BUILDING LOTS HIGH IN AIR

TO SELL SPACE AT $20 A SQUARE FOOT.

New York Central's Plan for Aerial Real Estate Venture Over Its New Terminal.

Some day when airships come into more general use then they are to-day the aviator, or aeronaut, or whatever the navigator of such a craft will be called, may fly over New York and experience difficulty in finding the railroad stations. The reason will not necessarily be because there are none, although some day the great transcontinental passenger lines may be superseded by airship lines. In this instance it rather will be because all the stations are under ground. Except for a short distance at the northern end of Manhattan no trains will be seen creeping along shining steel ribbons.

"How about the Grand Central terminal yards?" perhaps some one asks, with the air of a person who has got the bold maker of broad assertions in a corner. That will be an easy question for the audacious one to answer, if the New York Central Railroad carries out its present plans. These include a scheme to divide the air space above the terminal into building lots, and sell the privilege to use them at so much a square foot of horizontal area. The valuation of the foundations for these air castles, it is said, has been fixed at not less than $20 a square foot. That would mean that a vertical cube having a base two hundred feet square would be valued at $800,000.

Before the idea of selling the space over the yards was thought of, the project of joining the streets whose courses at present are interrupted by the terminal had been determined on. The streets were to be carried over the tracks by steel viaducts. It seems probable now that these flying streets will be bordered on either side by buildings supported on pillars placed between the tracks of the terminal beneath.

TO COVER TRAIN SHED SITE.

The latest plans for the new Grand Central Station show that an imposing structure of granite and limestone is to occupy the site recently covered by the great train shed. Above the street level it will be 600 feet long. Below this level it will extend 745 feet. Its width above ground will be 330 feet and below 740 feet. The exterior elevation of the building will be 125 feet. Along the 42d street façade will be a row of pillars 50 feet in height. In front of the building and on the Vanderbilt avenue sides will be wide open spaces not to be seen at the present time. As the front line of the new building will be laid down along the concourse of the present station, the space now occupied by the waiting room will become a plaza, the distance between the corner of the new station and the corner of the Hotel Belmont, on the opposite side of the street, being 220 feet, or more than enough in which to lay the Hotel Waldorf-Astoria at full length. The width of Vanderbilt avenue will become 130 feet. The central line of the building will be exactly opposite the exit from the Fourth avenue trolley tunnel, and the transverse axis of the great concourse which is to occupy the front end of the building will be the centre of 43d street. A portion of Park avenue is to run through the rear of the structure in the form of an arcade.

The notable feature of the building will be the great concourse. In the latest plans this is to be 100 feet deep and 420 feet long, occupying the entire width of the building on the 42d street front and a portion of the station which extends below the street level. The major part of the concourse will be 125 feet high, or sufficiently high, as well as wide and long, to shelter the City Hall. The concourse will be fifteen feet below the street level. It will be reached by wide stairways and eighteen elevators. At one side will be the ticket offices. Across from these will be the baggage checking rooms, for no one will be permitted to go to the large baggage rooms. In the rear, beneath the plaza, and illuminated by skylights, will be the waiting room, an apartment 88 feet deep by 300 feet long. Behind this, in the neighborhood of the present 42d street sidewalk, but below it, will be the restaurant and luncheon room. The former, 45 feet wide and 175 feet long, will have a gallery, which, as well as the main floor, will be furnished with tables. All of these apartments, with the exception of the main floor of the restaurant, will be on the level of the express tracks. They will be duplicated on the level of the suburban service, which is to be operated about thirty-five feet below the street level, the tracks entering the station beneath the express tracks.

UP-TO-DATE BAGGAGE ROOM.

A feature of the station is the baggage room. This occupies the entire ground floor of the building, with the exception of that portion consumed by the concourse and the covered section of Park avenue. It is believed that it will be the largest baggage room in any station in the world, having an area of 75,000 square feet and a loading and unloading surface of 1,550 lineal feet. Express wagons will receive and deliver their baggage from platforms bordering the inclosed street, passing in the centre of the building. The system of handling baggage will make it unnecessary for the passenger to go to the baggage room. Expressmen will give claim checks when they take baggage, as at present, but instead of wearily treading long corridors in order to claim and check baggage the outgoing passenger will simply go to an office at the side of the concourse and present the claim check. If the trunk or bag has been delivered at the baggage room by the expressman, there will be a duplicate of the claim check in the office in the concourse, dispatched thither by pneumatic tube. The passenger on giving up the claim check will receive a regular check and go on his way rejoicing over the ease and celerity with which it has all been accomplished, and hoping that in the course of the magical performance his trunk is not lost. In the same way he may check his grip, this piece of baggage being taken from the office on the concourse to the baggage room by a mechanical carrier. The baggage will be transferred to and from the train by means of trucks, lowered and raised by elevators running to and from the track levels, and mechanical conveyors running between each pair of trains. Each pair of tracks is separated by a platform for passengers. It is believed that it will be possible under normal conditions to "handle" a piece of baggage which arrives at the station five or six minutes before the starting time of the train on which it is intended to go.

