MEDICAL AND SANITARY NOTES.

ANOTHER ANTIDOTE FOR MORPHINE.—English physicians are now recommending picrotoxine as an antidote for morphine, on the ground that it exerts an antagonistic action to the latter alkaloid on the respiratory centres, for, while morphine tends to paralyze these centres, picrotoxine exerts a powerfully stimulating effect upon them; since, therefore, death in morphine poisoning is usually attributable to paralysis of the respiratory centre, on this ground alone, it is urged, should picrotoxine be indicated as a valuable antidote. Besides this, morphine may produce such rapid reduction in blood pressure as to endanger life, while picrotoxine, on the other hand, is a powerful stimulant to the vaso-motor centre, and is in this respect also antagonistic to morphine. The action of morphine on the brain appears to be directly opposed to that which is known to be exerted by picrotoxine, and in view of this it is suggested that the previous administration of a small dose of the latter alkaloid might reduce the danger of asphyxia in chloroform narcosis. That these views are entertained by many London physicians of prominence gives to them no small weight.

COLOR BLINDNESS MORE PRONOUNCED IN THE DAY.—It is related by Mr. Hughes that, while acting as assistant engineer on the Granton Railway, he frequently returned on one of the engines from Granton to Edinburgh, and, on these occasions, he observed that, although his undivided attention was directed toward the signal lamps, the lights of which were visible to him a long way off, he could not, until he was close to them, tell whether they were red or green. These are the two colors most commonly confused, but, fortunately, they are visible to the majority of color-blind persons when strongly illuminated—railway guards, therefore, are less liable to mistakes by night than by day. Inability to discern any colors at all is remarked as being very rare, and, in fact, has never been satisfactorily proved. Again, a color-blind person may have as good a sight in other ways as anybody else; the defect is not occasioned by any disease in the eye, but seems to have its origin in the brain. A red-green blind person sees only two colors on the spectrum; all the colors on the side of the red—warm colors—are confused together, and all on the side of the violet—cold colors—but the warm and the cold are never confused. Yellow is the one color always distinguishable. Singularly enough, color-blindness and inability to distinguish musical sounds are often associated.

ANTISEPTIC IMPREGNATION OF AIR.—A recently devised method of supplying buildings with antiseptic vapor has met with considerable success, the plan consisting, briefly, in forcing fresh air from the purest available source outside into the building, by means of a rotary fan or air-blower; this fan can be driven by the waste steam from an engine on the premises, and the atmosphere at the same time heated by the steam. The temperature thus given to the air is regulated by the simple device of mixing cold air with it in the proportions required; flues or pipes convey the warmed air to the various parts of the building where it is desired, and the outflow from the pipes is controlled by simple regulators—both the temperature and supply being thus under the complete control of the persons in the building. The advantages of forcing the fresh air into the building under a slight pressure are that cold draughts are excluded, and the vitiated air is forced outwards by every available opening. In a building supplied with electric-lighting apparatus, the waste steam of the dynamo engine is used to warm and ventilate it at the same time. By inserting in the flue trays of porous materials such as cotton waste, soaked in essence of eucalyptus, globules, pinol or any other antiseptic and aromatic extract of a volatile nature, the air in its passage to the various rooms of the building, or it may be to any one particular room, is impregnated with antiseptic vapor. For hospitals, this system is regarded as well adapted, and, for private individuals, suffering from diseases of the breathing organs, it is said to be also equally applicable, whether in the office or the home.

BOOKS OF THE WEEK.

ROBERT BRETT. By T. W. Belcher. 12mo, pp. 414. (E. P. Dutton & Co.)

MYTHS AND FOLK LORE OF IRELAND. By Jeremiah Curtin. 12mo, pp. 345. (Little, Brown & Co.)

GOTHIC ARCHITECTURE. By Charles H. Moore. 8vo, pp. 335. (Macmillan & Co.)

IROLLOPE'S DILEMMA. By St. Aubyn. 12mo, pp. 190. (Rand, McNally & Co.)

