RACING AT SAN JOSE.

Wheelmen From All Parts Throng the Cycling Track.

SCORCHERS IN EVIDENCE.

Fast Time Made at the League of American Wheelmen's Meet.

CLASS A RECORDS LOWERED.

Both Class B Events Won by C. S. Wells—Edwards and Delmas Win in Class A.

SAN JOSE, CAL., July 4.—The tenth annual race meeting of the North California Division of the League of American Wheelmen was held here to-day on the fast three-lap track of the Garden City Cyclers, and under that club's auspices.

A large crowd assembled at the park at 1:30 P. M., when the races were called. Wheelmen from every point within a radius of fifty miles of this place came to town last night and this morning. The Olympic, California and Imperial Cycling clubs from San Francisco were here in large numbers. About fifty members of the Bay City Wheelmen, neat and natty in new white duck uniforms, made a striking appearance. The Acme and Reliance clubs of Oakland, the Tribune Cyclers of Gilroy and the Pilot Wheelmen of Santa Cruz were all here.

The grand stand was packed when the races were called, and the ladies, in light dresses, and the men, in various-colored cycling suits, presented a very pleasing appearance.

The San Jose track is noted as being one of the fastest in the world, and as a consequence the races were all well contested and exciting. The class B events were particularly interesting and included the fastest men in California and, in fact, some of the best in the world.

In the first heat of the third of a mile scratch, class A, C. D. Bates lowered the coast record for the distance to 44 1-5 seconds. The previous record was 44 3-5, made by Allan Jones on April 19 at San Jose.

Between the heats of the third-mile scratch, Gail Hardenbrook and V. A. Benson, San Jose Road Club, made an attempt to lower the coast tandem record for a mile of 2:10, but could do no better than 2:12 3-5, as there was a strong wind which retarded them on the backstretch.

In the final of the one-third mile scratch, as the riders were turning into the stretch, Byrne of the Imperials fell heavily, and brought down Languetin of the Bay City's with him. Both were considerably bruised by the fall. J. E. Edwards, Olympic, won the heat in 45 2-5, Bates and Dieckmann, Reliance Club, second and third respectively.

In the final heat of the two-thirds mile scratch, class B, Charles S. Wells of the Bay City Wheelmen proved himself by far the fastest class B man on the coast today, winning the race handily in 1:38 from a field of six of the best men on the coast. He is riding in the best form he has ever been in, and would be a star among the Eastern crackajacks.

D. E. Whitman of Los Angeles won the first heat of the two-thirds mile handicap, class A, from scratch, in 1:30, establishing a new coast record for the distance, the best previous time being 1:36 4-5.

This record was again lowered in the third heat, when Floyd McFarland of the San Jose Road Club won from scratch in 1:25 1-5. McFarland is developing into one of the fastest class A handicap riders on the coast.

Wells again demonstrated his superiority over all the other class B men in the one mile handicap, winning his heat in 2:15 and the final in 2:19 4-5. Allan Jones was a good second.

Taken altogether, the racing was a splendid day's sport and the audience and contestants were all well pleased with the results.

In the evening the Ladies' Cycling Club entertained the visiting and local wheelmen at the Pratt Home. Music, living pictures and dancing constituted the evening's programme, and every one passed a most enjoyable evening.

The following is a summary of the day's racing:

One-third mile scratch (class A), first heat—C. D. Bates, Reliance, first; Dick Moody, Garden City, second. Time, 44 1-5 sec. Second heat—J. H. Dieckman, Reliance, first; Elmer Sherman, Garden City, second. Time, 47 sec. Third heat—C. M. Smith, Garden City, first; D. E. Whitman, unattached, second. Time, 47 2-5 sec. Fourth heat—F. M. Byrne, Imperial, first; R. E. Dow, Garden City, second. Time, 50 sec. Fifth heat—J. E. Edwards, Olympic, first; O. B. Smith, Garden City, second. Time, 45 3-5 sec. Sixth heat—E. Languetin, Bay City, first; Floyd McFarland, Road Club, second. Time, 44 4-5 sec. Final heat—J. E. Edwards, Olympic, first; C. D. Bates Jr., Reliance, second; J. H. Dieckmann, Reliance, third. Time, 45 2-5 sec.

