Books and Authors

AMERICANS SPEND MILLIONS FOR BOOKS

Total Reaches $174,965,625 Annually, but This Is Only One-eighth of the Drink Bill.

Chicago Tribune.

WHILE the United States is spending $174,965,625 a year for literature of all kinds, it is drinking $1,249,191,558 worth of alcoholic liquors.

"And yet this showing is not so bad when compared with England and the rest of the United Kingdom," said a Chicago economist and statistician. "Recently the British Weekly has been at some pains to discover the relative cost of literature and liquor in Great Britain. It has figured that $15,000,000 a year is paid for books of all kinds and $19,000,000 for newspapers and periodicals, a total of $34,000,000 a year. But against this the country spends $800,000,000 a year for drink."

According to this prestidigitator in numbers, facts and figures, the United States pays more for newspapers than for almost every other form of reading matter put together. He places this newspaper cost at the head of the list, as follows:

Newspapers	$75,749,654
School books and juvenilia	30,665,971
Magazines and periodicals	12,250,000
Novels	17,600,000
Miscellaneous and technical	38,700,000
Total	$174,965,625

The basis of these figures has been taken with reference to the number of newspapers, the number of school children, and the average number of readers of adult age in the United States.

For the 50,566,436 persons over school age in this country, it is figured that an average of $1.50 each year for some kind of newspaper is a low estimate. It will hardly pay for the average weekly paper, whereas a considerable portion of this adult population reads daily papers.

MILLIONS OF SCHOOL BOOKS

There are 16,738,363 children of school age in the United States. The estimate of $1.85 for each child, covering school books and the attendant juvenile literature, is also a low estimate. Of this total number of pupils the fact that 14,662,488 of them are in the primary and grammar grades of the public schools lowers the average for the whole number. Much of this expenditure is more or less compulsory, but it counts to the same economic ends.

As purchasers of the magazines and illustrated magazines and illustrated weeklies, there are supposed to be 12,250,000 persons who will spend at least an average of $3.50 a year. Many of these are subscribers to dozens of periodicals; others are the buyers at news stands upon the impulse of choice.

Only about 2,200,000 people buy novels as they run from the press. They do much of this simply that they may keep up to date in literature. It is part of their capital in society. Most of these buy liberally. Plenty of readers are to be found whose book bills for novels run $100 to $150 a year, steadily. At an average of $8 spent by each, the total is imposing in its seven figures.

But as compared with almost any other feature in the list, the money that goes for miscellaneous and technical books is striking. Into this field, of course, go the books of the "book manufacturer." Books that are built only to sell to a class which has more money even than it has of judgment and taste.

With these in that item, however, are the books of weight and substance, many of which cost so much in the making, when technical skill is paid for and the limited sales estimated. Then the innumerable editions de luxe swell the total to a significant sum.

AMERICA IN THE LEAD

"No country on the globe can compete with the United Statse in the making of books and literature 'to sell' " said this authority. "The phrase does not mean lightness and shoddiness, either.

"In illustrations the American book, periodical and newspaper lead the world. In the attractiveness of covers and front pages, we have no competitors. To lay out an American print in a show window is to gain for it all the attention that art naturally attracts.

"Walk down a Chicago street to-day. If you see a crowded corner somewhere ahead of you, it is quite as likely to be caused by a bookshop window as by an exhibition of bargains. To an old country man, coming from some European monarchy, it is a revelation to study the crowd in front of a bookshop display. There are figures and faces in it that are out of all keeping with the articles at which they stare in deep interest. A man in faultless fashion may be at elbows with a mechanic in overalls, but as between the two, it would be hard to decide which is the more interested.

"This is the secret of the American publication. They are made to attract. The reader is invited to read. Reading is made easy; and not only that, but to read a borrowed book is not sufficient. From reading it the reader desires to own it because of its attractiveness of print, plate and cover.

