

THRILLING FIRE STORY.

Scale of the Daring Rescue of a Wounded Fireman by a Brave Comrade.

Pearson's Magazine recently had a thrilling fire story, by Mr. John Austin Schetty. A dramatic rescue is described as follows:

"There was a sudden tear and crack! Williams, looking up, saw that the heavy elevator tackle had become from its fastenings, and was coming down with all the impetus of its 15 stories' drop! Penfield, unheeding, choked with anger, leaped out farther.

"Look out, man!" cried Williams. The men with one impulse drew back as the thing came down like a whirlwind and fell, a tangled mass of cable and chain, far below. Penfield had disappeared! For a second every one gazed at the window in dismay.

"Did it take him down with it?" asked Hickey, voicing the fears of the rest.

"No!" cried Williams, in sudden comprehension, "but it's knocked him on the head into kingdom come. He's lying in that room, I'll bet! And that fire will be at him in a minute!" The others stood appalled. There was no way to get across that yawning space. To seek a way through the rooms would take too much time.

"Keep your stream under that window," commanded the captain, suddenly. "Here, give me one of those ladders!" Then they fathomed his purpose as he sought to lay it from window to window. It was too short! "The other, quick!" he cried. It just measured the distance. Another moment and he was on it, crawling on hands and knees to the rescue of the man who had reviled him but a few moments before. He got to the window and stepped inside. His foot touched something soft. It was Penfield! The floor was hot beneath him.

"Here, Penfield, are you hurt?" he asked, lifting the prone figure to a half-sitting position. For an answer the other's head rolled listlessly, while his smashed helmet fell to the floor. The man was insensible, with a vicious cut above his eye from which the blood flowed. But for the helmet he would have had a broken skull! Williams saw that he would have to carry him, and promptly set about it. By herculean effort, of which he was little conscious in the excitement of the moment, he got the wounded man on his back with his arms about his neck. Then he slowly clambered on to the ladder. When the others saw the two, they gasped. Williams had to be very careful lest his burden, swinging to one side, would precipitate them both ten stories below. It was only a space of ten feet, but it seemed an infinite time before it was nearly covered. The rungs of the ladder cut into the rescuer's knees as he slowly worked his way over, but he held on like grim death until the others, reaching him, drew Penfield in to safety."

LATEST USE FOR RADIUM.

May Play an Important Part in Warfare as Illuminant for Gun Sights.

The discovery of the latest use to which radium can be put—the illumination of gun sights and the like, at night time—seems to indicate that it will play an important part in warfare, says the London Daily Mail.

In gun sights, leveling instruments and telescopes there is what is called a "fiducial" mark, which is used to obtain a faithful result. These marks, of course, are useless in the dark, and, though many ways of illuminating them have been tried, nothing has proved satisfactory.

Mr. Andrew A. Common, of Eaton-rose, Faling, was the first to attempt to solve the difficulty by the use of radium, and his experiments were so successful that he has applied for a patent. Unfortunately, he did not live to have it granted, but the complete specifications submitted by Mrs. Common, his widow and executrix, have just been accepted.

Australian Aborigines.
The most peculiar custom of the Australian aborigines is the mutilation of teeth. The boy who wants to be thought a man will often break one of his front teeth.

A STEERING "PROPULSOR."

Apparatus Applied to Steamships Which Is Both Propeller and Rudder—Only for Small Boats.

Unlike the ordinary steamship, the fish forces itself through the water and alters its course by means of the same organ, the tail. Several inventors, though, have tried to perform both functions with one piece of apparatus. The first application of the idea—at least of late years—was made to the submarine. Some French boats of that class have been provided with a peculiar joint in the propeller shaft, just outside the stern, so that the screw itself can be swung from side to side. By changing the angle at which the thrust is made against the water, the boat is steered and rudders are made unnecessary.

From a short report made to the department of commerce at Washington from the American consul at Birmingham, it would appear that the same system has been tried on boats which are meant to travel on the surface only, like naphtha launches. An English firm is introducing the invention, but the latter is of French origin. The "propulsor," as it is called, can be applied to any boat already in existence, if it is not too large. How the connections are made is not explained, but the consular report says that it is possible to dispense with the necessity of boring a hole through the stern post, and of supplying a permanent propeller shaft and stuffing box. It can be attached to a boat and removed from the same without any modification of the boat itself. Anyone taking this "steering propulsor" to a lake, river or the seaside may attach it to any boat he finds there that is within its range of power. As the propeller can be completely turned around, a reverse action is given. The Automotor Journal states that a given number of these transferable propulsors have been adopted by the navies of France, Russia and Japan, and that a 12-horsepower propulsor has been successfully applied to a launch, which towed a 300-ton canal barge with a load of 150 tons of sand.