WIDE TRAIN PLATFORMS.

According to the present plans, there will be thirty-six tracks on the express level and seventeen on the suburban level, a portion of the latter joining two loop tracks which will swing around the rear end of the terminal. If this plan is finally adopted it is possible that the suburban trains will be run as the subway trains are run, at regular intervals, discharging their passengers at one side of the station and taking them on at the other side. The cars used on the suburban service of the New York Central lines have been built in such dimensions that they can be run in the subway, and the architects have not forgotten the possibility of such a contingency. In the mean time it will be arranged for passengers to enter the station directly from the subway, without stair climbing. An impression of the magnitude of the plan may be gained by a comparison with the South Terminal at Boston, which has thirty terminal tracks, and the St. Louis Union Station, which is provided with thirty-two tracks.

Among the details which will appeal to passengers are the wide platforms leading to the trains. Besides being 17 feet wide, they will be entirely free from obstructions, such as pillars and baggage trucks. A gallery around the concourse on the street level will assist the passenger immediately upon entering to learn the geography of the station, and in steering his course to the ticket office, baggage office and train. At a glance he can take in the whole situation. Should the passenger desire to enter or leave the station by means of a carriage, this can be done under cover and upon the express level. Inclined passageways permit carriages to enter and leave the building. The cab stand will be under the Vanderbilt avenue plaza, on a level with the express tracks. For the subway which may be built in Lexington avenue an exit to a station on this route has been considered in the preparation of the plans.

It is not known how long it will take to complete the terminal, but it is thought four or five years will elapse before the entire improvement is completed. Work is necessarily slow, owing to the fact that approximately eight hundred trains use the terminal daily. Already $30,000,000, it is said, has been spent, and this amount may be more than doubled before all the contemplated improvements are completed.

CAMPAIGN STORIES

A Budget of Those Told to a Maine Audience.

In a campaign speech which he delivered in Augusta, Me., last week the Rev. Dr. John Wesley Hill, of this city, told these stories to illustrate his arguments against Bryan:

"'I am reminded of the colored boy who ran among some soldiers during the Civil War, shouting: 'Hot pies! hot pies!' A soldier boy bought one, discovered that it was frozen, then, turning to the vender of pies, he said: 'See here, you black rascal, you said this was a hot pie.' 'Lor' bless you,' replied the colored boy, 'dat is only de name of it.'

"His capacity for continuous speech reminds me of the poor man who suffered much in that respect. His wife was in the habit of talking him to sleep every night, and most of her talk was made up of criticism, faultfinding and grumbling, and it was on one occasion when, after enduring her merciless volley for three hours, he fell asleep, and when upon awakening, three hours later, he again heard that precious voice, turning over, he asked, 'Mary, are you talking yet or again?'

"He is like the old farmer who in explaining his mangled hand to his physician said: 'You see, I backed up them 'ere cattle a leetle, wrapped the chain around the log, slipped the link through and looked around for a toggle, but couldn't just find it, and so I put my finger in for a minute; but them 'ere cattle had no sooner started than I seed I had made a blasted mistake.'"

"They are like the little lad who dropped in to the open door of a museum in New York one hot summer day, and, seeing no one about, congratulated himself upon the opportunity of seeing the museum without charge. The freaks were not in; they had all gone out, including the skinny man, to replenish their empty stomachs at the luncheon counter; and so the inquisitive youth began looking around, and finally he espied a door slightly ajar.

"Grasping the knob, he pulled it wide open, when to his horror a great skeleton, pivoted just within the closet, and relieved of its position by the opening of the door, swung toward the young discoverer.

"With a scream and a bound the boy started for the front door, but just as he was passing through it the living skeleton came in at the back door and gave hot pursuit, reaching the foot of the stairs as the boy reached the curbstone across the street. And then the living skeleton exclaimed, 'Hold on, there, boy! Boy, hold on! I want to speak to you.' But the terrorized youth, with eyes standing out in amazement at this latest exhibition, exclaimed, 'No, you don't! No, sir! I know who you are, if you have got your clothes on!'

"I remember hearing of a funeral service which occurred out in Nebraska during that period. The casket was there, and the mourners were there, and the neighbors and friends were there, and away back in the rear of the church sat a long, lean, lank, bewhiskered, cadaverous, wild-eyed individual, who had just dropped in from the street and who seemed decidedly out of place. Finally the minister arose and said: 'You all know that I have just been appointed to the pastorate of this church, and, indeed, this is my first service. I was not acquainted with the deceased, and therefore am unable to speak intelligently with reference to him; but doubtless there are some friends here who knew him well who would be very glad to arise and pay tribute to his well known virtues, and I now give an opportunity to any such to arise and speak.'

