FREIGHT BUSINESS HEAVY

More Cars Handled Last Week by Indianapolis Lines than Ever Before.

Most of the Increase Due to the Swelling Export Trade in Cereals and Cattle—Railway Enterprises in Northern Indiana.

Never before in the history of the Indianapolis roads has their traffic been as heavy and moving along as smoothly. In the week ending Aug. 15 but twenty-two more loaded cars were handled at this point than in the week ending the 8th, but the traffic of that week was heavy beyond precedent. Comparisons are now made with the best weeks of last year, and it will be noticed that 920 more loaded cars were received and forwarded at Indianapolis this year than in the corresponding week of 1890; 1,232 more than in 1889, and 2,982 more than in 1888. Especially is traffic heavy with the Big Four, the Pennsylvania and the Vandalia lines. The six Ingalls roads handled at this point last week 11,172 loaded cars, and with them it was the heaviest week's business since the consolidation was perfected. The tonnage moving east and west continues to be very equally divided. The Pennsylvania, for instance, brought in 726 loaded cars and forwarded 795; the Vandalia brought in 1,060 and forwarded 996 loaded cars; the St. Louis division of the Big Four brought in 987 and forwarded west 829 loaded cars, and about the same proportion is shown by the other east-and-west lines. The export movement continues very heavy, and only lack of cars prevents its being largely in excess of the present tonnage. The heaviest export shipments just now are made up of wheat, flour coming second for the first time in some years. Shipments of export cattle continue heavy. West bound the tonnage of high-class goods is yet light, but gradually increasing, while shipments of low-class freights are much heavier than usual in August. Shipments of furniture, carriages and machinery to the Southwest and Pacific-coast points, which were for a few weeks light, have set in again, and there is a good demand for cars to load to such points. The tonnage of freights going to Mexico is quite heavy. The agents of the Mexican roads are doing good work in this territory for their respective lines. Comparisons show that the north-and-south lines are handling about their usual volume of business in August; this is a month when through business on north-and-south roads is at its lightest, and really little but local traffic is handled. Local business is highly satisfactory. There is not a city freight depot where the force has not been increased or arrangements made with the platform men to work overtime. Local business is of an unusually miscellaneous character, building material being one of the more important classes of freight moving. The movement of Ohio and Indiana coals is not as heavy now as in the last half of July. This is due, probably, to the heavy increase in business of other classes of freights, which requires the power, if not that class of cars, to move it. Freight men say that the wheat and oats crops are moving in about their right volume. There is no accumulation of cars, but orders for cars at way stations are filled with more than usual promptness. The outlook for a heavy fall business improves rather than lessens as the fall months are approached. Below is given the number of loaded cars received and forwarded at this point in the week ending Aug. 15, as compared with the corresponding week in the preceding three years:

Name of Road.		Loaded cars, 1891.	Loaded cars, 1890.	Loaded cars, 1889.	Loaded cars, 1888.
L., N. A. & C., Air-line		354	368	325	337
I., D. & W.		502	443	408	448
C., H. & D. (Ind'p'l's div.)		1,048	1,083	822	675
I., E. & W.		629	770	586	520
Penn's lines	I. & V.	699	524	572	769
	J., M. & I.	883	846	1,019	916
	Chic'go div	523	410	430	336
	Col'b's div	1,521	1,344	1,458	1,461
Peoria & Eastern	East div	1,310	702	689	659
	West div	1,294	741	719	769
Big Four lines	Chicago div	2,177	2,053	1,928	1,712
	Cl'c'n'ati div	3,059	2,882	2,485	1,894
	St. Louis div	1,816	2,196	2,144	1,876
	Cl'v'l'nd div	1,521	1,888	2,556	2,016
Vandalia		2,056	2,192	2,019	1,955
Totals		19,392	18,472	18,160	16,410
Empty cars		4,163	4,712	5,002	5,022
Total movement		23,555	23,184	23,162	21,432

The New Lines Crossing Northern Indiana.