Two-thirds of a mile scratch (class B), first heat—W. A. Burke, Acme, first; R. L. Long, Olympic, second; A. N. Jones, Olympic, third. Time, 1:34 4-5. Second heat—C. S. Wells, Bay City, first; Casey Castleman, Acme, second; Tony Delmas, third. Time, 1:35 4-5. Final heat—C. S. Wells, Bay City, first; A. N. Jones, Olympic, second; R. L. Long, Olympic, third. Time, 1:38.

Two-thirds of a mile handicap (class A)—First heat—D. E. Whitman, unattached, first; George H. Sieg, unattached, second. Time, 1:30. Second heat—R. E. Dow, Garden City, first, from 50 yards; R. Moody, second, 15 yards. Time, 1:28. Third heat—F. A. McFarland, Road Club, first, from scratch; J. E. Willoughby, Pajaro Valley, second, 50 yards. Time, 1:25 1-5. Fourth heat—J. H. Dieckman Jr., Reliance, first, from 25 yards; W. K. Jamison, Garden City, second, 60 yards. Time, 1:28. Fifth heat—C. D. Bates Jr., Reliance, first, from 40 yards; P. R. Mott, Acme, second, 30 yards. Time, 1:25. Sixth heat—J. E. Edwards, Olympic, first, from 25 yards; P. G. Alexander, California, second, 25 yards. Time, 1:28 4-5. Final heat—J. E. Edwards, Olympic, first, from 25 yards; R. Moody, Garden City, second, 15 yards; P. G. Alexander, California, third, 25 yards. Time, 1:25 2-5.

One mile, handicap, (class B)—First heat—Charles S. Wells, Bay City, first, from scratch; C. L. Davis, Olympic, second, 45 yards; G. A. Nissen, Acme, third, 75 yards. Time, 2:15. Second heat—A. N. Jones, Olympic, first, from 30 yards; Tony Delmas, Garden City, second, 85 yards; R. Cushing, Garden City, third, 70 yards. Time, 2:14 4-5. Final heat—Charles S. Wells, Bay City, first, from scratch; A. N. Jones, Olympic, 30 yards, second; C. L. Davis, Olympic, 45 yards, third. Time, 2:19 4-5.

One mile, handicap (class A)—First heat—H. Tantau, Olympic, first, from 100 yards; W. Christ, Olympic, 100 yards, second. Time, 2:16 4-5. Second heat—O. B. Smith, Garden City, first, from 30 yards; E. C. Barley, Imperial, 60 yards, second. Time, 2:24 1-5. Third heat—C. M. Smith, Garden City, first, from 30 yards; P. R. Mott, Acme, second, from 45 yards. Time, 2:18. Fourth heat—Floyd McFarland, Road Club, first, from scratch; E. J. Sherman, Garden City, second, from 35 yards. Time, 2:28. Fifth heat—J. A. Delmas, Garden City, first, from 85 yards; R. Moody, Garden City, second, from 25 yards. Time, 2:47 3-5. Sixth heat—S. B. Vincent, Bay City, first, from 50 yards; R. E. Dow, Garden City, second, from 70 yards. Time, 2:20 3-5. Final heat—J. A. Delmas, Garden City, first, from 85 yards; C. M. Smith, Garden City, second, from 30 yards; R. Moody, Garden City, third, from 25 yards. Time, 2:09 2-5.

Tandem trials against time—Benson and Hardenbrook of San Jose Road Club, one mile, 2:12 3-5; one-third of a mile, :38 1-5.

Referee, Alphonse Col, G. C. C. Judges—C. K. Melrose, chief consul; Robert M. Welch, B. C. W.; George H. Osen, G. C. C. Timers—H. M. N. Spring, G. C. C.; George H. Strong, R. A. C.; S. E. Smith; L. C. Hunter, O. C. W.; C. N. Ravlin, G. C. C.; Jack Kitchen, R. A. C.; F. H. Kerrigan, B. C. W.; Dr. D. E. Nash, G. C. C.; George E. Wolfrom, G. C. C. Starter—Sanford Plummer, B. C. W.; assistant starter, C. J. Belloli. S. J. R. C. Clerks—Chief, H. H. Herndon, G. C. C.; assistant clerks, W. R. Lipset, G. C. C.; Hal Chase, G. C. C. Umpires—M. M. Alvarez, G. C. C.; Ralph Hammond, S. J. R. C.; Jack Welch, S. J. R. C.; L. E. Whiting, G. C. C. Announcer—Wilbur F. Knapp. Scorer—Ed Willston, G. C. C.; assistant scoter, Jack Seeley, O. C. W.