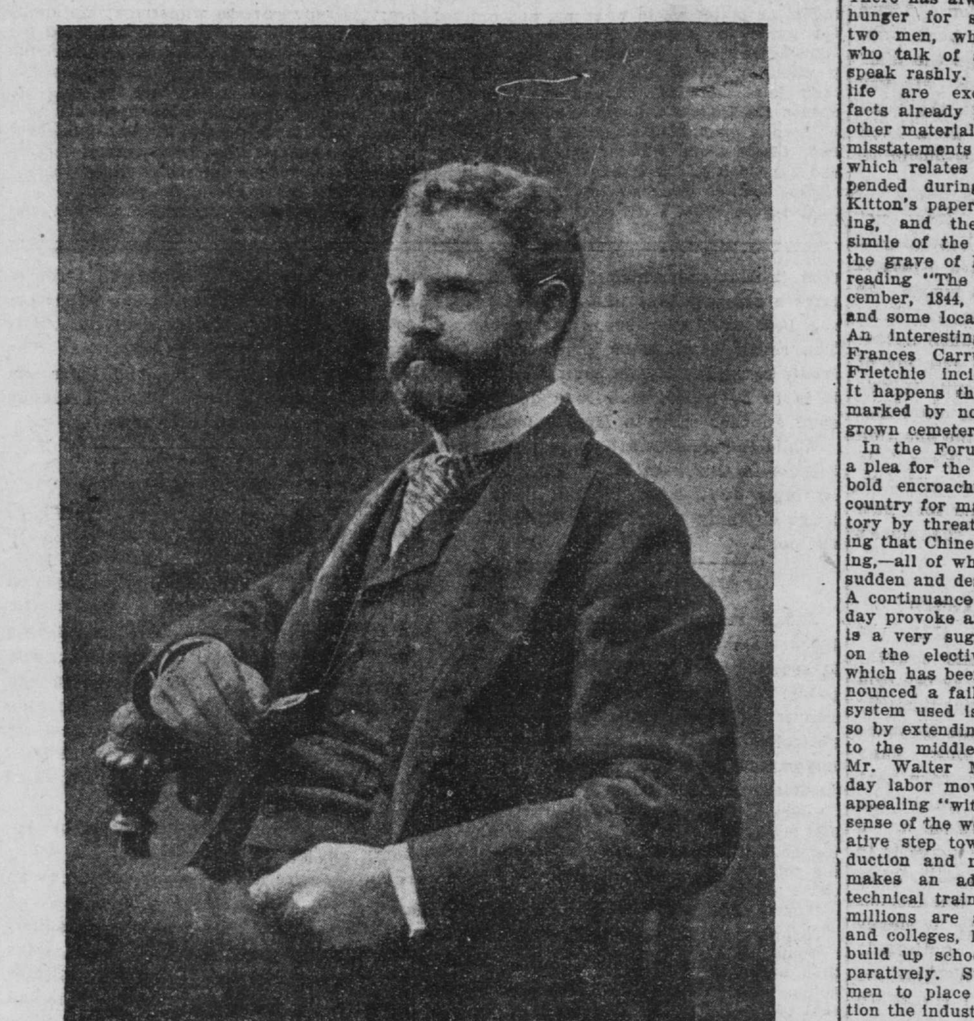
POPULAR IN ENGLAND

"As to our magazines and periodicals, they are as popular in Great Britain as they are at home. Our comic papers are seized upon in England with more avidity than ever was Punch or Sloper in America. I admit that a funny English joke or a funny English cartoon may be the funniest thing of its kind, but there is such a wide distance between them. There are so few of them in a year."

As to the comparisons of drink money and that which goes for literature, at least it may be shown that the greater part of the money for intoxicants takes the line of least alcohol resistance. In other words, more beer and less whisky is consumed every year.

In 1882 the United States consumed 73,556,976 gallons of ardent spirits and only 524,843,379 gallons of malt liquor.

Even with the enormous increase in population in the last two decades the figures for alcoholic beverages last year were only 87,000,000 gallons, while the consumption of beer had more than doubled, to 1,175,723,000 gallons. According to population, the consumption of wines shows a decrease.



FRANCIS W. HALSEY,
Literary Editor of the New York Times.

NEW BOOKS

BEST SELLING BOOKS

The Bookman.

The six books which have sold best, in the order of demand, during the month of June, are:

	Points.
1. The Helmet of Navarre. Runkle. (Century Co.) $1.50	254
2. The Crisis. Churchill. (Macmillan.) $1.50	130
3. Alice of Old Vincennes. Thompson. (Bowen-Merrill Co.) $1.50	110
4. The Visits of Elizabeth. Glyn. (Lane.) $1.50	86
5. The Puppet Crown. MacGrath. (Bowen-Merrill Co.) $1.50	57
6. The Octopus. Norris. (Doubleday, Page & Co.) $1.50	55

Doom Castle. By Neil Munroe, author of "The Last Pibroch," "John Splendid," etc. New York: Doubleday, Page & Co. Minneapolis: Nathaniel McCarthy. Price, $1.50.

The title of this book is not cheerful. It is not a cheerful book, by any means. Had it not been for the vivacity of Count Victor de Monaigion the tale would have been funereal. It begins with tragedy and ends with tragedy and a love triumphant. The atmosphere is gray, damp, Scottish. Castle Doom and its baron are full of mystery. Count Victor, from Paris, on an important mission of inquiry, reaches the castle, after fighting for some miles a clan of vengeful Scotsmen and having his horse shot under him. The gay Frenchman is hospitably received by the baron and finds mysteries all around him, and discovers that a beautiful woman, the baron's daughter, is immured in the castle and is beloved by a ruffian, one Sim McTaggart. Of course, the count falls in love with the baron's daughter, but he did not win her until he had used his pistols and rapier in many a fight with the McTaggart crowd and with that gentleman himself, who was fond of making midnight assaults upon Castle Doom to find and slay the count, who was the object of hatred with all the Macfarlane clan, because he had killed some of their number when he was coming to Doom castle. The adventures of the count are many and thrilling, but he did not regret his sojourn in the grim and dilapidated castle.

The Way of the Gods. By Aquila Kempster. New York: Quail & Warner, No. 25 Park Row. Price, $1.

These stories, incidents and adventures at a government military post in India, related by a student in the hospital, are flavored with the same atmosphere which gives Kipling's tales of Indian life their piquancy. The author is quite as interesting as Kipling in this realm; has his own original way of putting things, and does not indulge in Kipling's abundant dashes and exclamation and interrogation marks and asterisks. There are thirteen stories in the book—some humorous, most of them tragical and all contain most admirable character-sketching. Outlining his experience, the author says of the "perplexing methods the gods use in fooling men," that "with much patient care they weave a rope for a victim's neck, then, at the last moment—cut it; they drive a man with harrowing blows to the dizzy edge of some sheer precipice, down which they have already hung a ladder for his safe descent. Of course, sometimes the ladder isn't there, the gods forget to cut the rope, and then it is awkward for the victim. But, generally, as you look back from effect to cause, the amount of force used seems all out of proportion to the result achieved, so that we come to wonder who is laughing best, the gods or we." The description of the Mohammedan-Hindoo mob and the fight of Mirza's big body servant with the crowd, are as fine as anything Kipling ever wrote in that line."

The Second Book of Birds. Bird Families. By Olive Thorne Miller. With eight colored plates from designs by Louis Agassiz Fuertes and sixteen full-page illustrations. Boston: Houghton, Mifflin & Co. Minneapolis: Nathaniel McCarthy. Price, $1.

In her "First Book of Birds," Mrs. Miller made herself so popular as a champion and expositor of bird life that her readers will need no second invitation to acquaint themselves with this second volume, which, while addressed to young people, is equally satisfactory to adults who desire to get much information about bird life and the useful functions of many birds, conveyed in an attractive way. The value of the book is enhanced by the fine colored plates and other illustrations. There are about two hundred kinds of birds described in the volume, and the statements as to bird habits, many of them deeply interesting, are well authenticated. The author in a very happy manner lays stress upon the importance of preventing the annihilation of birds which feed on insects destructive of food crops and those which play the part of scavengers and are factors of good sanitary conditions. The suggestions in this book enable any one to identify easily the birds referred to.

The Rubaiyat of Mirza-Mem'n. Chicago: Henry Olendorf Shepard.