From a gentleman who has been in northern Indiana for some days it is learned that not in years has there been so much interest over railway enterprises in the northern counties of this State as at the present time. Strenuous efforts are being made to build three roads, all of which are old projects which have been shelved temporarily. One project is that of the Wabash line, which is to be as nearly an air-line as practicable, from some point on its Detroit division to Chicago. The large earnings the Wabash is now making practically insures the building of the road. President Ashley was promised by the London capitalists that, should the earnings be as large as he predicted, they would put up the money to build this needed link, and the earnings are exceeding those that he predicted. Another is the Toledo & Chicago Bee-line. Chief Engineer Paul and his assistants are busy preparing the profile of the route as surveyed, and the projectors are seeking funds to build the road. This week they will effect a permanent organization, and the friends of the enterprise are positive in their assertions that the road will be built. In the meantime the Lake Shore is beginning to show its hand, and proposes to parallel the T. & C. Air-line if it is built. In speaking of this threat on the part of the Lake Shore the Lagrange Standard says:

What effect this will have depends upon the backing of the Bee-line, and on that point we are not likely to receive any more information soon. In fact there need be no expectation of much more newspaper work by the Bee-line people. They are invading the domain of a tremendously powerful railroad company, and the quieter they are about it the less risk they run. It is superfluous to remark that the Lake Shore people will leave no resource unused to keep out a rival road, and their resources are well nigh unlimited. It is somewhat comforting, however, to reflect that the dernier resort of Vanderbilt is to build us a parallel line.

Personal, Local and General Notes.

Edward Cost, general agent of the Big Four at Chicago, spent Sunday with friends in this city.

F. M. Wilkinson, general ticket and freight agent of the Cincinnati & Muskingum Valley road, spent Sunday in the city.

C. J. Stedwell, superintendent of the Cleveland division of the Big Four, has gone to Dakota on a three weeks' pleasure trip.

The Big Four company last week secured options on more property on the west side of Alabama street, between Maryland and the Union tracks.

H. R. Dering, general passenger agent of the Pennsylvania lines, who has been in New England for ten days' pleasure, returned yesterday.

The Wisconsin Central has renewed its contract to use the Chicago, Milwaukee & St. Paul tracks from Rigby Junction into the City of Milwaukee for five years.

The employes in the shops of the Wabash road at Fort Wayne are to have a grand excursion to Toledo on the 22d of this month. The trip includes a boat-ride to Put-in-Bay.

The gross earnings of the Chicago & Alton, in July, were $110,000 larger than in July, 1890, and in the first week of August an increase in gross earnings of nearly $22,000 is shown.

The Cincinnati, Hamilton & Dayton last week handled over one thousand loaded cars at Indianapolis, being the only time, with one exception, that this number has been reached.

The Texas Railway Commissioners are getting to work. They propose to make the rates on transportation of cotton as follows: Thirty cents per 100 pounds for distances of 100 miles, 44 cents for 250 miles, 50 cents for 310 miles, 60 cents for 500 miles and 70 cents for over 500 miles. The present rate from common points in Texas to Galveston is 70 cents per 100 pounds.

The Louisville, Evansville & St. Louis has secured a contract to carry three hundred car-loads of export flour to the seaboard from St. Louis over the Cumberland Dispatch line.

James Barker, general passenger agent of the Louisville, New Albany & Chicago, left on Saturday for New England to be absent two or three weeks at pleasure resorts on the sea-board.

Y. Vandenburgh, division freight agent of the Louisville & Nashville railroad, at Memphis, has been appointed general freight agent of the same road, to succeed John M. Culp, resigned.

The proceedings of the train-dispatchers' convention recently held at Toledo will be issued in pamphlet form this week, and will be replete with information as regards this important branch of service.

District Passenger Agent Rhein, of the Cincinnati, Hamilton & Dayton lines, is still so ill as to confine him to his room. His physician recommends that he take a month's vacation and spend the time at some cool pleasure resort.

The Central Traffic Association board has decided that railways having a differential rate may use the same in competing rates on the certificate plan, which is one fare and one-third. This will lead to a further demoralization in rates.

The Whitewater railroad will, in the next thirty days, be running trains to and from New Castle, over the L. E. & W., from Cambridge City. This will give connection with the Peoria & Eastern, and largely add to the earnings of the Whitewater.

Within the last ninety days 3,828 car-loads of live stock, from Tennessee and Kentucky, have been shipped north over the Louisville, New Albany & Chicago road. The shipments of cattle from that territory this season have been the largest ever known.

George E. Rees, freight agent at Connersville, has resigned, to take effect Aug. 15, on account of poor health. F. R. Beeson has been appointed to the place. Mr. B. is fully qualified to fill the position, having formerly been an agent in the employ of the Big Four.