MATTHEW PRIOR. By Austin Dobson. 16mo, pp. 235. (Scribner & Welford.)

MY SISTER'S HUSBAND. By Patience Stapleton. 12mo, pp. 103. (John W. Lovell Company.)

LADY BABY. By Dorothea Gerard. 12mo, pp. 378. (Harper & Brothers.)

FAMOUS WOMEN OF THE NEW TESTAMENT. By M. B. Wharton. 12mo, pp. 310. (E. R. Treat.)

ENSTEHUNG DER ARTEN. By Moriz Wagner. 8vo, pp. 667. (Benno Schwabe.)

MAGIC WHITE AND BLACK. By Franz Hartmann. 12mo, pp. 281. (John W. Lovell Company.)

ANCIENT CURES, CHARMS AND USAGES OF IRELAND. By Lady Wilde. 12mo, pp. 256. (Scribner & Welford.)

PROBLEMS OF TO-DAY. By Richard T. Ely, Ph. D. 12mo, pp. 296. (Thomas Y. Crowell & Co.)

THE SWEDISH SYSTEM OF EDUCATIONAL GYMNASTICS. By Baron Nils Posse. 8vo, pp. 275. (Lee & Shepard.)

SHAKESPEARE'S SONNETS. By Thomas Tyler, M. A. 12mo, pp. 216. (Scribner & Welford.)

IN TENNYSON LAND. By John C. Walters. 12mo, pp. 108. (Scribner & Welford.)

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TRICKS WITH CARDS. By Professor Hoffman. 12mo, pp. 540. (Frederick Warne & Co.)

SACH'S HISTORY OF BOTANY. Tr. by Henry E. F. Garnsey, M. A. 12mo, pp. 568. (The Clarendon Press.)

THE HISTORICAL CHRIST. By David H. Greer. 12mo, pp. 96. (E. P. Dutton & Co.)

UNDER SALISBURY'S SPIRE. By Emma Marshall. 12mo, pp. 344. (E. P. Dutton & Co.)

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ONE LITTLE MUSTARD-SEED. By Beth Ellen. 12mo, pp. 239. (E. R. Dutton & Co.)

SEED, FLOWER, FRUIT. By Maggie Symington. 12mo, pp. 210. (E. P. Dutton & Co.)

PRACTICAL TYPEWRITING. By Bates Torrey. 8vo, pp. 64. (Fowler & Wells Company.)

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PROPOSALS FOR TOBACCO.—February 18, 1890. Sealed proposals will be received at the office of the Commissary General of Subsistence, Washington, D. C., until 12 m. March 15, 1890, for the purchase of tobacco to be delivered at the Navy Yard, New-York, or at such other place as may be designated by the Commissary General of Subsistence, in the month of April, 1890, in such quantities as may be required by the Navy Department, and in such manner as may be ordered by the Commissary General of Subsistence, in the month of April, 1890. Preference will be given to the purchase of such tobacco as may be offered in the manufactured state, the quality to be in every respect equal to the standard samples now in the Navy Department, and the price not to exceed the price paid for the same quality of tobacco by any other of the departments of the Government. Proposals should be addressed to the undersigned, and indorsed "Proposals for tobacco."
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8:30 P. M. every day. Solid train of Sleeping, Day Passenger and Pullman Buffet Sleeping Cars to Chicago, via Salamanca, Corry, Meadville, Youngstown and Marion. Pullman cars from Youngstown to Cincinnati.
Ticket offices, 301, 317, 713, and 957 Broadway, 253½ Bowery, 1 Battery Place, Chambers and West 23d-st. ferries, New-York; 391 and 243 Fulton-st., Brooklyn; 107 Broadway, Williamsburg; corner Newark and Hudson sts., Hoboken; and Nes Station, Jersey City, where Tickets and Parlor or Sleeping Car reservations and orders for checking and transfer of baggage can be obtained.
W. J. MURPHY, Asst. Gen. Pass. Agent. L. P. FARMER, Gen. Pass. Agent.
General Superintendent.