This is a very elegantly printed and bound version of Omar's masterpiece. The text, set in pale green and purple, and the illustrations, are beautiful. There are some very fine quatrains, and the book is most enjoyable, but it is, as many of those before have been, a paraphrase, and it brings up the pertinent query as to how many of Omar's ideas are incorporated in the scores of versions of the Rubaiyat. Fitzgerald himself did not translate the poem. He simply took Omar's ideas and rearranged and added to them as his poetic fancy dictated. The Rubaiyat was only the basis of a poem by Fitzgerald. It would be interesting to find out how many of the Persian manuscrips of the poem, greatly varying in the number of quatrains, embody the text of Omar and which are exploitations of Omar's text by other writers. It is possible that Omar would recognize only a limited number of his quatrains in the present paraphrase. The anachronisms are many. Omar did not quote Shakspere and Horace, and it would be well for the paraphrasers to confine themselves more closely to the text of Omar.

In this version the spirit of Omar is diffused, and it is largely the spirit of wine. He sang of little beside wine, roses and nightingales in the The Rubaiyat. He was an agnostic, with a thin electroplating of monotheism to conceal his mockery of the Prophet's theology. It is difficult to discover any rational basis for the cult which has developed from the tardy vogue of Fitzgerald's free rendering of the Persian poet.

The Great War Trek. With the British Army on the Veldt. By James Barnes, author of "Midshipman Farragut," "Commodore Bainbridge," etc. New York: D. Appleton & Co., No. 72 Fifth avenue. Price, $1.50.

Mr. Barnes modestly disclaims any desire to offer this book to the public as anything more than a "log-book," an informal diary. It is, however, a personal narrative of what he saw of a bloody war as correspondent of a New York paper in the South African war from the advance to Modder river, ill-starred, and Magersfontein and Koodoesberg, where the British continued to learn how to fight Boers, followed by the Orange Free State campaign of Lord Roberts, Cronje's surrender and the weary struggle to Johannesburg and Pretoria. Mr. Barnes' narrative is decidedly interesting. It is accentuated with incidents of the trek, humorous and sad, and one learns more about the men who fight than he does from the most scientific war correspondent, grown gray in such service. Mr. Barnes gives an interesting description of the social side of Pretoria after the occupation. His simple way of telling things occurring in the heat of battle or around the camp fire is very effective. He gives some candid Boer opinions, formed on the inside, which show that Kruger's reputation as a "father of his country" has suffered very greatly since he scooped all the gold accumulated by his government in Pretoria and sloped for Holland, leaving depreciated paper for the army and creditors of the government generally.

The Autocrats. By Charles K. Lush, author of "The Federal Judge." New York: Doubleday, Page & Co. Minneapolis: Nathaniel McCarthy. Price, $1.50.

This is a very good story of the machinations of a group of Americans of the kind who lay their heads together and evolve schemes to plunder taxpayers and hold municipal governments in their grip. The group is not an unfamiliar one to Americans. It is composed of individuals who are experts in what they call "practical politics," the kind practiced by Tammany chiefs in New York and by the clique in Philadelphia who recently secured the signature of the mayor of the city to ordinances giving away to a predatory combination, street railway franchises valued at millions and for which John Wanamaker offered the city $2,500,000 and a few days later raised his bid to $3,000,000, which the mayor refused flatly. In "The Autocrats" we have the struggle of a corrupt bribe-mongering group for the passage by a municipal legislature of a street railway franchise bill, under the lead of one Henry Bidwell, a promoter of such schemes, with a strong personality, unmitigated audacity and an expert in political games and conspiracies of all kinds. "The Autocrats" bought up the council and mayor and all the newspapers except one. That purchase was prevented by the purchase of the controlling block of stock by a rich widow, who was aided by the hero of the book, Hugh Bannerman, a young man whose parentage was unknown to himself and who had a business position in the city. His night bicycle ride of sixty miles to secure the newspaper stock is one of the most spirited descriptions in the volume. The details of the fight are freely given. The ring triumphed, but two of its members soon after perished, one by suicide and the other, the promoter, Bidwell, through nervous prostration. The love episode has quite a thrilling denouement and not the least interesting feature of it is the revelation of the secret of Bannerman's birth, which effected a very gratifying change in his material prospects.

The Improvement of Towns and Cities, or, the Practical Basis of Civic Aesthetics. By Charles Mulford Robinson, member of the Architectural League of America's National Committee on Municipal Improvements. New York: G. P. Putnam's Sons. Minneapolis: Nathaniel McCarthy. Price, $1.25.

The cause which Mr. Robinson champions in this book is, happily, receiving increased attention throughout this country. This nation has arrived at such a degree of maturity that it can afford to study civic aesthetics, which, in plain words, is the science of improving the appearance of a city, town or village through the plan of the streets, the attractive character and quality of public buildings, the beauty and location of the parks, public fountains, driveways, tree-planting, flower beds, etc. There are, in the United States, about two hundred organizations designed to improve the appearance of our communities in all the ways referred to, besides organized resistance to the processes which mar the beauty and symmetry of a town, such as the unsightly poster boards and advertisements which obtrude inharmoniously on the eye in places where they should be excluded. The author takes the ground that, if there must be signs, they should be made to have "aesthetic charm" and harmonize with the architectural facade and be a decorative feature of it. This may be regarded as fastidious, but there is reason in the proposition. Even big posters can prove decorative by care in harmonizing the colors with the environage and by grace of line.

The author would make all the utilities beautiful. The poles which carry overhead wires should be rendered highly artistic, as should be the iron posts supporting the wires for electric car propulsion and lamp posts. The importance of the tree in the work of beautifying a town is emphasized and the possibilities of gardening are interestingly set forth. Naturally, much space is devoted to parks and drives, and the author contends that these should not only be acquired, but made "an inseparable portion of the city's life." He shows that there is educative power in the proper embellishment of the grounds about the public schoolhouses. In some cities the women's organizations plant such grounds with seeds and shrubs and offer prizes for the grounds best kept, as is the case in Minneapolis. The civic aesthetics include the placing of sculptures in public places, the promotion of a high public taste in architecture and popular education in art. The author would encourage intelligent organization to promote the effective beautifying of a city or town. "There is wanted," says the author, "appreciation of the futility—of the humor, and even of the pathos—of straining for urban dignity and beauty by putting statues on unpaved streets; by erecting pretty street lamps but hideous bridges; of the folly of expecting city beauty if good facades may be covered with glaring signs; if the water front be unimproved, the sky line lost in clouds of inky smoke. We need to prepare ourselves for negative work as well as positives; for restriction as well as encouragement; for consistency in what seem minor things."