A switch four miles long will shortly be built by the Big Four, from near Laurel, to Huston's marble and stone-quarries. A survey has been made, and the work is to be pushed. This will give the Whitewater railroad at least one thousand more cars of stone to handle every year.

The Vandalia has just turned out of the shops at Terre Haute a parlor car which equals, in every respect, the finest ever sent out by the Pullman works. It is to be run between St. Louis and Cincinnati on No. 20, over the Vandalia and 37, over the Cincinnati, Hamilton & Dayton.

G. A. Smith, general freight agent of the Ohio Valley railroad, with headquarters at Evansville, has resigned to become general agent of the Evansville & Terre Haute road, with headquarters at Terre Haute. J. J. Fagan, traveling freight agent of the Ohio Valley, takes his place.

The earnings of the Peoria, Decatur & Eastern up to Aug. 1 were $66,179 in excess of those of 1890 up to that date. The earnings of the Louisville, Evansville & St. Louis, Aug. 1, were $188,882 in excess of those of the corresponding period of 1890. Both are Mackey lines.

The Boston & Albany is now doing the heaviest passenger business in its history. The annual report, just published, shows that in the year ending June 30 the passenger earnings were $114,591 larger than in any former year, while the freight earnings fell off in the year ending June 30 $72,597. The company paid out in dividends during the year $1,600,000, and had left in the treasury $67,671, and extensive improvements were made to the property, which were paid out of its earnings.

A little trouble has sprung up at Lafayette over the persistency with which the Monon checks baggage free from all residences where the passengers are destined for Chicago. This action is brought about by an attempt on the part of the Big Four to check baggage free from the Lahr House. The Lafayette papers hint that the Monon is not very particular as to overweight, and uses this method of gaining favor with the traveling public. The passenger department of the Monon denies this charge.

With the close of this month Superintendent B. S. Sutton has been in the employ of the Big Four for twenty-seven years, having commenced service under Superintendent Meek as day operator at the Indianapolis shops Sept. 1, 1864. Since that time the road has had seven different superintendents, for all of whom Mr. Sutton performed service. His employment has been continuous, except four years he served the people of Shelby county as clerk. Before taking service with this company Mr. Sutton had been employed as United States military telegraph operator for three years.

CALIFORNIA'S POOL OF DEATH.

It Gives Off a Gas That Is Fatal to All Forms of Animal Life.

"Talk about 'Death valley,'" said Gavin McNab, an explorer, to some friends in San Francisco recently. "I know a spot in California where no living thing can exist five seconds, and the place is within thirty feet of a traveled country road. Along the foot of the Mendocino mountains runs a much-traveled road, which leads from the town of Hopeland to Ukiah. The road is on a shelf above a valley created by the Russian river, which, like nearly all California streams, is constantly changing its channel. When the annual overflows occur the river spreads over the whole valley, and is a mile or more wide.

"In a clump of these stunted trees, at a point about three miles from Hopeland and about thirty feet from the road, there bubbles a spring of clearest sparkling water. The only thing peculiarly noticeable about the spring from a distance is the loud hissing sound it makes as it gushes up out of the gravelly soil. It sounds like boiling water with occasional jets of steam escaping. Approach it and you will be startled to see lying around the spring the skeletons of hundreds of birds, scores of small animals, such as coons, foxes and the like, and nearly always there will be a body or two of birds or animals in a more or less advanced state of decomposition near the edge of the spring. If a man is wise he will be content with an inspection of the unattractive spot from a distance. The fact is that there rises constantly from the spring a gas so noxious and so deadly that one whif of it is sufficient to extinguish life.

"The terrible character of the spring," continued Mr. McNab, "is well known to all who reside in the neighborhood, and they tell some horrible stories concerning it. One day the little six-year-old daughter of a farmer living near the spring wandered away from home. Its absence was not noticed for an hour or two and then the parents went in search of their child. They found her lying dead beside the spring with a little dead bird clutched in her hand. She had evidently seen the bird lying beside the spring, and being attracted by the bright colors of its plumage had tried to pick it up, and in so doing had inhaled the gas rising from the water and died with the bird.