THE FOOD VALUE OF RICE.

Not So Rich in Tissue-Building Elements as Other Grains—What the Doctors Say.

Certain wise doctors have lately been assuring the world that the Japanese are sure to be beaten by the Russians because they live on rice, which is a food not at all calculated to supply the wastage upon the human body caused by the hardships of a military campaign, says the New York Mail. This may be true, though the world will wait and see. Curiously enough, at a time when the physiologists are giving this warning, the rice growers of the United States have combined to teach to the American people the assumed food value of rice and to induce the people, if they can, to consume a great deal more of that grain than they do.

As a matter of fact, rice is below all other grains produced in commercial quantities in America in its food value—below wheat, maize, rye, oats, barley and buckwheat. It is vastly poorer than any of these in ash, in protein, in fiber and in fat, and surpasses them only in starch. It is not to be thought of for any western people as a main article of food. However, it is not as a main article of food that it is used in this country. Our diet is, fortunately, much more varied than that of the Japanese. Rice is employed in increasing quantity, and to advantage, as a palatable subsidiary article of the national diet. It is a peculiarity of the human stomach that in addition to the nutritive quality in food it demands mere bulk. Concentrated foods soon ruin the digestion. The stomach eagerly calls for something to throw away. Rice supplies this demand. As a food which one may take a large quantity of without getting much to eat it is, no doubt, filling a long-felt want in this country.

Sacrifices in Korea.
Education costs \$165,000 and religious sacrifices \$186,000 a year in Korea.

Farm Land Values in England.
Farm land in England ranges in price from \$60 to \$120 per acre.

BREED COACH HORSES!



The Imported German Coach Stallion
FALCON

No. 1875, that we bought of J. Crouch & Son, Lafayette, Ind., will make the season of 1904 at the barn of August Marcks, opposite Linwood Lawn, Lexington, Lafayette County, Missouri.

TERMS: \$20 to insure living colt. Will use due precaution, but will not be responsible should any accidents occur.

The Lexington German Coach Horse Co.
AUGUST MARCKS Manager

'04-Frank C. Stewart's Stud-04

The Saddle Stallion, Sir Melrose

Reg. No. 2106, Vol. V. N. S. H. R.

Sir Melrose, black stallion 15½ hands, foaled May 10th, 1900. Sire, Star Rose 161; grand sire, Montrose (106). Melrose's dam, Lulu May (147) by Chesnut Rose (251); second dam black bell by Black Squirrel (58); third dam by old Green Mountain. Melrose is bred in the purple on both sire and dam sides. Old Montrose 106 and Old Black Squirrel 58, were two of the best saddle stallions the world has ever produced. Melrose was a winner at our great state fair last year and I predict he will be a great show horse in the future. He has as much natural style as any body's horse. Kind disposition. People that want to raise fancy saddlers, high style, can't miss it by breeding to Melrose.

Terms \$15 for Live Colt

At the same place the Great All Purpose Stallion, **MAX O'RELL**, Red bay horse, 16½ hands high, fine skin and tall, and a good horse all round. Sire, Silver Rose 308, by Kentucky Blue 350, Kentucky Eagle by Black Eagle 64, he by King William 87, Max O'Rell's dam, Bay Annie by Bay Splendor 1784, 2d dam, Old Bird a Morgan Mare. You must see this horse to appreciate him. \$10 FOR LIVE COLT

At the same barn, the two Great Show Jacks, **Joe Jiffin** and **Limestone Louis**, will serve mares. Joe Jiffin \$12.50 for live colt, and Limestone Louis will be allowed to serve a few mares at \$10 for live colt. Joe Jiffin and Limestone are both fine bred jacks. Joe Jiffin sired by Black Mammoth, he by Old Superior Mammoth, the great sweepstake jack at the World's Fair. This jack has proven himself a great mule jack and a prize winner at our state fair. I bought Limestone Louis at the great jack sale at Limestone Valley Farm, March 1st, and think he will make a great jack. Sire Limestone Mammoth one of the greatest show and jennet jacks on earth. Limestone Louis was foaled March 4, 1902. Limestone Louis, dam by Clapp's jack, Old Chief, one of the best mule jacks in the state.

The above stock will make the season of 1904 at my barn one mile south of Lexington on the Columbus road at the following terms: Money due when colt sucks or mare sold or removed from the neighborhood.

Frank C. Stewart

ASHBROOK

Trotting Record 2:13 1-2, Winning Race

Sire of Donny Brook, record 2:22¼, (3) yr.