A FINE ROAD RACE.

The Wheel Record Broken From Los Angeles to Santa Monica.

LOS ANGELES, CAL., July 4.—The great road race of wheelmen from Los Angeles to Santa Monica was a success in every way, all previous records being broken by Ulbricht, and an interest aroused that will be of lasting benefit in encouraging bicycle races in Southern California. Fully 3000 people gathered at Central Park to witness the start.

Every rider made a successful start with the exception of one, who had the misfortune to break a pedal before he had proceeded fifty yards. As soon as the scratch men had been given the word "Go," judges, referees, newspaper men and scorers crowded into a large bus, held in readiness, and were driven to the Arcade depot where a special train was waiting. The trip was a rapid one, the train arriving fifteen minutes in advance of the first rider. L. Lawton, an eight-minute scratch man, was the winner, closely followed by W. Yeoman, in the same class.

Ulbricht made the run in the remarkable time of 49 minutes 3 seconds, a record, considering the road, that will probably never be equaled, making an average run of less than three minutes per mile. As much of the road is sandy and part is thickly laid with dust and several grades are encountered, the run made by him may well be considered a phenomenal one.

Following is the order in which the contestants arrived at Santa Monica: L. Lawton, W. Yeoman, A. L. Tabor, E. T. Carter, Jacob Wilsford, W. W. Weir, W. Imbler, Bert Neily, H. E. Wiley, V. W. Guiercio, Howard Squires, E. Ulbricht, John Todd, I. J. Manly, Willie Jones, William Martindale, A. J. Church, John Engel, John Meyer, Paul Felton, R. S. Taylor, A. J. Bayer, R. Ruess, J. T. Newell, W. S. Kingsbury, C. M. Good, W. Watts, R. D. Missey, C. W. Stauter, A. Thompkins, W. Hill, C. Miller, Mode Griffith, R. H. Hargrave, F. T. Drew, W. E. Tyler, Fay Stephenson, E. P. Neily, J. E. Sandstraw, E. Ducummun, Earl Cole, E. D. G. Campbell, J. W. Masner, W. S. Savage, Will Matthewson, F. L. Hague, Z. G. Taylor, L. A. Forsythe, V. E. Bennett, G. L. Smith, F. G. Maynard, Charles Cowan.

BERKELEY.

Five members of the university faculty will attend the National educational convention which will be in session at Denver from the 8th to the 14th inst.

Dr. Joseph Le Conte left on Wednesday for the convention city and Professor William Carey Jones will take passage to-day. Dr. Le Conte will speak on scientific culture and Professor Jones will deliver an address on secondary education. President Martin Kellogg was requested by the chairman of the committee on higher education to deliver an address on "The Relation of College Education to That in Professional Schools," but on account of press of duties he was not able to get away from Berkeley, and in consequence asked Professor Thomas R. Bacon to serve in his stead. Professor Bacon left last week for Colorado Springs, where he has been engaged to deliver a course of lectures during the summer, and when his turn on the convention programme comes will go to Denver.

Professors Brown and Bailey of the Department of Pedagogy, who are now traveling in the East, are also expected to be in attendance at the convention. They, too, will be called upon to give addresses.

A number of delegates from California left on last Tuesday and within a few days a still larger aggregation will leave from Los Angeles, it being their purpose to boom California with the hopes of securing the '96 convention for this State.

At the close of the Educational Congress there will be a conference of representatives from the various agricultural colleges of the United States, mainly those, however, which have received assistance from the Morrill aid fund, which was established in 1862 by act of Congress, with the purpose of promoting scientific agricultural education. The agricultural colleges are planning to do considerable toward the advancement of their department of science, and, as their representatives meet as specialists at the close of the general convention, the staff at Berkeley feels hopeful that good results will attend their first effort at a National conference.

Professor Hilgard will leave in a few days, to represent the University of California at the latter convention.

WHAT IS A LETTER?

Some Points Not Generally Known About Foreign Mails.