"Well known as is the deadly character of the spring, there is absolutely no warning posted, no fence around it nor protection against it of any kind other than a few limbs of trees and bushes thrown over the place by farmers to keep their stock away from it. A venturesome man once held his breath and nostrils and leaned over the spring to hear the noise it made, which he described as something terrible. The water is thought to be comparatively wholesome, but nothing is known positively about it, as it has never been analyzed. There can be no doubt, however, that the spring is certain and instant death to every living thing that approaches it."

Real-Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 8 P. M., Aug. 15, 1891, as furnished by Elliott & Butler, abstracters of titles, Hartford Block, No. 84 East Market street:

David H. Fatout to Omeda Woolen, lot 8, in Fatout's Haughville subdivision	$250.00
Albert Thayer to Enoch Mark, lot 24, in square 39, in Burton's North Indianapolis addition	150.00
Richard E. Niven to Henry Ruch, lot 16, in square 4, in Bruce Baker addition	300.00
James W. Fesler to Albert R. Gray, lot 3, in the Miami Powder Company's subdivision of lot 1, etc., in square 2, in Rhodes's North Illinois-street addition	875.00
Conveyances, 4; consideration	$1,575.00
Conveyances for the week, 90; consideration	$115,221.00

COMING OVER TO AMERICA

Welshmen Are Preparing to Move Their Tin-Plate-Works Across the Atlantic.

One Manufacturer Will Soon Establish His Plant at Joliet, Ill—Englishmen About to Erect Large Works in Tennessee.

PITTSBURG, Aug. 16.—Englishmen are rapidly changing their minds concerning the ability of Americans to manufacture tinned plate. To-day's Dispatch says: R. C. Jenkins is a tinned-plate manufacturer, with works in South Wales and Monmouthshire. At Maesteg, in the latter country, he is in partnership in a manufactory with W. H. Edwards, a son-in-law of William Williams, of Llanelly, known as the "Tin-plate King." Mr. Jenkins's other plant is at Maechen, in South Wales. The capacity of both plants is nine mills, equal to an output of 4,200 boxes a day.

In letters to Pittsburg gentlemen, Mr. Jenkins has expressed his intention of moving over here. He will ship the bulk of his plant and bring with him as many of his men as he may require. He has studied the contract-labor law, and can find no reason why he couldn't do so. He has been offered strong inducements to come across the water, including the offer of twenty-five acres of free land at Joliet, Ill.

Mr. Jenkins says he has accepted the offer, and will prepare to move in about two months' time. He says that Englishmen now recognize that Americans can make and undersell them in tinned plate, and that as they are already experienced in the trade, while Americans are not, they do not see why they should not enter the field under the new conditions. Mr. Jenkins also adds that William Williams and his son-in-law, W. H. Edwards, are seriously thinking of following his example. They may locate here within the next six months. Mr. Jenkins says he is aware that steel plates can be bought in Chicago at cheaper cost than in England and the difference in wages is not so much as to prevent a handsome profit on the investment.

When Mr. Williams was in Pittsburg last October he told a Dispatch reporter that he would have no hesitancy in investing capital in the manufacture of tinned plate in this country if he felt any security in the duty being maintained. He admitted that he came here as much for the purpose of investing capital in this business as for any other. At the same time he scoffed at the idea of tinned plate being made at a remunerative price if the Welshmen united in lessening cost and reducing profits. Subsequent events show that while they may have been content with a smaller profit it is because the cost of material and labor have both become greater in Wales. Advices from Wales to Pittsburgers point to a general acceptance of the States as a competitor, and it is admitted sooner than was expected that the protective policy of the McKinley act will throw half the Welsh mills idle.

ANOTHER ENTERPRISE AFOOT.

It developed yesterday that there was another body of Englishmen, not associated with the tinned-plate-making industry, who are arranging to go into that business in this country. The Embreville Freehold Land, Iron and Railway Company is a corporation with $2,000,000 of capital, all of which is held in England. It owns 58,000 acres of mineral land in East Tennessee, and has had two blast furnaces in operation for some time. The elective committee, consisting of three titled Englishmen, have been here for some time obtaining data on the cost of a tinned-plated plant. In company with their general manager, Mr. Love, they saw Mr. John F. Wilcox, of the Pittsburg Iron and Steel Engineering Company, and entered into negotiations with him in the matter. The committee sailed last week to consult with the board of directors. Their project is best outlined in what Mr. Wilcox said yesterday in relation thereto.

