

OFFICERS' SLOUCHY HABIT.

Naval Man Tells Younger Men That Evil Should Be Remedied - Noticed by Commander-in-Chief.

The following order has been issued from the flagship Chicago to all the vessels in the Pacific squadron:

"The commander in chief has observed on the part of some officers of this squadron an apparent ignorance of the object for which one's trousers pockets were invented. He desires to explain that these were not meant for the transportation of over heavy or idle hands, as some seem to believe, but for carrying about sundry small and useful articles not permanently attached to the human frame. It is suggested that officers who are unable to resist the temptation to misapply the convenient trousers pockets might strengthen their good resolutions by sewing up these two inviting orifices; only in the case of the hopelessly incurable need this sewing up remain permanent."

Rear Admiral Goodrich is not the only person of discernment and good taste who objects to the free-and-easy custom of carrying the hands in the pockets. It certainly is incompatible with the grace and dignity of carriage which are expected in naval officers. Even among civilians on land the practice looks awkward and ungentlemanly. Sometimes it is witnessed in the ballroom; but there are fashionable tailors who do not want the set of clothes which they have made to be spoiled by the slovenly practice, and who have conceived the notion of making dress pantaloons with no side pockets.

Like many other bad habits, carrying the hands in the pockets is worse for boys than for men, as it tends to "hunch up" the figure. The cartilages and soft bones of a growing boy may be permanently affected by the formation of this habit, for "as the twig is bent the tree's inclined."

To prevent men from wearing their hands in their pockets they should be "caught young." Possibly the officers who have provoked the criticism of Admiral Goodrich contracted the slouchy habit while at school or at the naval academy. It would be well for parents and instructors of youth to turn their attention to the desirability of breaking up the habit of carrying the hands in the pockets.

GRECIAN PRISON FORTRESS

Picturesque Spot Where Prisoners Carry On Trade in Trinkets with Foreign Visitors.

The old town of Nauplia, once the capital of Greece, is perhaps one of the most picturesque and attractive cities in Greece.

The roadstead is one of the best in Greece, being surrounded by deep water and having a good anchorage in all parts. The extreme point of the peninsula, Harbor Rock, called Itsh Kaleh, is surrounded on the west and south by the sea. This was the ancient Acropolis of Nauplia, and the original polygonal blocks of which the ancient walls were made have been made use of in the construction of the modern fortifications. The most prominent feature is the fortress of Palamidi. This is now solely used as a convict prison. It stands on the summit of a high rocky eminence no fewer than 705 feet above the level of the harbor. Access to this is obtained by a staircase of 857 steps cut in the rock by the Venetians.

The prison is isolated on the top of this bare rock, exposed to the blazing heat of the sun, whose beams descend with fierce fury upon the cells and buildings, where no particle of shade is obtainable, crowded with the worst and most dangerous malefactors gathered from all parts of the kingdom, all of whom have been convicted of serious offenses. When allowed out for exercise in the prison yard they are permitted to sell to visitors, who are admitted to these yards at stated times, small articles that they have carved in wood and bone within the prison. The trifle that they earn in this way they expend in the purchase of cigarettes, etc. There is a barricade between them and the visitors, over which, under the watchful eye of numerous sentries, they hand their little works of art.

MEDLEY OF A SABBATH DAY

Chimes, Hymns, Roof Garden Songs and a Row Break Monotony for a Man with a Toothache.

A window that opens on the court of an apartment building in the Harlem Hundreds was wide open Sunday morning. The occupant, a bachelor, was unwittingly detained at home owing to the failure of a dentist to give relief the day before.

A good supply of a fine brand of July weather troloped across the opening. The breeze also carried with it the sound of chimes in a belfry a few blocks distant.

A musician down below added his contribution. "Onward, Christian Soldiers," blended appropriately with the sounds from the belfry. The musician below switched to "Nearer, My God, to Thee," and then "Coronation" filled the court.

As the chimes ceased the musician seemed to lose the spirit of the occasion, for he rang in "Dixie" as if it were an inspiration. The bachelor was an ex-confederate. Consequently he took the sudden change from the spiritual airs to the favorite of the south in good part.

The musician made a staccato movement on "Yankee Doodle." He never missed a note of that composition. From that he went by rapid changes to all of the old favorites. Some antedated the civil war.