THE JULY MAGAZINES

In the International Monthly Professor Brander Matthews takes a turn at English spelling and lets it be known that he is with the reformers, but prefers a stealthy, gradual revolution to a sudden onslaught. President Hyde of Bowdoin college discusses "Academic Freedom in America." He would limit a donor's right to dictate what shall be taught in a university. The constituent elements of the institution must work harmoniously and not be enslaved to dictatorial donors, or to arbitrary and partial, negligent and incompetent presidents or trustees; to professors with fads, thinking more of them than the good of the institution; or to the indifference of easy-going alumni. Professor Shaler of Princeton contributes a heliocentric article on "American Quality," and a notable article is "The Vatican in the Twentieth Century," by Salvatore Cortesi of Rome. He shows that while the sacred college, now numbering fifty-five cardinals, thirty of whom are Italians and twenty-five other nationalities, the increase of foreign cardinals being part of the policy of the present pope, it is not likely that, at the death of Leo, which cannot be far off, a non-Italian cardinal will be elected pope. Since the origin of the papacy, there have been only fifty foreigners elected to the papacy out of the 263 popes. Foreign clergy have very little to do with the business management of the Roman church.

The Engineering Magazine, besides valuable articles on the economies of production in factories and mines, devotes attention to the establishment of the great smelting works in Cape Breton on the Canadian coast, which is to be a new competitor for iron and steel supremacy on account of superior natural advantages which are detailed. There is a valuable account of the Uganda railway in East Africa, of which 500 miles are completed from the coast, and construction is pushing on the shores of Lake Victoria, eighty miles farther, which will be finished at the close of the year. This road into the heart of Africa has been constructed so far under very great engineering difficulties, requiring the construction of great stone and iron and steel bridges. The line runs through dense jungle and deserts and heavy gradients are necessary. The stations are built of corrugated iron with wood linings, and there are thirty-five American locomotives used on the road. Steamers will be put on Lake Victoria to run in connection with the railway. Another valuable paper is Mr. Ford's "Russia as a Market for Machinery and Machine Tools." Mr. Ford notes the large continued shipments of American machinery to Russia, after Russia's 50 per cent increase of duties on our machinery. He says machinery needed for state railways and agricultural machinery required by the peasants will not be subjected to the additional arbitrary tax, while tools for the ordinary Russian manufacturer will reach him, escaping the duty. Germany and England will send into Russia our machinery and get credit for making it. In Germany it is a common practice to take off an American label and substitute the name of a German firm. Our machinery will get there all the same, through western Europe and through Vladivostosk and Port Arthur on the oriental side. Mr. Ford shows the progress of Russian manufacturing industries and makes it clear that there is fine opportunity for American enterprise, as vast public works are contemplated.

The Review of Reviews has a refreshing paper by Cyrus Adams on polar research. He thinks the north pole will be reached within the next two years owing to the superiority of the present-day equipment. Either Peary or Baldwin may be the winner. Four expeditions are going to the antarctic area, and Mr. Adams has large hopes of their success. Two circumpolar charts accompany the article. A very valuable paper on "The Russian Problem in Manchuria," by Professor Wright of Oberlin College, shows the commercial interest the United States has in the province, twelve American firms being interested in the trade in railway material alone. Russia will keep Manchuria, for it forms the natural connection between Siberia and the open waters of the Pacific. The professor was in Manchuria a year ago and notes that the Russians were genuinely surprised by the outbreak of hostilities there. All along the Chinese Eastern railway were thousands of Chinese employed in construction work. When news arrived of the taking of the Taku forts, the whole Manchurian population suddenly turned on foreigners to annihilate them. There is a very interesting account of the Washington Memorial Institution, where students may engage in advanced study and research, utilizing the scientific and other resources of the government, co-operating with universities, learned societies, etc. No degrees will be conferred and the Memorial Institution will not be a new university, but it will supply a needed opportunity for the highest education. Congress has duly authorized the plan and great good is expected from its operation. A noticeable feature of the number is a character sketch of Count Tolstoy by R. E. C. Long.

Surgeon General Sternberg, U. S. A., in The Popular Science Monthly, gives the results of his experiments as to the transmission of yellow fever by mosquitoes. He concludes that there is a specific germ present in the blood of the patient and that the disease is transmitted by a certain species of mosquito. The yellow-fever germ itself has not yet been detected and defined in the blood. Professor Willis of the geological survey contributes a paper on "Climate and Carbonic Acid," in which he discusses the phenomena of climatic change, such as Greenland once possessing a Florida climate and southern New England under the ice. A theory is advanced that, as carbonic acid and moisture thicken the atmospheric blanket and, being warmed, in turn keep the earth warm; if they are attenuated, the surface of the earth cools. When grass grows, carbon dioxide is abstracted from the air, but returned to it when the grass becomes beef and the beef resolved into new compounds, yields back the carbon dioxide; but, when the latter is fixed in vegetation fossilized as coal, the atmosphere loses just so much of it and glaciation follows. This theory upsets that which credits the periodic shifting of the earth's axis as the factor of glaciation. Professor Virchoff of Berlin contributes a paper on "The Peopling of the Philippines," in which he seeks to establish the ethnic relations of the natives, who belong to many tribes. His conclusion is that the Negritos, a truly primitive people, are nearest relatives to the Papuans and Melanesians, a pre-Malayan population, the other people showing Malayan origin. Among other interesting features are a paper by Professor Thorndike on "The Intelligence of Monkeys," and a paper on the work of the American Association for the Advancement of Science."