"The Embreville corporation," he said, "is composed entirely of English capital, and its enterprises have so far escaped newspaper notice. It has 58,000 acres of land in Tennessee, and two blast-furnaces in operation. The enterprise, which has been established for three years, has paid such handsome dividends that the directors deemed it advisable to extend operations. They sent an executive committee of three over here to investigate. These gentlemen called me in and made exhaustive inquiries into the probabilities of a steel and tinned-plate plant being a remunerative investment. I prepared comparative costs of manufacture here and in England, and also plans.

"I went with them very fully into the matter, and at length was able to advise them that capital invested in a tinned-plate plant in this country could not be otherwise than a good investment. The result of several meetings was that the committee decided to recommend the project to their board. They sailed for England last week for that purpose, and I only await instructions to put the plans into practical effect. The plant is estimated to cost $650,000, with a capacity of six thousand boxes of finished plates per week and two hundred tons of steel slabs for the open market.

"I do not think there is the shadow of a doubt," continued Mr. Wilcox, "of the security of a tinned-plate plant as an investment. The cost of a box of tinned plate shipped at Swansea is $3. The labor on it costs 58 cents. I can afford to pay just double that amount and yet have a profit of $1.25 per box. The American manufacturer has the best of the Welshmen in all but labor. His steel plates are cheaper, so is his coal and so is the lumber he uses for packing. Of course American manufacturers are going slow, and will for some time. They desire to get at the best method of making, rolling, pickling, etc., before going into the business. But there is no ultimate doubt of the possibilities of making plate successfully. Indeed, it is no longer gainsaid. There are men in Pittsburg to-day who would put up $500,000 to erect a plant, and they will do so just when the time is ripe."

MANY INQUIRIES FOR ESTIMATES.

From another engineer it was learned that a good many inquiries were being received for tinned-plate figures. There are several plants in contemplation, both East and West. A number of Pittsburgers, with a leading pipe manufacturer at their head, are also considering the advisability of erecting a large plant. The firms now actually turning out tinned or terne-plate, with their capacities, are: P. H. Laufman, 100 boxes a day; the United States Iron and Tin-plate Company, Demmler, 2,000 boxes a month; St. Louis Stamping Company, 50 boxes. Marshall Bros. and N. G. Taylor, of Philadelphia, and Fleming & Hamilton, of this city, purchase the block-plate and tin it.

The following firms are now actually erecting mills for the manufacture: P. H. Laufman is increasing his capacity to 400 boxes a day; the Demmler firm is increasing its capacity to 6,000 tons per annum; Norton Bros., of Chicago, 200 boxes per day; Somer Bros., of Brooklyn, four mills; Britton, Cleveland, 400 boxes a day; the Lewis Sheet and Tin-plate Company, Joliet, 1,500 boxes a week, and Reeves Bros., of New Philadelphia, are putting in a plant.

Operations at Harney's Peak, in the Black Hills, Dakota, are being pushed forward. The company operating the mines has over $2,000,000 invested, and has sunk over one thousand mines. Seven or eight of these have been sunk to a depth of 300 feet, and the most promising ones will be drilled to a depth of from 600 to 700 feet. It costs $100 a foot to drill the shafts, but the value and the richness of the oar increases at every foot drilled. Tin is a very deep metal. The mines are all within a radius of twenty or twenty-five miles from Harney's Peak, one of the highest of the Black hills.

The company is building a large plant for the reduction, separation and concentration of the ore. There are already over one hundred thousand tons of ore on the dumps. These will be reduced to pig and block-tin when the plant is completed. A ton of tin is worth about four hundred dollars, and to every ton of ore there are about one hundred pounds of tin. The plant that is now in course of construction will handle over five hundred tons of ore a day.

Manufactured tin will become cheaper when these mines are thoroughly developed. The increased cost of labor in this country over that of Wales will be overbalanced by the superior richness of the ore. The Welshmen are, however, making the most of the time left them and are glutting the American market with their product.

The various companies establishing plants for the production of tin in the Black hills will contribute toward the erection of a large structure at the world's fair, made entirely of American block-tin.

DAILY WEATHER BULLETIN.

Local Forecasts.