Then there was a lull. The July weather kept coming in through the opening in healing draughts.

Some of it must have got into the room of the musician down below, for he mixed it up with a number of popular airs played by the orchestras and whistled by the audiences. Then he took up his religious portfolio and ran out more spiritual music.

Suddenly he got back into roof garden and comic opera selections. Just then the chimes began a second installment. The musician evidently thought this was a challenge, for he banged out and howled "Tammany" until people occupying rooms on the court shut down windows, as women do when they see a storm coming.

The bachelor, however, kept his window open. He had intermittent attacks of eruptions among his molars, and a little thing like "Tammany," even if it was butchered, did not upset him.

Just as the musician finished his slaughter, a dialogue further down the court broke in upon the July consignment of weather:

"Say—!"

"Well, what is it?"

"Somebody's been stealing the cream off the top of my bottle of milk again."

"What's that?"

"You heard what I said. This is the second time this has happened within the last three days, and if it happens again—"

The remainder of the threat was lost amid the banging of other windows, including that of the bachelor with the toothache, but as he was barricading out the sound of the rumpus he heard coming up from below "Tam-man-ee, Tam-man-ee."

And thus another Sabbath was broken.

Area of Japan.

"Little Japan" is bigger in area than the German empire, and has a population as large as the German nation. The recent arrangement with Korea makes the emperor of Japan ruler over a territorial area which altogether is close to that of the state of Texas. But while the governor of Texas represents a population of about 3,500,000 the mikado holds sway over some 60,000,000 people. In other words, a country whereof we are accustomed to think as "little" now exceeds in area and equals in population Kaiser Wilhelm's fatherland. It exceeds France in both area and population. It also exceeds Austria-Hungary in both respects. Its population exceeds by nearly 50 per cent. the entire population of South America. This is the "little Japan" which recently has taken a seat among the world powers.

Trusting Soul

Intimate Friend - Don't you dread the trials of housekeeping? Prospective Bride - Why, no! It will be a picnic. We are going to have all the cooking brought in, and all the work sent out.—Chicago Tribune.

DRAINAGE OF SWAMP LANDS

United States Geological Survey Expert Tells How Wells May Be Constructed Successfully.

The drainage of swamp lands by means of drilled wells has received the attention of Mr. Robert E. Horton, of the United States geological survey. The manner in which these wells should be constructed is set forth in a paper included in Water-Supply and Irrigation Paper No. 145, the annual publication entitled "Contributions to the Hydrology of the Eastern United States."

In the drift-covered areas of the northern United States are numerous basin-shaped depressions or "kettle holes" without natural outlets, many of which are occupied by swamps or ponds. If drained, the rich, mucky soil which covers the bottom of the depression would often make the finest kind of land for a truck garden, and, on the other hand, drainage of the spot would break up the carnivals of the malaria-laden mosquitoes domiciled there. Ordinary surface drainage is often inadequate for the removal of these unsightly, unhealthful swamps, but many of them have been successfully drained into deep-drilled wells.

To drill such wells an ordinary well-driller's outfit is necessary. The average cost of a three-inch well, including casing, should not exceed \$1 a foot.

The mouth of the well should be in an excavation below the bottom of the pond. If the well is provided with a bell mouth, its capacity is nearly doubled. The inflow of water is reduced if a screen is placed over the mouth of the well to prevent the entrance of sticks. A large brick catch basin with ample screen-covered openings should be built around the mouth, so that the full capacity of the well may be utilized.

The effectiveness of these wells depends (1) upon the penetration of an open fissure or a porous stratum of sand and gravel and (2) upon the underground waters rising only to a height below the bottom of the pond. If these conditions are right the water enters the well mouth and passes down the pipe and out into the porous beds at the bottom.

All who may be interested in this novel method of draining swamp lands may obtain from the director of the United States geological survey at Washington, D. C., copies of the paper which contains Mr. Horton's recommendations.

ABANDON THE OLD VESSELS

United States Coast Survey Rapidly Disposing of Boats Which Have Become Useless.