The Smart Set's complete novel is a very humorous bit of writing by Molly Elliot Seawell, entitled "Papa Bouchard," detailing the ludicrous career of a French gentleman who deserted his own domestic fireside because of too much bossing by his wife and her sister, and celebrated his freedom in divers curious ways. There are some other good stories and a vast amount of inferior matter—especially the jokes. There is good reading in Mrs. Sherwood's "Some English Princesses" and Edgar Fawcett's "In a London Season" is a conspicuously good fiction feature.

Success brims with fine examples of boys who have, by obeying the laws which promote success in life, risen to prominence in business and the professions. It is not true that every boy who, like Tom Johnson, picks up scrap iron to save it from waste for his employer, will become a congressman or a mayor of a big city. It is foolish to hold out to a youth such an idea. The thrifty boy, however, is likely to become a thrifty man, who will do well in the world, but may not become a presidential candidate or president. This month's Success contains many interesting articles, one by Tom Johnson on "Why Combinations Thrive" and one by Rear Admiral Schley entitled "Encourage the Man Behind the Gun," and one on normal schools by Francis B. Palmer, president of the New York Principals' Association. The number is well illustrated.

Frank Leslie's contains some very good stories, as W. M. Raine's "The Undoing of Elbertson," Eden Philpotts' "Cross Ways" and S. Ford's "'Toggles' of the Monitor." There is a very interesting illustrated historic sketch of Fort Monroe and a thrilling account of the great log jam in the Grand river of Michigan in 1883, and how it was held by the heroic exertions of a few heroic men, who saved 150,000,000 feet of logs. The article is illustrated. A very interesting illustrated paper is "The Structural Workers," by C. Childe, who describes the perilous work of bridgemen and structural workers, at dizzy heights above the surface of the earth, often standing on a single loose plank and treading unconcernedly on narrow beams and putting in bolts in mid-air. The stories of the experiences of some of these aerial workers are given. They are quite thrilling.

McClure's conspicuous patriotic feature is Miss Ida Tarbell's interesting illustrated article, "The Story of the Declaration of Independence," and it is well and attractively written. Mrs. Elizabeth Stuart Phelps' "Within the Gates" is concluded, happily landing Dr. Thorne, his wife and child in Paradise, the doctor, after his wandering and sorrowing soul has repented, enjoying the reunion. The souls he met previously cut him dead or smiled at him, and some discussed past and present conditions. Mrs. Phelps' conception of Paradise is, in some respects, attractive. Walter Wellman's "Long-Distance Balloon Racing" is hardly an improvement on two or three articles previously published on the same subject. Clara Morris' recollections of Davenport are a good feature and there are some very excellent short stories, Mr. Spearman's "The Striker's Story" taking the lead in attractivness.

The Bookman has a multitude of genuine attractions, superlative among them being Mr. Kent's "Poe's Student Days at the University of Virginia," illustrated and Mr. Kitton's illustrated paper on Charles Dickens. There has always been and there is a public hunger for stories and facts about these two men, which is never satisfied. They who talk of a decline of interest in either speak rashly. These details of Poe's student life are exceedingly interesting, and, to facts already published, Mr. Kent has added other material hitherto unpublished. Former misstatements are corrected, notably that which relates that Poe was expelled or suspended during his university career. Mr. Kitton's paper on Dickens is delightful reading, and the illustrations include a fac simile of the last page of "Edwin Drood"; the grave of Dickens in the Abbey; Dickens reading "The Chimes" to his friends in December, 1844, the several homes of Dickens and some localities referred to in the novels. An interesting feature of the number is Frances Carruth's version of the Barbara Fritchie incident with many illustrations. It happens that Barbara's grave is, as yet, marked by no monument in the old grass-grown cemetery in Fredericktown.

In the Forum Mr. W. C. J. Reid makes a plea for the integrity of China, showing the bold encroachments of the powers on that country for many years, they obtaining territory by threats and actual force and assuming that Chinese views are not worth consulting,—all of which has aroused the Chinese to sudden and desperate assertion of themselves. A continuance of the coercive policy will one day provoke an uprising of all China. There is a very suggestive article by John Corbin on the elective system in our universities which has been, by Harvard authorities, pronounced a failure there. He shows that the system used is not elective and can be made so by extending the period of general culture to the middle of the undergraduate course. Mr. Walter Macarthur discusses the short day labor movement, which he approves, as appealing "with renewed force to the common sense of the workers as a logical and conservative step toward the highest point of production and morals." Mr. Jacob Schoenhof makes an admirable argument for higher technical training, showing that, while many millions are annually given to universities and colleges, little of the golden rain goes to build up schools of technical training, comparatively. Such training will bring young men to place on a higher plane of perfection the industries to which they attach themselves and make them really independent of any foreign competition. Congressman Underwood, of Alabama, discusses the corrupting power of public patronage and there are other papers on current questions.

The Century reveals a new phase of up-to-date woman life, in an illustrated paper by Alice Fallows on "Working One's Way Through Women's Colleges." The self-supporting college girl will be housemaid and waitress and dishwasher and cook and lamp filler. At Oberlin girls enter domestic service in the town to pay their way; some turn tutors and others find other ways of sustentation, which are described. A very charming and seasonable illustrated paper is "My Garden," by Anna L. Merritt. "The True Story of Harmon Blennerhassett" is told by Therese Blennerhassett-Adams, who goes into the private history of the family, showing that Harmon, having married his own niece, was ostracized by the family in England, and came to this country and settled on the well-known island in the Ohio river. Misfortune followed the peculiar marriage through death and physical degeneracy, but Blennerhassett's wife was not seduced by Burr and did not lose all his money by indorsing for Burr, and Mrs. Blennerhassett did not die alone and in poverty, but in comfortable circumstances in the arms of her son Joseph in New York. There was no abject poverty in the case. The fiction of the number is excellent, notably Mary Winkins's "The Prism," Steward White's "The Girl Who Got Rattled," and Seumas MacManus's "Mrs. McCafferty's Mistake." The second paper on the Venezuelan boundary controversy appears and there is a clever article entitled "A Railway President's Day," by Charles D. Hine.

Literary Notes.