Will make the season of 1904 at my stables, three miles east of Lexington, on the Dover road at the extreme low price of **\$15.00**

With the privilege of breeding until you get a colt. Money due when colt stands or mare parted with. Pasture for mares \$50 a week. All care taken, but no responsibility for accidents.

ASHBROOK is a seal brown, 15½ hands high, with perfection of conformation and temper and a sure breeder, and a first class trotter in every particular as his performance will show.

Ashbrook's present record is 2:13½ in a winning race. He has a two-year-old record 2:09½; 3-year-old, 2:28; 4-year-old, 2:21½; 5-year-old, 2:17½, and at 6-year-old, 2:10½. His colts are making a wonderful showing for their opportunities. For pedigree extension send for catalogue.

PEDIGREE—Sired by the Great Ashland Wilkes, 2:19; first dam of Ashbrook is by Young Wilkes, son of the immortal George Wilkes family. So you see he's an inbred Wilkes, the blood so much sought after by the breeders of trotting and fine harness horses.

J. A. TERHUNE, Owner

TIME TABLES

Missouri Pacific—Lexington Br.

WEST-BOUND TRAINS.		
	No. 71.	No. 73
Leave St. Louis	7:35 am	10:10 pm
Arrive Sedalia	3:30 pm	5:30 am
" Concordia	4:40 pm	6:33 am
" Aulville	4:57 pm	6:48 am
" Higginsville	5:08 pm	7:00 am
" Page City	5:17 pm	7:10 am
" Lexington	5:25 pm	7:30 am
" Myrick	5:45 pm	7:40 am
" Wellington	5:58 pm	7:52 am
" Waterloo	6:05 pm	7:59 am
" Napoleon	6:09 pm	8:03 am
" Independence	7:00 pm	8:55 am
" Kansas City	7:30 pm	9:25 am
" St. Joseph		1:14 pm

DAILY.

EAST-BOUND TRAINS.		
	No. 74.	No. 72
Leave St. Joe	2:35 pm	8:05 am
" Kansas City	3:35 pm	9:05 am
" Independence	4:05 pm	9:35 am
" Napoleon	7:01 pm	7:17 am
" Waterloo	7:05 pm	7:21 am
" Wellington	7:13 pm	7:29 am
" Myrick	7:24 pm	7:40 am
" Lexington	7:30 pm	7:45 am
" Page City	7:50 pm	8:02 am
" Higginsville	8:00 pm	8:11 am
" Aulville	8:10 pm	8:21 am
" Concordia	8:27 pm	8:36 am
" Sedalia	9:48 pm	9:50 am

J. C. B. and L.

7:57 am	Northrup	6:24 pm
8:04 am	Dover	6:20 pm
8:18 am	Hodge	6:10 pm
8:24 am	Waverly	4:58 pm
9:13 am	Marshall	4:00 pm
10:30 am	Boonville	3:00 pm

SANTA FE ROUTE.

Trains arrive at North Lexington.
No. 28 (daily)..... 9:25 am
Trains leave North Lexington:
No. 25, Express (daily)..... 8:30 a. m.
Main line trains pass Lexington Junction
The river "Bus" leaves Lexington 7:40 a. m. daily to connect with train at North Lexington. Leaves Lexington daily except Sunday at 9:30 a. m. and 3 o'clock p. m. and goes through to connect with trains at Lexington Junction.

GOING EAST.	
No. 2, (daily).....	15 pm
" 4, ".....	3:47 am
" 6, ".....	5:30 pm
" 8, ".....	9:28 am
" 20, ".....	8:50 am

GOING WEST.	
No. 1, " (daily).....	8:50 am
" 3, ".....	7:02 am
" 5, ".....	6:30 am
" 7, ".....	12:58 pm
" 19, ".....	4:47 pm

G. W. HALLER Agent,
W. J. Black, G. P. A., Topeka, Kas

C. & A. Time Table—Higginsville.

EAST BOUND.	
No. 14, Missouri State Express.....	9:50 am
No. 60, Slater Accommodation.....	7:02 pm
No. 10, Calif. and Colo. Limited.....	7:08 pm
No. 78, Slater Accom. (Sunday only).....	9:00 pm
No. 15, Missouri State Express.....	10:46 pm
No. 114, Way Freight.....	11:35 am

WEST BOUND.
No. 7, Calif. and Colo. Limited..... 6:11 am
No. 61, Slater Accommodation..... 8:58 am
No. 11, K. C. Vastland Express..... 10:25 pm
No. 15, Missouri State Express..... 10:46 pm
No. 117, Way Freight..... 9:30 am
S. I. A. VENTRILLON, Agent,
Higginsville, Mo.

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