The United States coast survey is disposing of its old sailing vessels as fast as they become unfit for survey service, and is replacing them with modern steamers as rapidly as money is placed at the disposal of the bureau for the service. Recently the schooner Quick, which has been employed in work on the gulf coast in the vicinity of the mouth of the Mississippi river, was sold, and the schooner Spy is on the lists to be disposed of. The Quick is a composite hull vessel, and was built at Baltimore in 1873. She has seen service in every important harbor on the Atlantic and gulf coasts and in her day was a fine vessel.

The schooner Spy, which will next be sold, was built at Totten, N. Y., in 1888, and is only 51½ feet long, having a carrying capacity of but 17 tons net. Both schooners were laid up for more than a year past at Madisonville, La.

The sale of these vessels leaves but two schooners in the coast survey service, the Matchless, employed at Chesapeake bay, and the schooner Transit at Madisonville, La. The Matchless has frequently been in Washington port, and for the past three summers has been employed in making surveys of the Potomac river in conjunction with the steamer Endeavor.

One Girl's Reason.

He—I wonder why Miss Howells always has to be coaxed before she will sing?

She—Oh, as a matter of self-protection, I imagine.

"Self-protection?"

"Yes; by waiting to be coaxed she always manages to shift the blame."—Chicago Daily News.

POLITENESS IN STREET CAR

Deferences Due to Women in Big Cities Are Oftentimes Dispensed With.

In a town like Chicago, where half a million people are dumped into an area a mile square in the morning and are taken out of it and distributed to the four quarters of the city in the evening, it is inevitable that some of the courtesies and amenities of life should suffer. It is inevitable that the deference due to women should sometimes be lacking in traction cars and that men should sometimes sit when women are standing. This is to be regretted and it is not to be denied, but it may truthfully be asserted that the situation is by no means as bad as it is ordinarily represented to be.

It is not true, for instance, that no woman can hope to have a seat surrendered to her in a Chicago traction car unless she is young and attractive or old and feeble or carrying an infant in her arms.

Anyone who will even casually observe such things will see that men give up their seats to women who are neither handsome nor old nor burdened with babies. Tired men who have been on their feet all day will surrender their seats to the most commonplace women. Not all men will do so, perhaps not most of them will do so, but enough Chicago men will and do give their seats to any woman who may be standing to refute the reproach that there is no chivalry or gallantry in this town.

It is equally true, likewise, that Chicago women are properly appreciative of the courtesy of the proffered seat. Nine women in ten will thank the man who gets up and proffers his place. The woman who takes the seat without a word of thanks is a rare exception. Of course, she ought not to exist at all, just as there should be no men who sit while women stand. There are, however, people of all kinds in a big city and it would be strange indeed if there were not among them a certain proportion of inappreciative women and ungallant men. The comfort is that there are relatively so few of either class.

PRIMITIVE SALT MAKING.

Identically the Same Methods of Manufacture Have Been in Vogue for Many Decades.

Many tons of impure salt are made each year at different points on the coast of North China, extending from Tongku to Shanhai-kuan and Niuchwang. The methods employed are the same in each place, and the same have been in use certainly from the time of Marco Polo's famous journey through eastern China.

The salt is made by the evaporation of sea water. The water is pumped into evaporating basins by wind power and evaporated by the heat of the sun. Extending many miles each way from Tongku the coast is nearly level, and only a few inches or feet above high tide. On this flat coast are the salt works. The evaporating basins are made on the flats, and have much the appearance of innumerable tennis courts of great size. They are separated from each other by small ridges of mud about eight inches high. The bottoms of the basins are made level and hard rolled with a stone roller. The basins are filled to a depth of three inches with sea water, which is evaporated by the heat of the sun in from one to three days, leaving a coating of salt on the bottom. This is carefully scraped into a pile, and after rerolling the bottom more water is pumped in.

These basins are located about two feet above tide level and in groups, so as to be served by a central pump. The flats are cut in all directions by small canals, giving each group water connection with the main salt yards at the railway station or the river. The salt, as fast as it is made, is shoveled into small boats, which are punted through the canals to the main yards, where it is thrown into great heaps and covered with mats, waiting to be sold and packed for the Tientsin market.

Peru Taking to Automobile.

The automobile has taken a strong hold in Peru. Lima is to have a service of automobile buses, each designed to carry 30 passengers.



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