The Macmillan company announce the one hundred and eighteenth thousand of Winston Churchill's new American novel, "The Crisis." His "Richard Carvell" is nearly in its four hundredth thousand.

Wallace Rice, author of a book on animals, to be published by H. S. Stone & Co., boasts that his daily output of words is 3,000, and that he revises meagerly. The latter statement is not much to his credit.

"The Career of a Beauty" is the title of a new novel by "John Strange Winter."

R. H. Russell, 3 W Twenty-ninth street, New York, announces "The Royal Game of Golf," a portfolio of pictures by F. T. Richards, hand-colored, of single figures in old-time costume, worn in the reigns of the Stuarts in England by notable golfers.

Pope Leo XIII. was so delighted with Sienkiewicz's "Quo Vadis," which he recently read, that he sent the author a letter of thanks and a marble tablet of the time of Constantine, found recently in the Ostriano cemetery, where some of the scenes in "Quo Vadis" are located.

J. M. Dent & Co. are bringing out the works of Moliere in an edition similar to the popular Temple Shakspere. "Le Bourgeoise Gentilhomme," and "Le Medicin Malgre Lui" have been issued. The American edition is published by McClure, Phillips & Co.

The Macmillan company will soon publish, for the University of Chicago Press, the first of a series of transelations and transliterations of ancient records under the general editorship of President Harper, the first instalment to be the old Babylonian and Assyrian records which have been unearthed during the past half century.

Sara Beaumont Kennedy, author of that excellent American story, "Joscelyn Cheshire," is the wife of Walker Kennedy of the Memphis Appeal. The lady was literary editor of that paper for some time. Mr. Kennedy had his first newspaper experience on the Louisville Courier-Journal.

Sir Walter Besant's last book of a sociological character was "East London," published last spring by the Century company, New York, with illustrations by Phil May, Joseph Pennell and other noted artists. Sir Walter always took a deep and practical interest in the betterment of the condition of the poorer classes of London.

The American Book company, Chicago, has issued "The Discovery of the Old Northwest and Its Settlement by the French," by James Baldwin, a very interesting sketch of the successive French advances westward from the days of Jacques Cartier and De Champlain to Hennepin and La Salle, with a description of French life in the northwest in the early settlements and at the military posts at Mackinac and Detroit. Price, 60 cents.

The American Book company has issued "A Primary History of the United States," by John Bach McMaster, professor of American history in the University of Pennsylvania, copiously illustrated. Dr. McMaster shows in this admirable volume that he can bring his splendid talent for history writing for mature minds to the service of the young,—a rare gift, indeed. This is an admirable presentation of the dominant facts of American history, from the early discoveries to the election of McKinley in 1900. Dr. McMaster says in his preface that such a history should be short, a narrative of events, leaving unnoticed questions beyond the understanding of the pupils for whose use it is intended. He has made just such a history. Price, 60 cents.

George R. Sims devotes different rooms in his big house in Regent's park, London, to different kinds of work. He has a special room for writing dramas, another for writing poetry and another for thinking out his special column for a London weekly.

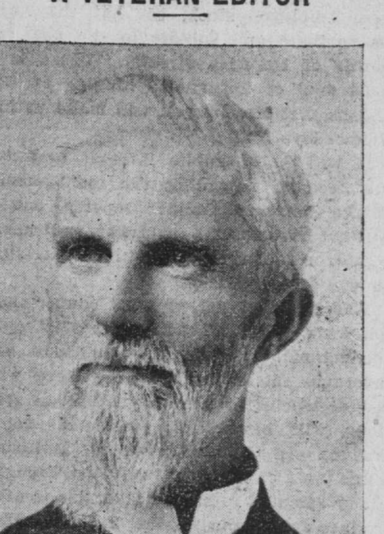
The American Book company, Chicago, has issued "Stories of Ancient Peoples," by Emma J. Arnold of the American Oriental society and of the London Society of Biblical Archaeology, embodying a brief and comprehensive introduction to the study of ancient oriental history. Illustrated.

On June 9 the Boz club of London celebrated the thirty-first anniversary of the death of Charles Dickens. They visited the localities in London which figure in the Dickens' novels. They lunched at the Bull inn, which is unchanged since the original Pickwickians met there. They went to Gad's Hill Place, where Dickens lived and died.

The Bowen-Merrill company of Indianapolis are to be congratulated upon having published the book which has, for seven months past shown a record as the best selling book in the United States. The gratifying feature of this fine success is that the book is Maurice Thompson's "Alice of Old Vincennes," the last book he wrote before he died. And it is a thoroughly American book.

George R. Sims, the English poet and dramatist and a close friend of the late Robert Buchanan, says he "was a really great poet and a really lovable man; his obituaries have made far too much of his failings and too little of his many virtues. He tried to do more than mortal could hope to do successfully. His Highland blood was always urging him to fight somebody about something, and lost him friend after friend, but at bottom he was really a good fellow."

A VETERAN EDITOR



H. O. Basford Who Has Edited the Austin, Minn., Register Since 1868 and Who Has Now Sold Out to Go to Denver, Col., for His Health.

Beautiful Lake Minnetonka, Round Trip Only 90c.

You can leave Minneapolis via C., M. & St. P. railway at 9:30 a. m. (daily), 1:30 p. m. (daily), 6:00 p. m. (daily), and connect with steamers of Lake Minnetonka Navigation company for tour of the lake. Trains leave the lake returning at 1:00 p. m. (daily), 4:00 p. m. (daily), 6:00 p. m. (except Sunday), 10:45 p. m. (daily).

Tickets, including tour of the lake, 90c each. Apply at "The Milwaukee" offices.

You can leave Minneapolis on afternoon trains, take evening dinner and attend hop at Hotel St. Louis, and return home at 10:45 p. m. (daily). Minneapolis to Hotel St. Louis (Minnetonka) and return, 50c.

"Cottagers" can reach Minneapolis on afternoon and evening trains, spend the evening and return to the lake at 11:45 p. m. (daily).

For full Minnetonka train schedule see time table in this paper.

Only $50 to California and Return.

