacious tapestry hung and highly ornamented rooms. The paintings, statues and chandeliers remained gloomily wrapped in dust cloths, and but one of the many servants employed before Mr. Flood's death was retained. At the splendid Menlo park villa the same state of affairs prevailed.

Probably no family who had suddenly acquired wealth in California was ever more severely criticised than were the Floods, and of course Miss Jennie came in for her share of this adverse tattle. But her supreme devotion to her parents showed that she was a good deal more worthy than were many of those who gossiped about her.

A Lesson in Horticulture.

A couple of thriving tobacco plants stand in the window of a cigar store. A young lady stood looking at them Tuesday afternoon, and just then Shep Cone stepped from the door. The following conversation ensued:

Young Lady—Can you tell me what kind of plants those are, sir?

Mr. Cone—Tobacco plants.

Young Lady—Do cigarettes grow on them?

Mr. Cone—No; cigarettes are not made out of tobacco.

Young Lady—When do they blossom?

Mr. Cone—Never. When the leaves wither and turn brown in the fall of the year, and curl up and dry in the shape of cigars, then they are picked.

Young Lady—How funny!

Mr. Cone—Very funny.—Berkshire News.

FLOUR DEPOT.

C. Eisenmayer Sr. Milling and Elevator Co., of Halstead, Kan., carry a full line of hard and soft wheat flour at their agency in this city. Send for prices and samples.

OTTO WEISS, Agent, 355 N Main, Wichita.

Not the Spelling.

A solid young fellow who had been writing a letter with a pencil got up from his seat in the Erie depot for a stroll around, leaving his unfinished letter on the seat. A man came in, took the seat to wait for his train and in an absent way picked up the missive. He held it in his hands when the young man returned and said:

"That's my letter, mister."

"Well, you can have it," was the reply.

"Did you read it?"

"N—o. That is, I glanced over a few lines of it, and noticed that hardly a word was spelled correctly."

"It is a letter to my girl."

"Yes."

"Girl I'm going to marry."

"Yes."

"And I don't care a cocked hat about the spelling. What I want to impress on that girl is luv, l—u—v, and lots of it, for there's sixty acres of land and a sawmill behind her."—New York Sun.

He Attended a "Memory Class."

A laughable story is told of a man who attended a "memory class."

"Hallo, Tom," said a friend, "I hear you are attending this memory class. What do you think of it?"

"Greatest discovery of the age," said Tom enthusiastically. "I tell you it's a grand thing. Why, two months ago I couldn't remember anything for a day—I couldn't remember names and dates at all, and now, since I've taken up this system, I can't forget anything. No, sir, I really can't."

"Is that so? I must look into the thing myself. What's the teacher's name?"

"Oh, his name's—um—um—let me see. What is his name? I know it as well as I know my own. Odd sort of a name, but common enough, too. It's—it's—I had it at my very tongue's end just now. It's something like—like—hanged if I remember what it is. I'll find out and let you know. I never could remember names."—Chatter.

Its First Effect.

"Look here!" exclaimed the grocer to a loafer, "that's the sixth lump of sugar you have put in your mouth."

"That's all right. The last tariff bill put sugar on the free list."—Wilmington Craftsman.

An Inconsiderate Offer.

"I'm all unstrung," said the tramp.

"What's the matter?"

"There was a woman over in Genesco this morning said she could give me work."—Puck.

OSCAR WILDE'S BOOK.

It Will Doubtless Serve the Purpose for Which It Was Written.

[Special Correspondence.]

NEW YORK, July 14.—It is perhaps something of a coincidence that in the current number of Lippincott's Magazine there are contributions from Oscar Wilde and Edward Heron-Allen. The coincidence which brings these men of notoriety together in this magazine is emphasized by

OSCAR WILDE IN 1879.

the fact that they are probably the only two writers who use the English language, and very likely the only ones to be found of any other language who have constructed novels the underlying suggestion of which is something not to be spoken of, scarcely to be thought. When Mr. Allen published his piece of fiction it created no other comment than that caused by the belief that he had, with skill and by artful suggestion, caused a tale to turn upon the abnormal.

Oscar Wilde, in the story which is printed in Lippincott's under the title of "The Picture of Dorian Gray," has overmatched the skill of Heron-Allen, and has undoubtedly accomplished the purpose which, in addition to pecuniary consideration, he had in view when he wrote the story. One of the epigrams contained in the novel declares that there is only one thing worse than being talked about, and that is not being talked about, and Mr. Wilde, whose maneuvers with the sunflower and knee breeches have long since ceased to make him notorious, will be likely to find in this latest venture of his that he is talked about, and it is probable that will satisfy him, although the chatter which his work creates would be regarded with the utmost dread by most human beings.