"Then there was a deep silence, and it seemed that no one had anything to say, when suddenly this tall, ungainly intruder in the back part of the house arose, and, leaning forward and pointing his long arm toward the minister, said: 'Parson, I'se a stranger in these parts. It was not my privilege to be acquainted with this 'ere corpse during his life. Doubtless, some of his friends are preparing to speak of his goodness; but, while they are cogitatin' on what they propose to say, I just thought I would arise and call your attention to the Crime of 1873, and give you a little talk on free silver.'"

LIFELINE EXPERIMENTS.

Consul John L. Griffiths, of Liverpool, reports that the advisory sub-committee appointed by the British Government to formulate a report upon the question of British ships compulsorily carrying lifeline throwing apparatus conducted some most important experiments in Liverpool recently, the results of which are briefly described:

The apparatus submitted comprised kites, buoys and different styles of guns and rockets. The first tests were those of West's drift buoys, which were followed by the much improved Regurk box kite. It was the opinion of those who witnessed the experiments that the kite is a successful invention and will be very serviceable when the wind is blowing on a lee shore. One of the most interesting of the tests was made with a balloon constructed of gold beater's skin in two weights. It carried a line for 1,500 yards. The principal tests, however, were made with rockets, cannon, and shoulder guns, which have been carried to a high state of perfection. Much interest was shown in the results of these tests, both by the committee and the nautical experts.

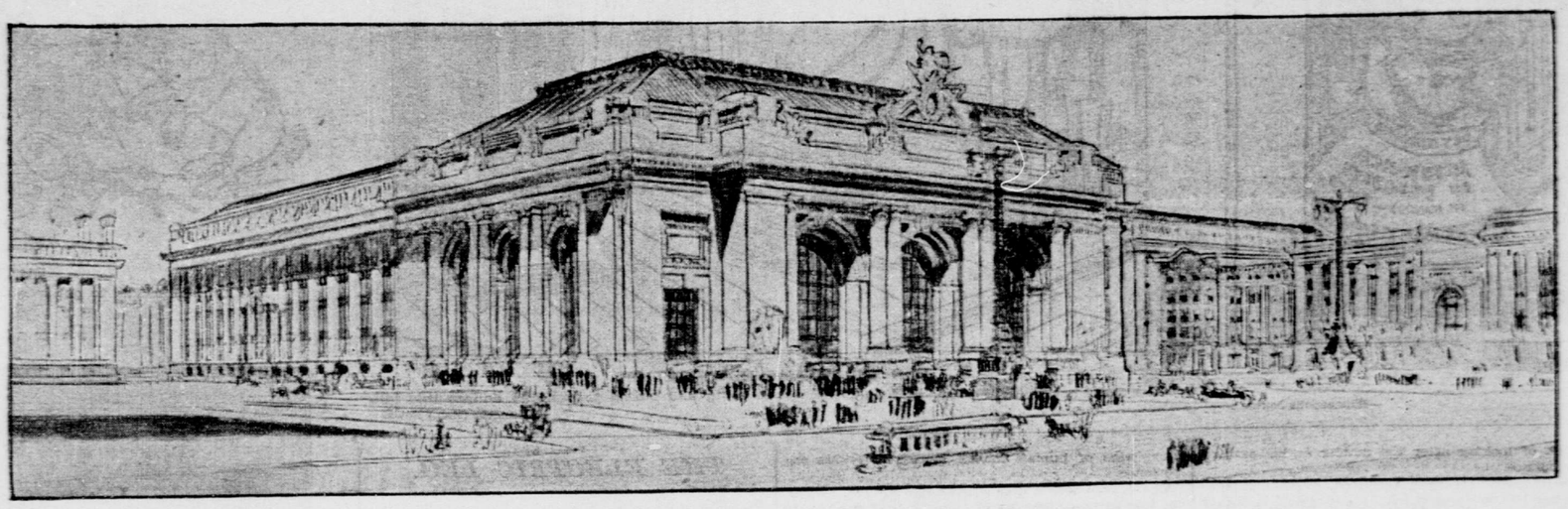
The cannon threw a line a distance of 310 fathoms, which indicates the standard of efficiency to which it has been brought. A projectile is inserted in the cannon, and the cannon is fired by means of a friction tube which propels the projectile a certain distance, and from that point a rocket is discharged which carries the line to its destination. The gun is portable and easily handled. Another interesting feature is that during the daytime the smoke indicates the direction in which the line is carried, while at night the fire of the rocket denotes the direction. For shore use this gun can be placed on a small handbarrow; and as there are no elaborate accessories, it can be readily worked by any person of ordinary intelligence. This gun is claimed to be the most satisfactory apparatus for heavy work, as, for example, from the deck of large liners.—Consular Report.

A NATION'S PHOTOGRAPHER.