Most people have supposed that anything sealed against inspection and delivered to the postoffice constituted in effect a "letter," which, at the regulation rate of 2-cent postage per ounce, the mail service would be obliged to forward to its destination. So far as the domestic service is concerned this supposition may be correct, and would seem to be implied by the wording of official decisions, which declare that "all matter, sealed or otherwise, closed against inspection is also of the first class." But with the foreign mail service, at least, the condition is different. A provision in the postal treaty specifies that letters "in their usual and ordinary form" are to be forwarded at a given rate. Just what constituted the "usual and ordinary form" has not till now been defined and officially declared, and this is the way in which the definition was brought out:

A Boston architect offered at the Postoffice in that city a sealed roll addressed to the Commissioner of Patents at Ottawa, Canada, on which the proper amount of postage, at letter rates, had been paid. The clerk in charge of the window declined to receive the roll as a letter, and, on the matter being referred to him, Postmaster Coveney decided that the term letter is to be constructed to mean and embrace sealed packages consisting of an envelope of any size, but flat, as is the usual letter. The objector did not think that this ruling and definition of a letter was correct, and gave his opinion that a letter "was a package containing personal matter of no salable value."

The matter being referred to the authorities at Washington for decision the Superintendent of Foreign Mails in due time forwarded a decision embodying the joint opinions of Canadian and American postal authorities, to the effect that "the term letter, in its usual and ordinary form, is to be construed to embrace sealed packages consisting of an envelope of any size, but of the usual letter shape, and its contents; but that rolls or a package not inclosed in an 'envelope,' as the word envelope is generally used, cannot be considered to be 'a letter in its usual and ordinary form.' A sealed package in the form of a roll is, therefore, not entitled to transmission in the mails, exchanged between the United States and Canada, and your office was correct in declining to receive the sealed roll mentioned." This would seem to settle the matter as to what constitutes a letter within the meaning of our postal treaties.—The Paper World.

It is stated in the Gardener's Chronicle that a Thuringian rose-grower has raised a variety of the Marechal Niel rose whose flowers are white, excepting the inner petals, which are at first a yellowish white, and afterward a creamy white. These flowers bear some resemblance to those of niphetos, and they have all the good points of the Marechal Niel, including its fragrance, while the plant has handsome foliage and vigorous growth.

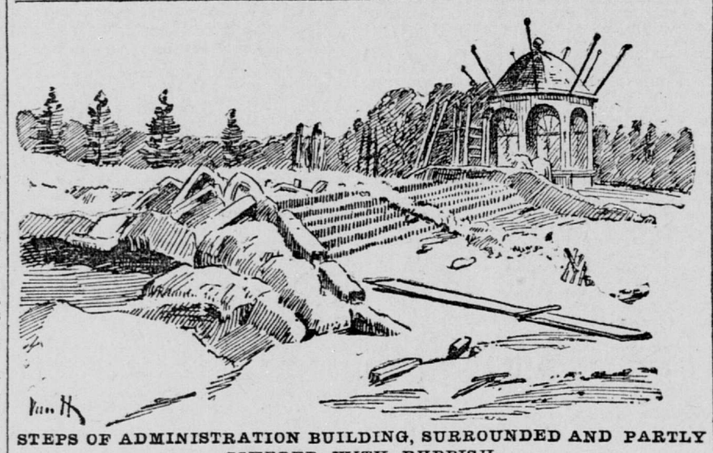
THE SPURS IN THE PARK.

Three Southern Pacific Tracks Now Laid Across the Middle Drive.

A MENACE TO THE PUBLIC.

Little Progress Thus Far Made in the Restoration of the Fair Grounds.

The Southern Pacific has now three spur tracks running into the park, and this without even the shadow of a franchise for spoiling the people's pleasure grounds.



STEPS OF ADMINISTRATION BUILDING, SURROUNDED AND PARTLY COVERED WITH RUBBISH.
[*Sketched by a "Call" artist.*]

It is now just a year since the Midwinter Fair was formally closed, and though it took but half this length of time to bring the grounds and buildings into shape for the great enterprise the work of restoring the section of Golden Gate Park that had been devoted to the use of the Midwinter Fair is still far from being completed, though there was an understanding providing for its early restoration to park purposes.

It is true the superstructures of the main buildings have disappeared, but their

Old Arch and Lump of Coal, Still Standing Near the Grand Court.
[*Sketched by a "Call" artist.*]

removal has only served to make the vicinity of the site they occupied more unsightly, as in no case has the foundation of cement, brick or stone been taken out or concealed by a covering of sod.