"The Picture of Dorian Gray" seems to have been suggested partly by the myth which describes a youth as having fallen in love with his own picture, and which as a classic tale of mythology is a beautiful narration, and it is also inspired by Mr. Stevenson's "Dr. Jekyll and Mr. Hyde." Dorian Gray, an extremely handsome young man, falls in love with his portrait, and it is the desire of his heart that in his own body he shall ever remain as the picture represents him to be, while the process of growing old is transferred from his own body to the portrait. Into the abnormal state of mind thus developed Dorian becomes infatuated with his own personality, and also produces an effect upon other men which causes them to become infatuated with him. The nervous and the utter physical degradation, as well as malformation of intellect and character, which follow this development form the basis of the story.

Of course the seeker after the abnormal and shocking in fiction can find nothing beyond the possibilities contained in such a conception as this. A step farther than Mr. Wilde has gone would be sure to cause the arrest of the author and publisher and the suppression of the book. It is of course a story of passion, as "The Quick and the Dead" was a story of passion, but the latter is natural passion idealized, whereas the former is the passion which, under the statutes of many of our states, is, if followed, punishable with death.

Mr. Wilde writes entertainingly in the lighter passages of the book, but there is a sort of forced brilliancy and a suggestion of, worked over epigrams, which, while it gives the work an air of smartness, will hardly cause it to be regarded as a piece of excellent literary workmanship. It is possibly Mr. Wilde's purpose to convey a moral in his story which would be of good effect in certain aristocratic circles in England, but if that was his purpose he has no art in executing it. When Balzac wrote of hideous vices he analyzed and dissected them so that the horror of them was maintained and the awful power of the moralist's pen was made evident. There is no such art in Mr. Wilde's novel, and the suggestion is rather in the direction of sensationalism than of the highest art and morality.

It will probably surprise none of those upon whom Mr. Wilde bestowed his intimacy when he was in this country to know that he has written such a book, for it is written in the manner in which he occasionally narrated anecdotes to choice and private circles. Although Mr. Wilde came here as an exponent of æstheticism he was not interposed to view life in all its phases in New York, and of this disposition one public evidence was obtained through the facility with which he was steered by a bunco sharp into one of those notorious games. It is pretty safe to predict that if The Picture of Dorian Gray is ever published in book form it will find its way into no home, and will be read in a corner by those who buy it, yet it doubtless will serve the purpose which caused the writing and publication of it, because it will be talked about and thus most widely advertised.

E. J. EDWARDS.

Information About Fish.

Trout spawn during the months of November, December and January. At that time they leave the deeper waters of lake or stream and seek shallow portions where there is a gravelly bottom. This bottom is then swept, as it were, by the rapid action of the fins, and a little hollow is excavated in which the eggs are deposited.

The black bass build nests along the margin of the shore which are jealously guarded by the male fish. The carp family deposit their eggs upon twigs or roots on the borders of the ponds. They are left to take their chances without any of the fostering care exhibited by the black bass and other fishes.

The returns of the elementary schools in Great Britain with regard to singing show that [illegible] children passed the examination in tonic sol-fa, [illegible] in staff and other notations, [illegible] were taught by ear, and [illegible] could not sing at all.

WHERE THE FLAG IS NOT.

Our Shipping Has Declined Not Because of Protection but the Lack of It.

The Free-traders have lately begun to offer in explanation of the decline of the American commercial marine, says The Tribune. They have been asserting for twenty years that Protection has ruined the carrying trade under the flag. In the long range of economic controversy there is no inference so preposterous as this. If Protection is to be judged, let it be by the wonderful growth of industries which have been protected, and not by the collapse and destruction of almost the only one in the country which has not been protected. The capital invested and labor employed in factories, farms and mines have been protected by tariff law, and production has been enormously increased, industries have been multiplied, employment has been diversified, prices have been cheapened and labor has been made remunerative.

Capital and labor in the foreign carrying trade have not been protected. American shipping on the seas has been ruined by cheap foreign labor and by merciless competition supported by European bounties and subsidies. The decline of the American commercial marine has not been caused by Protection, but by the lack of it. This is conclusively shown by the development of the coasting trade and the commercial marine on the great lakes. These interests have prospered because, like other American industries, they have been protected by law. The foreign carrying trade has been ruined because it was neglected and left to perish from sheer inanition.

"We must have free ships," the demoralized but persistent Free-trader will rejoin in his shrillest treble.