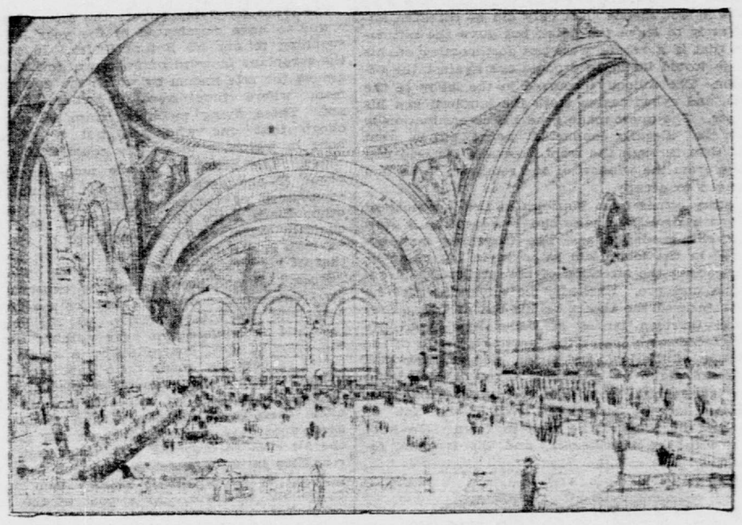
Sir Benjamin Stone, of London, has been described, not inaptly, as "the nation's photographer." Although his practical acquaintance with the camera dates back only nineteen years ago, Sir Benjamin has been a collector of photographs for more than forty years, and he possesses a world-famed collection of more than twenty thousand prints, undoubtedly the most complete and most varied of its kind ever made. Of foreign "pictures" Sir Benjamin Stone has also a wonderful assortment. A pictorial record of the progress of the siege of Paris during the great Franco-German War was secured through his having arranged with the French photographer to take pictures as soon as the siege began to be interesting. In this way a number of remarkable photographs were obtained, and by means of these many of the offenders were identified at the trials that followed the insurrection of the Communists.—Los Angeles Times.

Rustic (to conductor)—Which end of the car do I get off?

Conductor (politely)—Whichever end you prefer; both ends stop.—Pick-Me-Up.



THE NEW GRAND CENTRAL STATION, ACCORDING TO THE LATEST PLAN.
In front of the station, in 42d street, will be an expansive plaza.



THE GREAT CONCOURSE PLANNED FOR THE NEW GRAND CENTRAL STATION OF THE NEW YORK CENTRAL RAILROAD.
The City Hall could be set down inside this immense inclosure. The sketch shows the 42d street windows on the left, the Vanderbilt avenue windows at the end and the entrances to the express tracks on the right. A gallery on the street level extends around the concourse fifteen feet above the floor. The ticket offices and the entrances to the waiting room and restaurant are under the gallery at the left. The baggage checking offices are under the gallery, depicted in the foreground at the bottom of the sketch.

AT LAST, THE OXYGEN BRACER

REJUVENATOR FOR WORK OR PLAY.

Successful Experiments on Athletes—Physicians and Surgeons Have Already Proved Its Value.

Oxygen for jags, for athletics and for new surgical purposes is coming to the front in a remarkable way. This gaseous element of the air, which the common people have been inhaling right along without knowing it, as M. Jourdain unconsciously talked prose, seems destined to revolutionize modern life in many directions. Uses profound and trivial are within realization. Scientists are engaged in experiments on the effects of the gas on animals and men. Athletes are clamoring for a stimulant which has no evil after effects and which will enable them to clip several seconds from the records. It is suggested that campaign orators who tank up on oxygen may yet be able to save the country. The fountain of youth and the elixir of life are nothing compared to the aerial element, according to some enthusiasts.

It may cause chagrin in the bosom of the average person to learn that, while he has been breathing the New York mixture that passes for air, the virtues and delights of oxygen have been monopolized by a select circle of financiers, actors, opera singers and fashionable folk. The epicure takes his oxygen highball before and after dinner. John D. Rockefeller is said to indulge moderately in this "gas of the gods," having assured himself that it is not a bad habit, like the use of drugs. The recent cavortings in the Stock Exchange might be attributed to too many oxygen cocktails consumed by brokers. Mme. Nordica warbles more divinely, it is said, when her lung cells are saturated with the Olympian element. Bernhardt would have disappointed more than one American audience if her fragile breathing apparatus had not been reinforced by the contents of several steel tanks. Sir Henry Irving was wont to tour the country in a stateroom filled with a few hundred dollars' worth of the gas. The wonderful endurance of fashionable women through a winter's siege of dinners and balls is ascribed to a more or less secret indulgence in the gas that cheers but does not inebriate.