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Railroads.

PENNSYLVANIA RAILROAD.
ON AND AFTER MARCH 2, 1890,
Trains leave stations foot of Desbrosses and Cortlandt sts., as follows:
9.00 A. M.—THE EAST LINE for the West. Pullman Vestibule Sleeping and Parlor Cars. Arrives Cleveland 5.25 a. m., Columbus 5.30 a. m., Chicago 5 p. m., and St. Louis 7 p. m. next day. Connects, also, for Williamsport, Lock Haven and Renovo, except Sunday, and Toledo, except Saturday.
10.00 A. M.—THE PENNSYLVANIA LIMITED, composed exclusively of Pullman Vestibule, Drawing and State-Room, Sleeping, Dining, Smoking, and Observation Cars, presenting financial reports, stenographers and typewriters, bathrooms for both sexes, ladies' hand, barber-shop, library, and all the conveniences of home or office. Heated by steam and lighted by Pintsch's and movable electric lights. Arrives Cincinnati 7.10 and Chicago 9.45 a. m. next day.
2.00 P. M.—ST. LOUIS, CHICAGO AND CINCINNATI EXPRESS. Pullman Vestibule Sleeping Car and Dining Car New-York to St. Louis, Chicago and Cincinnati. Passenger Coach New-York to Columbus. Arrives Cincinnati 11.15 a. m., Chicago 9 p. m., and St. Louis 7.40 p. m. next day.
6.30 P. M.—THE WESTERN EXPRESS for all points in the West, Northwest and Southwest. Pullman Vestibule Sleeping Car New-York to Pittsburg, St. Louis, Chicago, Cincinnati and Memphis. Pennsylvania Railroad Dining Car New-York to Philadelphia. Arrives at Cincinnati 6.30 p. m., Chicago 9.30 p. m. next day, and St. Louis 7 a. m. second morning. Connects for Cleveland and Toledo daily, except Saturday.
8.00 P. M.—PACIFIC EXPRESS. Pullman Vestibule Buffet Sleeping Car New-York to Chicago, New-York to Memphis, via the Shenandoah Valley. Arrives Cleveland 6.25 a. m., Chicago 9.15 p. m. next day, and Chicago 7 a. m. second morning. Connects for Toledo daily, and for Corry, Erie, the Oil Regions, Cleveland and Columbus, except Saturday.
BALTIMORE, WASHINGTON AND THE SOUTH.
"Washington Limited Express" of Pullman Parlor Cars, daily, except Sunday, 10.10 a. m., arrive Washington 3.50 p. m.; and "Congressional Limited" daily, with Dining Car at 3.20 p. m., arrive Washington 8.40 p. m. Express express, 4.15, 6.20, 8.00 and 8.30 a. m., 1.00, 2.10, 4.30, 5.00 and 9.00 p. m., and 12.15 night. Sunday, 4.00, 6.15 and 8.30 a. m., 4.30, 5.00 and 9.00 p. m., and 12.15 night. For points on Chesapeake and Ohio Railway and Cincinnati, Sleepers, Dining Car and Coaches through, 5.00 p. m. daily.
For ATLANTIC CITY, 2.00 p. m. (Through Buffet Parlor Car and Day Coach) week days. Coaches for Brown's Mills. For Cape May, 1.00 p. m. week days.
For Old Point and Norfolk, via New-York, Philadelphia and Norfolk Railroad, 9.00 a. m. daily except Sunday, and 8.00 p. m. daily, via Baltimore and Bay Line, 2.10 p. m. week-days.
FOR PHILADELPHIA.
Express trains leave as follows:
4.15, 6.20, 7.20, 8.00, 8.30, 9 (10 Chicago Limited, with Dining Car, and 10.10 Washington Limited), and 11.00 a. m., 1.00, 2.10, 3.00, 3.30, 4.00, 4.30, 5.00, 6.00, 6.40, 8.00, 9.30, 11.30 p. m., and 12.15 night. Accommodation, 11.10 a. m., and 7.00 p. m. Sundays, Express, 4.00, 6.15, 8.30, 9.00 (10 Limited), and 10 a. m., 2.00, 4, 4.30, 5, 6.30, 8 and 9 p. m., and 12.15 night. Accommodation, 7.00 p. m.
The New-York Transfer Company will call for and check baggage from hotels and residences.
For time-tables of local trains apply to any ticket agent of the Company.
CHAS. E. PUGH, General Manager. J. R. WOOD, General Pass'r Agent.