The result is that the visitor to the museum, which now occupies the building formerly devoted to the art exhibits, or to that portion of the park coterminous with the former fair grounds, and the pleasure-seeker who takes a drive to Strawberry Hill or to the ocean beach by way of the middle road, has his sense of the artistic fitness of things most rudely shocked.

Once in sight of the abandoned fair release its tentacles from such right of way.

Despite all protest, however, the privilege was granted the railroad, and the proviso made that the spur which was to be laid in the park was to be removed within two months after the fair was closed.

How careful the railroad company was to ignore this condition can be seen to-day by any one who will take the trouble to pass along that portion of the middle drive which was known as the Midway Plaisance when the fair was in its full glory. He will not only see one railway track crossing that road, but three, and none of them adding either to the beauty of the surroundings or the safety and comfort of those who use this drive. On two of these spurs were cars filled with street sweepings, while the other was in a most ruinous condition, some of the ties rising in the air at one end, owing to the poor ballasting of the roadbed on which they were laid, and there being breaks of considerable lengths in the track.

These three tracks, crossing one of the park drives most popular with wheelmen and horsemen, are a constant menace to all who drive or ride a horse or ride a bicycle along it.

In search of an explanation of the condition of things as described a call was made on John Rosenfeld, one of the Park Commissioners.

"Why is it that the fair grounds are still in such a ruinous condition?" was asked.

"The only reason I know is that the Park Commissioners have not had the money to carry on the work of putting it into proper shape."

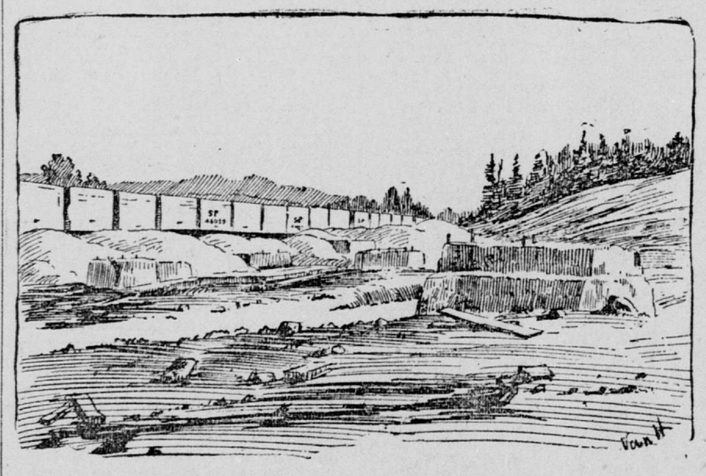
"But was it not agreed that the Midwinter Fair administration was to restore the grounds to at least their normal condition after the close of the fair, removing all buildings, foundations, etc., and was not the railroad company to take up its tracks?"

"About the fair people's agreement I know nothing. I am a new member of the commission. But I do know that we are working on the proposition of getting things into shape out there as rapidly as we could under the circumstances, but we are hampered by a lack of funds. Up to the first of this month we had 190 men at work leveling the ground and getting rid of all unsightly objects. Since then we have been compelled to reduce the force to about ninety. We have, in fact, been concentrating most of our efforts since the close of the fair to bring those grounds into condition fit for the use of the public. Unless we get more money we cannot do more than is being done now.

"There is a good reason, however, why the railroad has its tracks now running into the former fair site. We are filling up the ground there with the street sweepings of the City, which is good fertilizing material and which we buy from the Merchants' Association, and the sweepings are hauled into the grounds by the railroad company, the Merchants' Association paying the freight charges. This will account for the three spurs. They are there with the consent of the Park Commission."

These sweepings are hauled to the "dumps" at the foot of Sixth street by carts, and could with little extra cost, it would seem, be taken to the park direct.