There are a myriad thrilling speculations as to the future. How soon will the subway be oxygenized? When will business men be able to carry flasks of gas in their back pockets and frequently take an enlivening draft for that tired feeling? The cost is not important, for you can get a good drink—that is, a good number of inhalations—at an oxygen parlor for $1 50, but obstacles of a mechanical nature remain. To be portable the gas must be highly compressed. A pocket flask might be as dangerous as a bomb. John G. Clifford, the president of an oxygen manufacturing company, was killed at Niagara Falls last week by the explosion of a cylinder charged with the gas to a pressure of 2,200 pounds to the square inch. His legs were torn off and hurled fifty feet away. He had been warned by conservative oxygen makers in this city that his experiments with high pressures were dangerous. The ordinary pressure used is 225 pounds to the square inch.

GIVES ATHLETES NEW VIGOR.

Other problems must be solved and questionable points settled before oxygen becomes a popular beverage, so to speak. Shall the government define a standard gas as it has defined a standard whiskey, guarantee purity and collect a revenue tax? Will the oxygen saloon be licensed and will the moralists of the later twentieth century deplore violations of the Sunday gas law?

The first application of oxygen to athletics in this country took place at the aquatic carnival of the Château des Beaux-Arts, Huntington, Long Island, on August 29. The success of the application has caused many athletes to write to oxygen manufacturers asking how much gas it takes to beat the record. Chicago has enthusiastically embraced the innovation and promises oxygenated football at Marshal Field under the direction of Coach Stagg. The frightful possibilities of a flying wedge inspired with the superhuman energies of the gas do not seem to trouble the Windy City sportsmen. Perhaps they rely on the fact that oxygen medicinally applied may cure the hurts that oxygen as a stimulant has caused.

Professor Leonard Hill, of the Royal Society of London, made some athletic experiments a few weeks ago which led to the recent tests at Huntington. Dr. E. E. Smith, of No. 26 East 29th street, an exponent of experimental medicine and professor of physiology in Fordham University, after witnessing the oxygen races, made a statement to The Tribune representative.

"The men to whom oxygen was administered were the winners," he said. "It seems clear that its administration increases the capacity in a short struggle. It would not be scientific for me to draw indefinite conclusions from one experiment. Oxygen is not a stimulant. It merely saves the heart and lungs work by supplying to the blood the necessary oxygen which has been stored up in all the tissues, and particularly the muscle tissues of the body, by previous inhalation. The stored up supply becomes available for some time after administration. A frog muscle kept in salt solution for twenty-four hours retains its power to contract, showing that it has stored a quantity of oxygen, without which muscular action would be impossible. The indiscriminate use of the gas is not to be recommended. There are impure mixtures which are dangerous."

Dr. W. J. Gels, professor of biological chemistry in Columbia University Medical School, said:

"The experiments seem to bear out Professor Hill's work in England. Theoretically, a man's energy ought to be increased five times by breathing oxygen, since air is only one-fifth part oxygen, and that is the element which produces energy through combustion. Of course practically there cannot be so much gain. Its use calls forth reserve power and potential strength. There is not much fear of its causing overexertion. A man may walk twenty miles and lose several pounds of flesh, or row in a boat race and lose four or five pounds without injury. The danger of an oxygen habit is at present slight, if only for the reason that the gas is not obtainable in 'vest pocket' form. It is not a stimulant like morphine, nor does its effects last the whole day. It releases energy, imparts a wholesome exhilaration, makes a man feel strong and vigorous. I have no doubt its uses could be extended in these days of stress and strain. It might be useful in tiding over temporary states of weakness. Victims of gas poisoning may be resuscitated. Mining and other industries offer a field for extensive application. Our houses could be ventilated by oxygen, although at greater cost than by a regular ventilating system. The excessive use of oxygen might cause digestive trouble, because a man would have to eat unduly to make up for extra energy spent."

Edwin Fairfax Nauity, a scientific and athletic amateur who suggested and administered oxygen at the Beaux Arts races, said:

"Ray Mulvey, the swimmer, raced twice over an identical course of 100 yards. His time without oxygen was 1 minute 6 seconds; with oxygen, 58 2-5 seconds. He was not distressed at the end of his dash, while a companion showed usual fatigue. No doubt there was a psychological factor that helped Mulvey. J. Ferber, another oxygenated swimmer, made his hundred yards in 1:04 2-5, and his best previous record was 1:12. Miss Elaine Golding took oxygen before her quarter-mile race and made the distance in 8:04 2-5, swimming without distressing effort. Being unimaginative and somewhat skeptical, Miss Golding was probably not affected by suggestion. Ferber was a good subject. He said he had never swum before with such ease, and his breathing and heart action were much relieved. George Lewers took the gas and broke his under-water record, swimming about sixty yards under water in 1 minute 36 seconds. Mulvey took oxygen for three minutes in inhalations of forty and twenty seconds; he then rested two minutes and began his swim. Lewers had three deep inhalations and rested five minutes before his underwater swim. Ferber had about the same quantity. Miss Golding had one inhalation about an hour and a half before her swim and three inhalations immediately before it. The total results were faster time, more effective muscular effort, less distress in breathing, greater confidence, less heart action. The inhalation of oxygen before a race gives the athlete a reserve in his blood and tissues. From experiments made on myself I am certain that physical efficiency is increased. I doubt that oxygen can increase mental efficiency. I would not advise the use of it except under medical direction. The commercial product is likely to contain nitrous dioxid, which is 'laughing gas,' or chlorin. That which we used was analyzed for purity before administration. I have administered the gas to eleven athletes, with beneficial results in all cases."