For Indianapolis and Vicinity—For the twenty-four hours ending 8 P. M., Aug. 17—Rain during the night; cloudy weather clearing occasionally during Monday; nearly stationary temperature.

GENERAL INDICATIONS.

WASHINGTON, Aug. 16.—Forecast till 8 P. M. Monday.

For Ohio and Indiana—Showers, except fair in extreme northern portions; winds generally southerly; no decided change in temperature.

For Illinois—Generally fair on Monday; stationary temperature, except warmer in central portion; variable winds.

SPECIAL BULLETIN.

The weather map shows no particular disturbance nor anti-cyclonic area, but nearly normal conditions over the entire country. The permanent summer high temperature rests over the South Atlantic and east gulf States, while the general seasonal depression overlies the Northern districts. These conditions create the general atmospheric flow from south to north which gradually increases the heat unless modified by cloudiness. There are some indications of a low barometer area developing over Montana, in which case considerable warmer weather may be anticipated in the Missouri valley, Monday and Tuesday, and likely the commencement of a warm wave. A cloud area with showery conditions extends from the North Carolina coast to Illinois, and also in South Dakota; elsewhere generally clear weather prevails. These scattered rains will likely continue into the Ohio valley, the mountain district, and may extend to the coast from Wilmington to Sandy Hook. A spread of the rain area eastward from South Dakota is not anticipated. The 90° maximum temperature line Sunday passed through Wilmington, Cairo, Wichita to Denver, south of which it was generally above. The line of 80° passes through New York, Pittsburg, Chicago, St. Paul and Bismarck. The line of 70° passes north and south through the New England States. from New Haven to Quebec, east of which it was below.

Observations at Indianapolis.

INDIANAPOLIS, Aug. 16.

Time.	Bar.	Ther.	R. H.	Wind.	Weather.	Pre.
7 A. M.	30.07	70	93	Swest	Li'ht Rain	0.22
7 P. M.	30.00	74	91	South	Li'ht Rain	0.07

Maximum temperature, 83; minimum temperature, 70.

Following is a comparative statement of the temperature and precipitation on Aug. 16:

	Tem.	Pre.
Normal	73	0.11
Mean	76	0.29
Departure from normal	*3	*0.18
Excess or deficiency since Aug. 1	*29	*0.15
Excess or deficiency since Jan. 1	*122	−5.59

*Plus.

General Weather Conditions.

SUNDAY, Aug. 16, 8 P. M.

PRESSURE—High barometric pressure continued from the Mississippi eastward to the Atlantic; less high west of that river; the lowest in British Columbia.

TEMPERATURE—Seventy degrees and less is reported from Lake Superior, Canada and northern New York, northward; 80° and above from Montana westward, and from Colorado, Nebraska, Iowa, Illinois, Kentucky and South Carolina, southward; 90° and more in western Texas.

PRECIPITATION—Light and heavier local rains fell in the Ohio valley, Illinois, Indiana, near Lake Erie, North Carolina, Virginia, at Galveston, Tex., Utah, Colorado and South Dakota.

RYE-MEAL AND REVOLUTION.

Unenviable State of Affairs in Europe on Which Our Farmers Can Look with Complacency.

Boston Herald.

The nations of Europe have done their best for many years to make themselves independent of each other. The experiment, however, has always been a failure. Germany, for example, and Austria, too, subsist largely on rye bread. The common people have never taken kindly to wheat flour, partly because it is more costly than rye, and their slender purses can't afford the luxury, but mostly because they have lived so long on rye that their tastes and preferences have become fixed. Russia produces a good deal of the rye which is made into bread for her neighbors. She has broad acres, cheap labor, and the crop which finds its way to the markets east of the Rhine is a very profitable one.

Whatever may be the political relations between these countries, if the Russian rye-fields pour their product into the western nations they are measurably happy and contented. Good rye bread, at a price within reach of the peasants, is a boon too nearly priceless for calculation. Dear bread, on the contrary, makes the peasantry uncomfortable, and gives an impetus to incipient revolution. A mouth well filled is apt to be loyal in its utterances; a mouth with not enough in it to satisfy the cravings of hunger gives vent to very ugly political sentiments. The man with his stomach in good working order, resembling a grist-mill with plenty of grist, is not inclined to grumble; but the man with a gnawing stomach, resembling a grist-mill in which the upper and nether stones grind each other, becomes a violent Socialist from the very necessity of the case.