The maintenance of these spur tracks is considered a source of danger to the public interests, and the longer they are allowed to remain, whether by authority or without, the less become the chances of the City and park recovering what was granted as a temporary right of way. It is feared that some day influence will be brought to bear on the Board of Supervisors, and the people will wake up the next morning to learn that the Southern Pacific has secured a permanent franchise

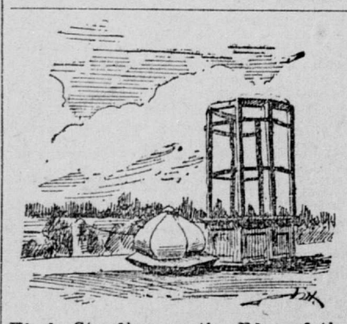


SOUTHERN PACIFIC CARS STANDING ON ONE OF ITS TRACKS NEAR THE CONCRETE REMNANTS OF THE MECHANICAL ARTS BUILDING.
[*Sketched by a "Call" artist.*]

grounds the spectator cannot keep his eye out of range of a pile of debris of mortar, rock, brick or cement, a dilapidated kiosk or a torn-up piece of ground that has every appearance of having been the scene of a disastrous dynamite explosion. And the tout ensemble gives a most vivid impression of a Kansas village that has just been visited by one of the zephyrs peculiar to that cyclone-swept section.

But this is not the greatest cause of complaint that the general public has.

When the project was first broached of



Kiosk Standing on the Edge of the Grand Court.
[*Sketched by a "Call" artist.*]

running a spur of the Southern Pacific into the park for the convenience of the exhibitors a strong protest went up from those who best know the proclivities of the Southern Pacific Company. It was represented that if the Southern Pacific was given a right of way through the City and into the park, even with an express and unmistakable stipulation for its removal, it would be found impossible to make it over ground which would give them the right to run their trains directly through the great pleasure park of the people.

Slipshod Coleridge.

Coleridge never recognized his own fluidity of character. He inveighed against himself with a sort of ecstacy of disgust at one moment, and uttered the most lofty aspirations the next, in a mood of almost transcendental rapture. He is always in that flaccid state which Tennyson has so well expressed in delineating the bohemianism of the earlier life. In one of Coleridge's letters during the cavalry episode, he says: "I rode a horse as young and undisciplined as myself. After tumult and agitation of any kind the mind and all its affections seem to doze for a while, and we sit shivering with chilly feverishness, wrapt up in the ragged and threadbare cloak of mere animal enjoyment." That might be taken as the motto of his whole shiftless career.

Coleridge began early that undisciplined career by slipping off even the academical restraints which were the most useful, and might have been the most effectual, for him. Then he returned and "dozed for a while" in the university without turning his studies to any advantage. Then he embarked in various friendships, from which he slipped away at least as often as he returned to them. His mind was full of gentle and tender dispositions: but he never had enough of will to be to others the friend those others were to him. Even as a man of literature no one could trust him. He was so much accustomed to slip out of his engagements as to slip into them. He did not even know what he himself had done as distinguished from what he had only intended to do. He was slipshod in work, slipshod as a husband and father, slipshod as a friend, slipshod as a poet—and with all his great genius left a name "to point a moral and adorn a tale."—The Spectator.

NO POLICE APPOINTMENTS.

Commissioners Waiting Till the Supervisors Provide Funds.

CHIEF CROWLEY EXPLAINS.

City Fathers Who Would Like to Name New Policemen—The Loaves and Fishes.

The first of July has passed and still 1500 men or more who would willingly be molded into seventy-five police uniforms are not satisfied.

The Police Commissioners have not made the appointments and they do not intend to name any one until the money is appropriated by the Board of Supervisors. The Commissioners though have had no lack of opportunity to become acquainted with the qualifications of many gentlemen who would gladly fill the positions of guardians of the rights and property of citizens. Applications by the hundred have been pouring in, the applicants being backed by politicians, merchants, business associates of the Commissioners and men who make politics and politicians.

The ordinance drafted by the Board of Supervisors authorizing the appointment of seventy-five policemen was passed to print, but there has been considerable delay in getting it to that point. The delay is explained by an error in the original bill which was discovered by the committee. But, as has been stated, nothing will be done until the appointment has been made. As soon as it became known that the Supervisors intended authorizing an increase in the force, every aspiring policeman got to work in the exercise of his little "pull" on the Commissioners. Meanwhile the Supervisors stood pat. They did not desire to name each and every one of the new policemen, but many of them thought they were entitled to several.

Commissioner Tobin was seen last evening in regard to the appointments and he confirmed the statement that there would be none until the appropriation was made to pay the men.