USED BY WELL KNOWN PEOPLE.

Dr. Frank Northrop, of No. 6 East 45th street, informed the writer that he was the pioneer oxygen therapeutist in this country, and had administered the gas to such well known persons as John D. Rockefeller, Sir Henry Irving, Sarah Bernhardt, John Hare, Mme. Nordica, Edmond Kelley, Charles Edward Russell, Charlotte Teller and E. H. Sothern. The oil man takes a treatment whenever he has a cold or is falling down in his golf average. His friends have suggested to him that he ought to endow an oxygen dispensary, where the poor could get inhalations at a nominal charge. Sir Henry Irving spent $1,500 for gas and treatment on one tour of this country, and declared that the stuffiest dressing room and the smokiest stage hell had no terrors for him when his lungs were stored with the vitalizing element. As Mephistopheles and Dante Sir Henry was pretty constantly in the infernal regions, and had especial need of oxygen. However, he was inclined to be reckless in its use, as when he flooded his stateroom with hundreds of gallons of gas while travelling. Mme. Bernhardt arrived in this country with a hemorrhage of the lungs, which was promptly stopped by the astringent effect of the gas, and she was enabled to fulfil her engagements. John Hare, suffering from heart weakness at noon before a first performance, astounded his American manager by a triumphant playing of his part at night. The physician had a tank of gas at the theatre, and kept the actor keyed up to the proper pitch, while avoiding an overdose. There was a German tenor who was to make his debut at Carnegie Hall, singing against sixteen harps, and his voice was in such a condition that he feared a signal failure. The tenor's lungs were scientifically irrigated. "I made so much noise," he reported afterward, "that they couldn't hear the sixteen harps." Singers and actors are warned, in fact, that they are in danger of shouting if they use ordinary effort after taking the gas.

Epicures who have tarried long at Sherry's or Delmonico's find it convenient to step into the oxygen parlor and get the indigestible surplus of food and drink burned out of their systems more speedily than by physical exercise and in a more refined manner than the gourmands of ancient Rome rid themselves of banquet gorges. Theoretically it would seem that these fast livers only accelerate their pace by the use of oxygen, and that they would finish their careers in about half the time required by ordinary sybarites. Fagged out business men and neurasthenic women call at the office or send for a few tanks of gas to be consumed at home. Actors, lecturers and singers are usually treated the day before a performance and are advised to eat and sleep after treatment. A natural drowsiness often follows the administration in nervous cases. Locomotor ataxia, paralysis and other diseases are said to have been cured by the treatment. Dr. Northrop does not believe in administering pure oxygen, but uses a compound of 60 per cent oxygen to 40 per cent nitrogen, which is "a stable and unvarying chemical combination, as fixed in composition as water itself."

According to Dr. William Seaman Bainbridge, a New York surgeon, oxygen has never had its proper place in medicine and surgery. The present revival of popular interest in the gas coincides with a revival of interest among physicians. About five years ago Dr. Bainbridge had the idea of employing oxygen in certain forms of tuberculous peritonitis. Other surgeons had used the gas to "flush out" the abdominal cavity after operations, but in Dr. Bainbridge's method the oxygen is infused into the cavity and left to be absorbed. This method had a remarkable success at the Beth Israel Hospital last July, when it was tried by Drs. Silver and Phillips. A sterile tube was inserted in an incision in the abdomen and one thousand cubic centimetres of oxygen were infused into the cavity. Then the wound was sewed up in four layers, making it airtight. Out of three cases of tuberculous peritonitis and several cases of germ peritonitis, which are usually fatal, there was only one death. The rest were cured. Presumably the gas destroyed the disease germs and stimulated the tissues toward recovery. The antiseptic power of oxygen is well known in the form of peroxide of hydrogen.

ITS USE IN MEDICINE.

The operation of "artificial pneumo-thorax" has also been tried with oxygen at Beth Israel Hospital recently. It is applied in cases of single lung tuberculosis, an incision being made in the patient's back through which oxygen is admitted, forcing the diseased lung away from the wall and giving it a rest while the healthy lung works for two. The direct benefit of the gas in tuberculosis is now being investigated. It is feared that the bacilli thrive on the oxygen almost as much as the patient.