When, therefore, the Czar issued a ukase forbidding the export of rye he created a great stir and caused serious alarm. It was a heroic measure, which may or may not have a political significance and may or may not result in a controversy of diplomates. At any rate, it was an incident of very considerable importance, and is more than likely to increase the bitterness with which the German malcontents regard their government. They insist that the Emperor should maintain such degree of friendliness with Russia that they shall have at least rye bread enough to eat. When, therefore, the market price of rye is raised, they begin at once to studiously foment trouble among the common people. A smaller thing than rye meal has more than once been the occasion of national ill feeling.

Russia's position as to this matter is apparently impregnable. The politicians may say that the ukase was in the nature of a reprisal against England and Germany, and a direct consequence of the visit of the Emperor to the Queen; but Russia replies that she had no ulterior purpose to serve. Her crops have failed her in great part, her subjects need all the grain which will be gathered this year for home consumption, and the only end the Czar had in view was to keep needful breadstuffs within the limits of his own dominion. His first business is to look after the welfare of his subjects and to issue such mandates as are necessary to self-preservation. If Germany and Austria can't raise enough to supply their own wants, that is their affair, not his. He is not bound to feed his own people and the people of other nations, too. In good years he is willing to allow his surplus to go abroad at a reasonable profit, but in a short year, when Russians can eat all they raise, there is no reason why his subjects should go hungry in order to fill the bake-ovens of Austria and Germany.

The American farmers contemplate the scene with large and hopeful equanimity; the sunshine and rain have been generous to them, and they find themselves on the edge of autumn with a good deal more than their barns can hold. They are quite willing to export whatever they can spare, and that will be quite enough to feed all the rest of creation. But it is perfectly natural when there is a large demand for their crops, to ask a remunerative price for their possessions. Europe has never failed to take a rather greedy advantage of our needs; but we can speak for our Western farmers and say that no part of Europe need go hungry this winter, for we have a surplus and are quite willing to send it abroad without asking for it an extortionate price.

The Perfect Woman.

Boston Globe.

The New York Recorder is an able newspaper and all that, but it carries presumption too far when it informs its readers that a woman five feet three inches tall should weigh 130 pounds and measure twenty-four inches around the waist, thirt-one inches around the chest, eight inches around the forearm, and so on. Why should she do all these things? Whence comes this rule? Is it, then, that a woman of five feet three, who has a twenty-two-inch waist and weighs but 120 pounds, may not be beautiful, healthy, strong and well-formed? Shall the lover go around with calipers and tape-line to choose a wife? Shall the girl with the twenty-two-inch waist be expected to diet so as to gain the other two inches, or shall the young lady with a plump forearm undergo medical treatment to shrink it to eight inches in diameter? There is a deal of nonsense about this perfect woman. As well attempt to define a perfect rose or a perfect landscape. The woman of five feet three inches, or any other height, is a model woman when she possesses a good constitution, keeps herself in health, and is satisfied with the figure nature gave her.

Kansan Philosophy.

Atchison Globe.

No life that seems long is a happy one.

Many men loaf under the pretense of taking care of their health.

As people grow older the days become shorter and the nights longer.

Woman's lips seldom betray her, but her eyes tell the secret of her life.

If a man will associate with thieves he should not complain when he is robbed.

If a man's record is a bad one, he can't travel so fast that it will not overtake him.

Love is an argument that has only one side before marriage, but after marriage it has two.

We would all be great men if we could be measured by the great things we intend to do to-morrow.

Investigate most worthless men closely, and you will find that they either sing or play some game particularly well.

More Dangerous Than Leprosy.

New York World.

Whisky will kill more people in a month than leprosy is likely to attack in a year.

Progress.

It is very important in this age of vast material progress that a remedy be pleasing to the taste and to the eye, easily taken, acceptable to the stomach and healthy in its nature and effects. Possessing these qualities, Syrup of Figs is the one perfect laxative and most gentle diuretic known.

Children Cry for Pitcher's Castoria.

When Baby was sick, we gave her Castoria.
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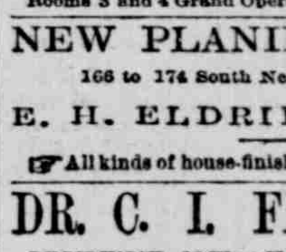

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