"The Commissioners are waiting for the Supervisors," said Mr. Tobin. "I do not exactly understand why the appropriation has not been made, as Chief Crowley is watching the matter for us. We will not proceed hurriedly in the matter, but will act with deliberation. We have received volumes of applications and, while we have considered many, we have acted on none. It will not take very long to pick out the men once we get started in the matter. In the consideration of the applications, the names of those who recommend the men are first looked at. Politics cuts no figure in the matter, the fitness of the man being his chief qualification. This latter can only be determined by the knowledge we get of the man through those who recommend him. If the Supervisors should settle upon the ordinance to-morrow at their meeting, and the finance committee make the apportionment, we would probably begin appointing at the meeting on Wednesday night. As I have intimated there would only be a few named at the start and we would take our time about appointing the remainder in order to get good men."

SAILS MADE OF PAPER.

Something Wanted Lighter and More Elastic Than Duck.

It is now quite certain that a paper pulp composition will be employed in making sails for light vessels. The Herreshoffs, builders of racing boats, have lately experimented with the application of rubber to balloon and other light sails, the operations being carried on at the Bristol Rubber Works. The value of a big spreading sail in going before the wind is known to yachtsmen, which, together, with a bulging balloon jib topsail, utilizes every ounce of wind in force. The idea in view in making these sails of rubber is to obtain an elastic material which will allow the sails to increase in area, and consequently in propulsive power in proportion to the force of the wind. Canvas sails have heretofore been used exclusively, but as a lighter, more elastic and airtight material is desired, the proposition at present is to make the sails of gossamer weight from rubber, rope them strongly along foot, luff and leach, resulting, it may be, in superior sails.

Even rubber has its drawbacks. A sudden increase of wind power expands the sail too much, and difficulty is experienced in governing the course of the boat; so attention has been turned to that unfailing source from which so many things are now made—paper. A chief reason for the employment of paper stock for this purpose is lightness, a matter which counts for considerable in fast sailing vessels; but there are other points of superiority, one being that the composition stretches just about enough to favor both wind power and vessel, while another is that the paper sails are air-tight. Besides this, practical tests have shown that the paper, properly prepared, is very valuable, and is less liable to tear in case of high winds.

The sails made on the new plan are not woven from strands or threads, but are made up from compressed sheets, these being cemented and riveted together in such a way as to form a smooth and strong union. The first process of manufacturing consists in preparing the pulp in the regular way, to a ton of which is added 1 pound of bichromate of potash, 25 pounds of glue, 32 pounds of alum, 1½ pounds of soluble glass and 4 pounds of prime tallow, these ingredients being thoroughly mixed with the pulp. Next the pulp is made into sheets by regular paper-making machinery, and two sheets are pressed together with a glutinous compound between, so as to retain the pieces firmly, making the whole practically homogeneous.

The next operation is quite important and requires a specially built machine of great power, which is used in compressing the paper from a thick, sticky sheet to a thin, tough one. The now solid sheet is run through a bath of sulphuric acid, to which 1 per cent of distilled water has been added, from which it emerges to pass between glass rollers, then through a bath of ammonia, then clear water, and finally through felt rollers, after which it is dried and polished between heated metal cylinders. The paper resulting from this process is in sheets of ordinary width and thickness of sail stock, it is elastic, airtight, durable, light and possessed of other needed qualifications to make it available for sail-making.—Paper Trades Journal.

CURIOUS FUNERAL RITES.

A Greek Archbishop Carried to the Tomb in a Chair.

The death of the Greek Archbishop of Corfu, which took place a few days back, afforded an opportunity of witnessing the curious funeral rites accorded by the Greek church to so exalted an ecclesiastic.

The Archbishop was an old man, and his death was not unexpected. For more than a month the cathedral had been prepared for his "sitting in state." The breath was hardly out of his body when the corpse was dressed in episcopal robes, and, without being embalmed, taken to the cathedral and placed in a golden armchair, surrounded with lighted tapers, with the miter in one hand and the gospels in the other.

The populace thronged to the church to view the body and to kiss the Archbishop's hand. The priest desired to keep the body there for three days, but the authorities had to interfere for the benefit of the public health. The funeral was accordingly arranged for the second day. The church bells tolled continuously, the theater and shops were closed, flags were hung at half mast and the street lamps lighted and draped with crape. The whole of the inhabitants, however, treated the occasion as a fete day, and appeared in the gayest clothes. The funeral procession started from the cathedral at 8:30 A. M. Three standard-bearers, with church standards flying, preceded it, followed by about a dozen church beadles holding lighted gilded lanterns. Next came three town bands playing a funeral march; then boys carrying artificial wreaths. Thirty-five priests followed on each side, and an officer of the army holding a cushion with the Greek cross of the Savior and the Russian crosses of St. Anne.