Dr. Bainbridge conducted a series of experiments with cats last winter to determine the effects of oxygen under various conditions. He reported that it was wonderful how quickly cats and human beings responded to the gas during operations. Pulse, color and respiration were improved when oxygen was introduced in the abdominal cavity. In severe operations where the shock was very great the patient rallied almost instantly. When the lungs were washed out with oxygen after anæsthesia, the patient quickly regained consciousness, felt no unusual nausea and often was able to walk from operating room to ward. Stillborn infants have been revived by the gas. It has been used subcutaneously for such diseases as carbuncle, erysipelas, sciatica and hydrocele with successful results. Asphyxiation and drug poisoning yield to the treatment. Epileptic fits have been favorably treated. Excellent results are reported from the introduction of oxygen into the intestines. Pneumonia cases have long been treated with the gas. It was administered to New York tunnel workers suffering with "the bends." Among the uses suggested by Dr. Bainbridge are inhalations before and after anæsthesia, inhalations for colds and respiratory disorders, injections into joints and abscesses, and infusion into the abdominal cavity in a variety of operations. It is said the Zulus recognize the therapeutic power of oxygen by carrying their men wounded in battle to mountain tops and exposing their wounds to the air. Japanese surgeons open the abdomen in cases of tuberculous peritonitis and expose the cavity to air and sunlight for fifteen or twenty minutes at a time.

Oxygen was discovered by Scheele in Sweden in 1773, and one year later by Priestley in England. Air is a mechanical mixture of four-fifths nitrogen and one-fifth oxygen. It has not been found practicable to obtain oxygen directly from the air. The commercial method is to heat a mixture of chlorate of potash and black oxide of manganese in a retort to a temperature of 292 degrees, allowing the resultant gas to be purified by passing through a solution of caustic soda, then compressing it in steel cylinders by means of a force pump. The manganese does not yield oxygen, but merely permits decomposition of the chlorate of potash at a low temperature. One pound of chlorate will produce four and one-half cubic feet of oxygen, weighing about five and three-fifths ounces. The usual presure of cylinders is 225 pounds to the square inch. So-called pure oxygen is about 89 per cent, with 9 per cent of nitrogen, no chlorin and a trace of carbon dioxid. Cylinders of different sizes contain from 75 to 150 gallons of gas, retailing at $5 to $10. The Board of Health forbids the use of the inhaling apparatus, which consists of a rubber tube and a glass water bottle, through which the gas passes, by more than one person. The annual production of oxygen in this country, mostly confined to New York, is said to be worth $1,000,000.

THE PRICE OF A THRONE.

One of the oldest Paris firms for gold and silk embroideries, a house which had already served Louis XVI and his court with highly artistic needlework, is still in possession of its accounts of former centuries. An inspection of these books reveals a good summary of the luxury expenditures of the French court—the Bonapartistic as well as the Legitimistic. Napoleon I, who for his own wants was, in contrast to the spendthrifty Josephine, very economical, went, though, to large expenses when it was for representative gala dresses. The 10,000 francs which he had to pay for the embroidery on his coronation robe he did not consider too high a price. But his embroidered frock coat that had cost him 3,500 francs, and which became too tight for him not long after its first year, he ordered to be widened by pieces of cloth, and the new seams to be covered with embroideries. The bill for his throne, however, foots up to a pretty considerable amount. The outer drapery of purple velvet trimmed with gold lace was at 10,200 francs. The red velvet panels were strewn with in-worked golden bees at five francs apiece, and above the fauteuil the Emperor's coat of arms was seen in raised embroidery; total cost, 16,200 francs. The inner drapery consisted of blue satin with gold lace at 9,600 francs. Gold embroidered stripes for the inner trimming cost 8,500 francs. Embroidery on the blue velvet fauteuil amounted to 3,020 francs, the foot cushion to 1,200. In addition there were 1,050 bees on the unembroidered panels of the baldachin at the price of 5,250 francs. Altogether the price of Napoleon's throne was 53,970 francs.—Harper's Weekly.

Foreign Resorts.

FRANCE, BELGIUM AND HOLLAND.

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AN ISLE OF ODDITIES.

Some Curious Facts and Fads of Far-Away Newfoundland.

"Withal that it is the world's tenth largest island, there is, perhaps, no one little body of land in the world that offers so many unique points of interest to the traveller as does Newfoundland," a returning traveller remarked recently, writes Felix Koch in "The Los Angeles Times."

To begin with, the northeasterly point of the continent is here, in the form of Cape Spear, where one is only a matter of 1,690 miles from Ireland. The cape almost forms the step between Old World and New.

Then Newfoundland is unique in that it was possessed of an extinct race of men—these, however, passing out only so late as 1823, when the last Boethic, a woman, went the way of the flesh. As in Australia, the natives here have disappeared before the white men. They were a branch of the great Algonquin family.