What would these unpatriotic Free-traders do? They would enable American merchants to purchase instead of chartering Norwegian steamers and to raise the flag over them while continuing to employ Norwegian crews. They would ruin the American shipyards and take away employment from the men hired in them and also from a great number of contributing industries. They would furnish employment for foreign shipyards and a foreign maritime population. They would run up the American flag over foreign built and foreign manned ships, and then affect to be proud of an inferior commercial marine built upon the ruins of the American shipbuilding industry.

Such a merchant fleet would be a disgrace to the nation. If the American flag be restored to the seas let it be over American built ships, and let it represent the American principle of economic independence. Trade will follow that flag.

An American merchant fleet worthy of the traditions of the country is a high object of national aspiration. It can be restored by the passage of the pending shipping measures.

Ten Hours' Labor Here and Abroad.

When the Free-traders are cornered by authoritative comparisons of the rates of wages in this country and abroad they have a way of answering that it is not the nominal amount, but the purchasing capacity of a workman's pay, that is the determining factor. "What matters it," they say, "that an English wage earner receives only three shillings and an American wage earner a dollar and a half, if the former sum will purchase as much of the necessaries of life in England as the latter sum will do in the United States?" Some recent investigations of the Wisconsin bureau of labor and industrial statistics throw an interesting light on the essential fallacy of this favorite Free-trade sophism. The bureau has prepared the following table of the relative purchasing power of bread, meat, pork and butter that can be purchased for the wages received for ten hours' labor in Wisconsin and in several of the European cities:

	Bread. Per Ct.	Meat. Per Ct.	Pork. Per Ct.	Butter. Per Ct.
Wisconsin, U.S.A.	100	100	100	100
London, England	[illegible]	[illegible]	[illegible]	[illegible]
Cologne, Germany	[illegible]	[illegible]	[illegible]	[illegible]
Hampsfler, France	[illegible]	[illegible]	[illegible]	[illegible]
Nimes, France	[illegible]	[illegible]	[illegible]	[illegible]
Lille, France	[illegible]	[illegible]	[illegible]	[illegible]
Ghent, Belgium	[illegible]	[illegible]	[illegible]	[illegible]
Copenhagen, Denmark	[illegible]	[illegible]	[illegible]	[illegible]
Stockholm, Sweden	[illegible]	[illegible]	[illegible]	[illegible]
Bagnie, Italy	[illegible]	[illegible]	[illegible]	[illegible]
The Hague, Holland	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	[illegible]
Average showing	[illegible]	[illegible]	[illegible]	[illegible]

We do not look to see this interesting little table command much of a circulation among our Free-trade contemporaries. It conveys chiefly and succinctly too many distasteful truths. American wage earners reading it would be liable to enter a pretty vigorous protest against the programme of Mr. Mills and the Democratic party to place American labor "on a plane of equality" with the labor of other lands.

"The End of Cheapness—Selling."

Says Master Workman Powderly in a recent interview:

"Every step in reducing the standard of living and wages of the laborer reduces the wages of the skilled workman as well. When 75 cents a day in 1889 takes the place of $1 in 1889 each recipient of such wages must curtail his purchases in order to conform to the 25 per cent. reduction in wages. Loss of food, loss of clothing, not so many shoes and cheaper lodgings must be had, and those who make shoes, clothing and articles of household use find that their business falls off also; the falling off in business is followed by a reduction in wages, and the evil stream runs the entire length until all are infected.

"The cheapening of labor cheapens production; cheap production cheapens human flesh, and when the race of cheapness is run we find [illegible] nation of cutthroats, for each single hand is at his neighbor's throat, striving to wrest from him a part, or the whole, of the trade he has acquired, and [illegible] ment always is, 'I can do it cheaper.' The logical end of cheapness is killing, and to that end the immigrant of today in his ignorance is driving the American laborer, mechanic and business man, many of whom labored by his side across the water years ago."

Of Course He Came.

Dashaway—I don't see why Travers don't come. I invited him to dine with me.

Cleverton—Did he understand that you were to pay for the dinner?

Dashaway—Of course.

Cleverton—Then he is [illegible]

Sensible Freddie.

"Now, Freddie," said Mr. Brown, [illegible] prescribing for Freddie's colic [illegible] "suppose you take a dose of castor [illegible]"

"No, sir," replied Freddie, [illegible] "there's nothing [illegible] you can't make me [illegible] pays me any [illegible]

BEECHAM'S PILLS

ACT LIKE MAGIC

ON A WEAK STOMACH.

25 Cents a Box.

OF ALL DRUGGISTS.