Then came the corpse tied to the armchair—still holding the miter and gospel—carried by priests in gorgeous vestments, with the chief Greek officials taking the place of pallbearers on each side. Directly behind followed the Roman Catholic Archbishops and the representatives of foreign powers. The men of the garrison, including the mounted battery and the crew of a Greek ironclad, brought up the rear. On arrival at the cemetery the body was taken into the church, and from there to the grave, which was like a small room. A stone chair had been built in the middle, on which the corpse was seated, and a hanging oil lamp was arranged from the arch above. When the body was lowered and some earth thrown in, a salute of twenty-one guns was fired from the fort, as well as three volleys of musketry over the grave. The bands then returned playing opera airs.—New York Journal.

THEOPHILE GAUTIER'S CATS.

Some Wonderful Animals That Belonged to the Great Novelist.

Theophile Gautier, one of the most famous and artistic French authors of the present century, had an especial fondness for all animals, but cats were his particular favorites. In his book called "La Menagerie Intime," he describes his household of pets.

One of the first was Childebrand, a short-haired, fawn-colored beauty, striped with black velvet, like the clown in Hugo's "Roi s'amuse." He had great green eyes, almond-shaped and surrounded by bands of black. Madame Theophile was another favorite, reddish and white-breasted, pink-nosed and blue-eyed. She dwelt with him on terms of great intimacy, sleeping with him, sitting on the arm of his chair when he wrote, following him on his walks through his garden, and always present at meals, when she sometimes stole attractive bits from his plate.

He tells an amusing story about her and a parrot left in his charge for a short time by an absent friend. Madame Theophile had never beheld a parrot and it astonished her greatly by its gyrations with beak and claw and the strange motions of its awkward green body. She sat for a long time as still as an Egyptian mummied cat watching it with meditation, for she had never witnessed such a peculiar example of natural history. Finally she seemed to say: "I have it now; it is a green chicken!" Meanwhile the parrot watched the cat with increasing alarm, ruffling its feathers and whacking its beak uneasily against its cage. Presently the cat seemed to say: "Well, even if it is a green chicken, very likely it is good to eat."

"I watched the scene," says Gautier, "her paws gradually spread and contracted, she gave alternately purr and growls, and prepared for a spring. The parrot, perceiving the danger, said in a deep bass voice: "Have you breakfasted, Jocquot?"

A blare from a trumpet, a pistol shot, an earthquake could not have frightened her more. All of her ornithological ideas were upset. "What more?" said the parrott, "the King's roast beef?"

The cat's face expressed terror. "He is not a bird; he is a monster," she seemed to say. The green creature then sang a French couplet about good wine, and the cat, fleeing for her life, took refuge under the bed.

Mme. Theophile had all the tastes of a great French lady, being especially fond of perfumes, but patchouli and vertivert would throw her into ecstacies. She liked music, too, but sharp, high notes affected her and she would put her paw upon a singer's lips when such a high note distressed her.

A third favorite was brought to Gautier from Havana by a friend. This was an Angora, white as a swan, the founder of the "White Dynasty." He received the name of Pierrot, and as he grew older and more dignified this was extended to Don Pierrot de Navarre. He always loved to be with people, adored Gautier's literary friends, and used to sit silently when they discussed great questions, sometimes putting his head on one side and occasionally making a little cry. He used to play with books, turning over the leaves with his paws and going to sleep on top of them. Like Childebrand he used to sit by the author when he was at work and watch his pen move across the paper with intense interest. He never went to bed until Gautier returned home, and no matter how late it was he would bound out of the dark to meet him, and so soon as the candle was lit scamper ahead like a page. His companion was a beautiful puss, white as snow, and owing to her celestial purity she was named "Seraphita" for Balzac's romance.—Philadelphia Inquirer.

A difference of taste in flowers exists between England and America. In the rose, for instance, the long oval-shaped is the popular form—a roundish rosebud would scarcely have sale in America. On the other hand, the large, globular or even somewhat flattened kinds are popular in England, and what is true of the rose is true of almost all other flowers that are in use by florists. In carnations, for instance, the heavy variety known as Souvenir de la Malmaison is the popular variety in England.

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