HOW TO LIVE THREE HUNDRED YEARS.

Scientists Believe Such an Age Will Be Possible, and Point Out the Way.

Special Correspondence Globe-Democrat.

WASHINGTON, D. C., Oct. 20.—Dr. W. Kinnear, a London scientist, claims to have discovered how old age can be greatly prolonged by abstinence from certain foods. Old age, he says, is to a great extent due to deposits in our systems of earthy matter, principally carbonate and phosphate of lime, mixed with other salts. They pass from the stomach into the blood. In early life they are found to be thrown off by the system. In later years they are not.

The anatomists all agree that man begins in a gelatinous condition and ends in a bony one. An infant's skull is soft like rubber, while an aged person's bones are so brittle that they will not knit when broken. This, according to Dr. Kinnear, is almost entirely the result of diet. Of course, we have heard that water containing lime makes the bones develop unusually. Not only the bones, but, according to this new theory, all of the organs of the body become hardened as old age creeps on. The heart becomes partially ossified and imperfect circulation results. The arteries become clogged and the body ill-nourished. We have seen ossified men in side shows and museums. Are we now to believe that old age is a condition approaching this?

And this is how old age can be postponed. The foods which particularly contain the dangerous salts mentioned are found on analysis to be the cereals and those which contain nitrogen. If you wish to prolong your youth, therefore, after middle life, according to this savant, you should abstain from bread, beef and old mutton, among numerous other things. These three, however, are selected by the doctor as the most dangerous of ordinary items of diet. And here is the diet for prolonged youth:

Eat an abundance of fruit. It is deficient in nitrogen. Raw, juicy apples are especially recommended. For other meats substitute fish, poultry, young mutton and veal. They contain very little of the dangerous salts. Eat moderately of everything. Drink daily two or three glasses of distilled water, containing ten or fifteen drops of diluted phosphoric acid in each. This acid, says the doctor, is one of the most powerful influences known to science for shielding the system from old age. All drinking water used after middle-life should be distilled. Ordinary water contains deposits which aid in the partial ossification of the body. This recipe should be more strictly adhered to as age commences to mar beauty. In youth it is not necessary to be so strict as toward middle-life.

This may sound very visionary, yet it is not at variance with opinions of some of the wisest anatomists and chemists. Dr. A. Dechambre, the noted French anatomist, has shown that the vital processes which indicate the aging of an animal exhibit their intensities especially in the heads of the bones. In infancy the latter are cartilege, which gradually and uniformly hardens into bone. According to his estimate, this hardening under natural conditions should not be so complete as to cause death until between the nintetieth and 100th year. In other words, he finds that death is a result of ossification.

Dr. Kinnear is not the only one whose brain has lately been hatching out schemes by which the ambition of Ponce de Leon may be partially realized before the close of the dawning century.

Dr. Baraduc, who lately created a sensation by his revelations before the Congress of Psycology at Munich, claims now to have devised a delicate instrument known as the "biometer," for measuring the intensity of the vital force in man. This intensity is claimed to have proportionate effects in attracting or repelling a delicately poised needle so many degrees. Continued youth, of course, depends upon the keeping of this force at its maximum after middle age. When a man is in perfect health the vital current plays through his system from right to left, according to the biometer. The right hand then will attract the needle 15 degrees, because the current is entering and the needle strives to follow the force. The left hand will repel it, because the force is leaving that extremity. Loss of vitality is supposed to be shown by both hands repelling the needle. During sleep, however, both hands attract it. A reversal of the current of its own accord is looked upon as a sure harbinger of trouble. According to the doctor, an instrument which will then reverse it again will greatly prolong life. He has invented a device which he claims will do the work of renewing youth more effectively than any other instrument yet invented. As soon as the biometer registers a great loss of vitality the subject is shut in a cell in which are arranged electric lights of great intensity and other electric fixtures. After remaining in this mysterious luminous bath for five minutes he regains his maximum of vigor and thus has his youthful vitality restored while he waits. The biometer afterward indicated that the vital current has been reversed and is working overtime.

The writer a day or two ago talked over these matters with Dr. Elmer Gates, the progressive inventor and experimenter.

"It is my belief," said Dr. Gates, "that man should be able to do as well as many animals do—live eight or nine times as long as the period before maturity. Man matures at about twenty-four or twenty-five. Nine times this would be at least 200 years. But I have other reasons than this analogy for believing in the prolongation of human life. In the first place, parents of ideal health have seldom taken special precautions to beget children. Selective propagation, which has produced such wonderful results in the whole range of animal and vegetable culture, could be applied to the human race. It is very easy by selective propagation to lengthen the life period of lower forms of animal and vegetable creatures. In fact, I have succeeded in trebling the length of life of several lower forms of organisms, and the same principles will apply to higher forms. When it is remembered that the human race has probably not yet produced a single child the result of fullest scientific parental preparation, it will not be wondered at that life is so short. If for five or six generations parental preparation was made, the average period of life of the descendants would probably be about double that of the present average period.