Epworth League convention, San Francisco, Cal., July 18-21, 1901. For this popular gathering the Chicago Great Western railway will on July 6 to 13 sell through excursion tickets to San Francisco, good to return Aug. 31, at the low rate of $50 for the round trip. Rates via Portland $9 higher. Stop-overs allowed. For further information inquire of A. J. Aicher, city ticket agen, corner Nicollet and Fifth street, Minneapolis.

New Hutchinson Train via "The Milwaukee."

On and after June 17 an additional passenger train will be put on via C. M. & St. P. Ry. between the twin cities and Hutchinson (daily except Sunday).

New train leaves Hutchinson 7:30 a. m., Glencoe, 8 a. m.; Plato, 8.09 a. m.; Norwood, 8:18 a. m.; Cologne, 8:30 a. m.; and arrives Minneapolis, 9:45 a. m.; St. Paul, 10:20 a. m.

Returning leaves St. Paul, 4 p. m.; Minneapolis, 4:40 p. m.; and arrives Glencoe 6:30 p. m., and Hutchinson, 7 p. m.

Improved Sunday Service on "The Milwaukee's" Minnetonka Line.

Beginning Sunday, July 7, "The Milwaukee" will run a train from Minnetonka to Minneapolis on Sundays during the rest of the season, leaving the lake at 6.00 p. m., the same as on week days. This will enable people to leave Minneapolis Sunday, 1:30 p. m., reach Minnetonka 2:15 p. m., take a ride on the lake and return to Minneapolis 6.00 p. m.; or, dinner and concert at Hotel St. Louis and return 10:45 p. m.

After next Sunday the train which heretofore has left Minnetonka at 1.00 p. m. daily will run daily except Sunday.

On the new schedule trains for Minneapolis will leave Minnetonka on Sundays as follows: 9:30 a. m., 4 p. m., 6 p. m. and 10:45 p. m.

"THE SALTEST SALTS"
Abbey's Effervescent Salt

Take a supply of Abbey's Salt with you to the country on your vacation. It will prevent the illness so often caused by a change of climate and from drinking water different from that to which one is accustomed.

Send for a Sample To-Day

At most druggists or by mail, 25c, 50c and $1.00 per bottle
Send postal card for sample to
The Abbey Effervescent Salt Co.
9-15 Murray Street, New York.

"C. C. C." on Every Tablet.
Every tablet of Cascarets Candy Cathartic bears the famous C. C. C. Never sold in bulk. Look for it and accept no other. Beware of fraud. All druggists, 10c.

25 Carloads of Furniture Bought for Cash at a price that will make it an object to any one. Do not take our word for it, but simply come and see us. We positively sell more furniture than all the rest of the furniture dealers in the Northwest. WHY? Simply because we buy our furniture in car loads and train loads; buy it for cash and the cash is what brings us the facilities to make you prices. We can give you a No. 1 White Iron Bed—good woven wire springs and good mattress—the entire combination, for which you would pay $7.50 elsewhere, this we can give you for $4.73. For $5.47 we can give you a heavy white iron, brass trimmed bed, woven spring and good soft top mattress, all good quality, for which you would pay any place else from $10 to $11. $5.47 buys this outfit, and for $5.93 we can give you an outfit that others will ask you as high as $12.00 for. We can give you for $2.87 a REED ROCKER that you would pay $5.00 for elsewhere. Don't take our word for it, or anything in the furniture line; come and see us. If prices are not right do not buy. You will buy if you come. Furniture Catalogue free.
T. M. ROBERTS SUPPLY HOUSE, MINNEAPOLIS, MINN.

Train Time

"NORTH COAST LIMITED" — NORTHERN PACIFIC

	Leave	Arrive
Electric Lighted—Observation Cars to Portland, Ore., via Butte, Missoula, Spokane, Seattle, Tacoma.....	* 10:10 am	* 1:45 pm
Pacific Express Fargo, Jamestown, Bozeman, Helena, Butte, Spokane, Seattle, Tacoma, Portland...	* 11:15 pm	* 7:05 am
Fargo and Leech Lake Local St. Cloud, Little Falls, Brainerd, Walker, Bemidji, Fargo..	† 9:05 am	† 5:10 pm
Dakota & Manitoba Express Fergus Falls, Wahpeton, Moorhead, Fargo, Crookston, Grand Forks, Grafton, Winnipeg	* 8:40 pm	* 6:40 am

"DULUTH SHORT LINE"

Leave		Arrive
†8:15 am *2:00 pm *10:30 pm	DULUTH & SUPERIOR	*7:55 am †3:30 pm *7:00 pm

*Daily. †Ex. Sunday.

TICKET OFFICE—19 NICOLLET BLOCK.
MILWAUKEE STATION, Minneapolis. UNION STATION, St. Paul.

THE GREAT NORTHERN
Office, 300 Nic. Phone, main 860. Union Depot.

Leave.	*Daily. †Ex.Sun. ‡Sun. only.	Arrive.
† 9:00am	St. Cloud, Fer. Falls, Fargo	† 5:10pm
† 9:00am	.. Willmar, via St. Cloud ..	† 5:10pm
* 9:30am	Flyer to Mont. and Pac. Co.	* 2:00pm
† 9:30am	Willmar, SuF., Yan., Su City	† 5:02pm
† 5:10pm	Elk River, Milaca, Sandst'ne	† 9:40am
† 5:05pm	..Wayzata and Hutchinson..	† 9:00am
* 7:40pm	Fargo, Gd. Forks, Winnipeg	* 7:15am
* 9:00pm	..Minn. and Dak. Express..	* 7:00am
	EASTERN MINNESOTA.	
† 9:20am	...Duluth, West Superior...	† 6:00pm
*11:50pm	...Duluth, West Superior...	* 6:10am

Sleeper for 11:50 train ready at 9 p. m.

NORTHERN STEAMSHIP CO.'S SAILINGS.
Steamship Miami leaves Duluth Wednesdays and Saturdays, connecting at Mackinac Island with steamships North West and North Land for Milwaukee, Chicago, Detroit, Cleveland, Buffalo and Pan-American exposition.