Then, again, Newfoundland has its interest because of the work of one Captain Whitbourne, mariner, who was sent out by the British Admiralty to regulate the matters among the fishing population, which had increased marvellously. Whitbourne wrote a book entitled "Westward Ho for Avalon," now very rare, but serving to suggest the name for Kingsley's later and world famous volume.

No British colony was ever so harshly treated as this one. In fact, it has only been since 1813 that any one could erect a permanent house here without the specific consent of the Governor.

The interior of Newfoundland to-day is one huge burnt over forest—a jungle of white masts, as it were—covered with undergrowth and tumbled into all conceivable masses—this as the result of a huge forest fire sweeping almost completely across the island.

They have a custom on the miserable little transisland railway, to-day, there in Terra Nuova, of charging one a dime for bread and butter at each meal, this whether he order it or partake of it or not.

Mail to Newfoundland costs 5 cents, not 2 cents the first half ounce, as it does to Canada. Most Americans forget the fact, and when their letters arrive, with 3 cents due, the government doubles the shortage as penalty and the innocent recipient must pay 6 cents.

In the taprooms of St. John's women serve as bartenders, and over the saloon bar there is posted weekly a list of all persons arrested for drunkenness. No one is allowed to sell any such person a drink for a period of two weeks, under penalty of heavy fine.

St. John's possesses as unique a via crucis as any town in the world. Up from the harbor, onto the heights, one street ascends in a series of zigzags. At each "corner" or point to this serpentine, there stands a church, these ranging from the great Church of England Cathedral down to a simple Methodist house of worship.

In the official spelling, St. Johns has dropped its apostrophe, just as St. Kitts and St. Ives did long before.

On twelfth night here in the fishing villages, mummers fantastically dressed in cockades and silks go about through the streets, making merry until a late hour, when they unmask.

Unique among exhibits, in the colonial museum here, is a piece of steel lost by the Franklin Arctic expedition, and refound in Greenland, at about 75 degrees north, so recently as 1903.

In these fishing villages the first time a newcomer steps on a given fish flake or drying stage, its owner will suddenly kneel and proceed to wipe his shoes with his handkerchief. This is not to ward the mud off the fish, as might be supposed, for the fishermen are utterly oblivious to any cleanliness in that regard, but is a custom, the stranger then being expected to reward the service with a pour boire.

Interesting tales of the sealing to the north are told by these fishermen, particularly as to how a seal will leave a given icefloe say at 4 o'clock in the morning. The floe will be traveling south at the rate of five knots, and yet the seal will return to it that same evening.

The baby seal, too, when born, is snowy white, iridescing to a cream, much like the icefloe on which it lives. By the time it is three months old, however, this floe has drifted sufficiently far south to meet the warm Gulf Stream and melt. The baby, by that time, has learned to swim, and its color changes to brown, whereby it is less conspicuous in the waters of the sea, and hence, better shielded from its foes.

Then, too, they are wont to tell how the fishwives will put sand in the belly of fish in order to make them weigh heavy, and how one such, when caught, pleaded the excuse that "all fish take on ballast before a storm."

In the groceries here watermelons are sold by the slice and each slice by weight. An average melon, therefore, retails at 75 cents at cheapest.

At St. Shotts, a cliff of iron ore was long thought to affect the compasses of vessels, much as did the Magnetic Mountain in one of the Arabian Nights tales. Being just below Cape Race, and where the currents are most variable, many could not be convinced but that it was responsible for the wrecks occurring there.

Newfoundland is the caribou hunter's paradise, but one virtually never finds old caribou antlers, unless these are locked in a deadly embrace. The deer either stamp them to shreds on dropping them, or else rats and mice gnaw them away.

St. Johns, like some of the Dutch cities, has a law against throwing pieces of paper in the streets.

The first land on the American side of the globe seen by ships in coming from Europe on this passage is Belle Isle, a tiny island long believed inhabited by demons from the unearthly shrieks heard there by mariners. The shrieks, as matter of fact, result from the crashing and grinding of the icebergs caught on the reefs there.

Prisoners in the colonial penitentiary of Newfoundland wear a suit the right half of which is white, the left black. The result is a most curious hodge-podge.

SUITED BOTH CLAIMANTS.

A Nevada man having extensive mining claims in the goldfield region tells of a lucky strike that was made last year near Carson City, a strike that proved to be of such promise that a goodly sized camp immediately sprang up around it.

The two principal mine owners were, respectively, an Irishman and a Jew, and as a compliment to these leading citizens the camp decided to leave to them the bestowal of a suitable name upon the new community.

There followed many conferences between the two, none of which resulted in an agreement. The Irishman stood out for a name that should suggest his native isle, while the Jew was just as insistent, on his part, for a name that should be suggestive of the chosen people. This deadlock continued so long that the rest of the camp grew restless, and finally insisted that there should be a compromise. So the new camp was called "Tipperusalem."—Lippincott's.