NEW YORK CENTRAL & Hudson River Railroad.
All trains arrive at and depart from
GRAND CENTRAL STATION,
Fourth Ave. and 42d St., New York.
THE ONLY RAILROAD STATION IN THE CITY.
TRAINS LEAVE AS FOLLOWS:
8.50 A. M.—NEW-YORK STATE EXPRESS—daily, at Canandaigua 5.00, Buffalo 9.30 p. m.
9.50 A. M.—CHICAGO VESTIBULE LIMITED—due Buffalo 7.50 p. m., Chicago next day.
10.50 A. M.—SOUTHWESTERN VESTIBULE LIMITED—due Cincinnati 8.05, Indianapolis 10.30 p. m., Chicago 9.00 p. m. next day.
11.50 A. M.—WESTERN DAY EXPRESS—daily except Sundays. Train leaving on Saturdays does not run beyond Buffalo or Cleveland.
6.00 P. M.—FAST WESTERN EXPRESS—due Chicago 9.45 a. m., St. Louis 7.30 a. m.
10.00 P. M.—FAST NIGHT EXPRESS—for Rochester, Niagara Falls and the West.
ALBANY, UTICA, SYRACUSE, ROCHESTER, BUFFALO AND NIAGARA FALLS—9.50, 10.50, 11.50 a. m., 6.00, 10.00 p. m., also 3.30 p. m. Albany and Utica.
AUBURN—GENEVA AND CANANDAIGUA—8.50, 11.50 a. m., 6.00, 10.00 p. m., 12.00 midnight.
TROY—SARATOGA AND ADIRONDACK MOUNTAINS—7.00, 9.00, 10.30 a. m., 3.30, 6.00, 10.00 p. m., 12.00 night.
BERKSHIRE HILLS, VIA HARLEM DIVISION—7.00 a. m., 3.30 p. m.
Parlor Cars and sleepers in Sleeping Cars, apply at Grand Central Station, or at Nos. 415, 785, 942 and 1 Broadway, 275 Fulton-st., 2 West 125th-st., and 138th-st. station, New-York; 304 Washington-st., 720 Fulton-st., and 398 Bedford-ave., L. I., Brooklyn.
Western Express baggage and checks baggage from hotels and residences through to destination.
* Daily except Sunday. † Daily except Saturday. Other trains run daily except Sunday.
For Albany and Troy, except those leaving at 9.50 a. m. and 12.00 midnight, apply at 13 Park-row.
JOHN C. ROBINSON, General Superintendent. GEORGE H. DANIELS, Gen'l Passenger Agent.

BALTO. & OHIO R. R.
Fast Express Trains, via
PHILADELPHIA to
BALTIMORE, WASHINGTON,
CHICAGO, CINCINNATI,
ST. LOUIS,
AND ALL POINTS WEST.
PULLMAN CAR SERVICE ON ALL TRAINS.
Leave New-York foot of Liberty-st., as follows:
For CHICAGO, 3.35 p. m. daily.
For CINCINNATI, ST. LOUIS, 3.35 p. m. daily.
For WASHINGTON, BALTIMORE, 8.30 a. m., 11.00 a. m., 3.35, 4.50, 6.40, 12.00 (midnight) p. m. daily.
For ANNAPOLIS, 8.30 a. m., 4.50 p. m. daily, except Sunday.
Ticket office, 1,196 Broadway, N.Y.
Baggage checked from hotels and residences by Baggage Transfer Company, to destination, on application to Ticket Agents.
A. S. PARKER, General Agent,