LAKE MINNETONKA TRAINS.
Leave Minneapolis—*2 pm, *5:05 pm, †9:15 am, †6:10 pm, ‡10 am, a9:25 pm, b10:40 pm. Returning, Leave Spring Park—*1:30 pm, *5 pm, †7:25 am, †8:20 am, ‡9:20 am, c9 pm, d10:45 pm. a Except Saturday; b Saturday only, c except Friday and Saturday; d Friday and Saturday only.

Chicago, Milwaukee & St. Paul Ry. THE MILWAUKEE LINE
Office, 328 Nic. Phone 122. Milwaukee Depot.

Leave.	*Daily. †Except Sunday.	Arrive.
* 7:50am	Chicago, La Crosse, Milw'kee	*10:50pm
* 3:00pm	Chicago, La Crosse, Milw'kee	*12:30pm
* 6:25pm	Chicago, La Crosse, Milw'kee	* 3:20pm
*7:30pm	Chicago-Pioneer Limited	*8:20am
* 3:45pm	Chc'go, Faribault, Dubuque	* 9:20am
† 3:00pm	.Red Wing and Rochester.	†12:30pm
† 7:50am	LaCrosse, Dub., Rk. Island	†10:50pm
* 7:50am	Northfield, Faribo, Kan.Cy.	* 6:15pm
† 9:00am	... Ortonville, Milbank ...	† 5:45pm
* 7:35pm	Ortonville, Aberdeen, Fargo	* 6:55am
† 6:50pm	Northfield, Faribo, Austin	†11:05am
† 4:40pm	....Hutchinson, Glencoe....	† 9:45am

Trains for Hotel St. Louis, Minnetonka, leave Milwaukee Station: †6:15 am, *9:30 am, *1:30 pm, †5 pm, *6 pm, *11:45 pm. Returning, leave Hotel St. Louis: †7:20 am, †8:20 am, ‡9:30 am, *1 pm, *4 pm, †6 pm, *10:45 pm.

NORTH-WESTERN LINE
C. ST. P. M. & O. RY.
Ticket office, 418 Nicollet Av., Phone, 240 Main

†Ex. Sun. Others daily.	Leave	Arrive
Badger State Express— Chi'go, Milw'kee, Madison	7:50 am	10:45 pm
Chicago—Atlantic Express..	10:40 pm	11:55 am
Chicago—Fast Mail	6:25 pm	9:00 am
North-Western Limited— Chi'go, Milw'kee, Madison	7:30 pm	8:15 am
Wausau, F.duLac, GreenBay	6:25 pm	9:00 am
Duluth, Superior, Ashland..	†8:10 am	†5:20 pm
Twilight Limited— Duluth, Superior, Ashland	4:00 pm	10:30 pm
SuCity, Omaha, Deadwood..	†7:10 am	8:00 am
Elmore, Algona, DesMoines	†7:10 am	†8:05 pm
St. James, New Ulm, Tracy	9:30 am	8:05 pm
Omaha Express— Su. City, Omaha, Kan. City	9:30 am	8:05 pm
New Ulm, Elmore..	4:20 pm	10:35 am
Fairmont, St. James..	4:20 pm	10:35 am
Omaha Limited— Su. City, Omaha, Kan. City	8:00 pm	8:00 am

CHICAGO GREAT WESTERN RY.
"The Maple Leaf Route."
City Ticket Office, 5th & Nicollet, Minneapolis.
Depot: Washington & 10th Ave. S.

†Ex. Sunday; others daily.	Leave For	Arrive From
Kenyon, Dodge Center, Oelwein, Dubuque, Freeport, Chicago and East..	7:40 am 7:35 pm 10:45 pm	10:35 pm 8:25 am 1:25 pm
Cedar Falls, Waterloo, Marshalltown, Des Moines, St. Joseph, Kansas City.	10:00 am 7:35 pm 10:45 pm	8:00 pm 8:25 am 1:25 pm
Cannon Falls, Red Wing, Northfield, Faribault, Waterville, Mankato.	7:40 am 5:30 pm	†10:35 pm 10:25 am
Mantorville Local	5:30 pm	10:25 am

Minneapolis & St. Louis R. R.
Office Nic. House. Phone 225. St. Louis Depot.

†Ex. Sunday. Others Daily.	Leave.	Arrive.
Watertown & Storm Lake Express	†9:20am	†5:21pm
Omaha, Des Moines, Kansas City, Mason City and Marshalltown	†9:35am	†6:50pm
Estherville Local	5:35pm	9:40am
St. Louis & Chicago Limited	7:35pm	8:05am
Omaha and Des Moines Limited	8:35pm	7:25am

Minneapolis, St. Paul & Sault Ste. Marie
Office, 119 Guaranty Building. Telephone 1341. Depot, 3d and Washington Aves. S.

Leave.	*Daily. †Except Sunday.	Arrive.
* 6:40pm	....Pacific Coast Points....	* 9:10am
* 6:35pm	...Atlantic Coast Points...	* 9:30am
	Depot 6th and Washington Aves N.	
† 9:40am	..... Dakota Express	† 4:20pm
† 8:15am	.... Rhinelander Local	† 5:45pm

Burlington Route. Office, 414 Nicollet Ave. Phone 548. Union Depot

Leave for	Terminal Points.	Ar. from
7:30am	Chicago—Except Sunday.	1:20pm
7:30am	St. Louis—Except Sunday.	....
7:20pm	Chic. and St. Louis—Daily.	8:25am

WISCONSIN CENTRAL RAILWAY CO.
Office, 230 Nicollet. Phone 1936. Union Depot.

Leave.	All Trains Daily.	Arrive.
7:25am	..Chicago and Milwaukee..	8:50am
7:05pm	..Chicago and Milwaukee..	5:35pm

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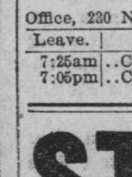
Boyd Transfer & Fuel Co., 46 So. Third St.
Telephone Main 656—both exchanges.



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Shears, Razors and Clippers ground.
R. H. HEGENER, 207 NICOLLET AVENUE.

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723 Hennepin Ave., Minneapolis.
Telephone 608-3.

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