"Again, the early periods of life have been left almost entirely to chance. But little thought has been given to proper dress, to proper exercise, to proper nutrition along the superior lines opened by recent discoveries. Furthermore, health is not possible in a person who has either under or overdeveloped any part of his brain. The systems of education in vogue have most largely developed one or two or three groups of brain structures, almost to the entire exclusion of other groups. The time will some day come when the child will be given an all-round brain development. We may then expect much higher health and longer life. The only one of the environmental conditions which we now regulate is that of heat. For that purpose we have stoves in our houses and wear clothes upon our bodies. There are five or six other environmental conditions of equal importance which humanity has not yet attempted to regulate. When this is done, longer life will be the result.

"Furthermore, we are entering upon an era of food-improvement. I have found that by a process of selective propagation and by a method of training the psychologic functions of the cells of plants that any of the desirable chemical components of a cereal, fruit or vegetable can be regularly augmented from 1 to 2 per cent in amount each plant generation and the undesirable chemical constituents eliminated at about the same rate. The time, therefore, is not far distant when foods will be obtainable capable of more completely nourishing the body and more fully supplying mental energy. This will prolong life.

"I have still another reason. Medicine has not been scientific. The time is not far distant when a more scientific mode of curing disease will be in common use. I have lately demonstrated that by psychologic measurements the approach of a chronic disease can be detected a few years before the patient has the first conscious symptoms. This inaugurated a scientific preventive medicine and hygiene.

"Indeed, I see no reason why the health of man cannot be prolonged even beyond the 200th year. A few instances have been recorded where people have attained an age beyond a century. If these had intermarried and had applied the suggestions I have herein made, there is no doubt but that their progeny would have lived to a greater age, and so on, until a race would be produced capable of living perhaps 300 years. It is all a matter of cell-functioning—that is, of mind functioning—as to whether a man shall live long or not."

PRINCE WILLIAM OF WIED, WHO IS TO WED QUEEN WILHELMINA.

Prince William Frederick Henry of Wied, the future husband of Queen Wilhelmina of Holland, is a dashing, capable young fellow, whose lineage befits him for the place of consort to royalty. He is 23 years old and the second son of William Adolphus Maximilian Charles, prince of Wied, which is not a very large state, but on old one, in the Rhenish Prussia. Marie, princess of Nassau, was the grandmother of Queen Wilhelmina's fiancee, and his grandfather, of course, was the late Prince of Wied, Hermann. William's eldest brother, the hereditary prince of Wied, is Frederick Herman Otto Charles, four years the older. Next in succession come Prince Victor and the Princesses Louise and Elizabeth. All of these princes have William for a first name and their sisters have Wilhelmina. It is said that the wedding will take place at a very early date, and although there has been no official announcement of the engagement, the court gossips all say that the young queen definitely decided on sharing her life with the Prusian prince. The formal announcement of the alliance will be made very soon, at the marriage of Prince Frederick of Wied to Princess Pauline of Wurtemburg.

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Hypodermic Injections Given to Bags of Sample Ores—Strong Solutions of Gold Thus Placed Have Led the Sales of Worthless Properties — Old Methods of Salting Long Since Discarded.

From the Chicago Inter Ocean.

Following in the wake of the miners who make a general stampede for a new El Dorado gold field upon the slightest pretext come the professional gamblers and daredevil adventurers who live upon the proceeds of the new mines worked by the successful claimants. Salting mines is a species of swindling that prospered more in the zenith of California's great gold-digging days, but it has not by any means died out. It has assumed new phases, which sometimes make it difficult of detection, and the man who deliberately follows this business is something more than a shrewd adventurer. He is a scientific man as well as one of cool nerve and adventurous nature.

In the early days of mining an unscrupulous swindler would merely scatter around some gold dust and nuggets in a claim he wanted to salt. He would take the trouble to mix the gold well into the surface layer of loose gravel and earth. Then upon a superficial examination it would appear as if the claim was rich in possibilities. Some of the dirt would be taken out and examined. Naturally it would yield enough to make the mine pay fabulous prices. Usually the deal would be transacted right then and there, the mine salter putting in the innocent plea that he was anxious to return to civilization, and that for a small consideration he would part with what he knew would reap him a great fortune if he stayed to work the claim. In stories and fiction, at least, the good-hearted miners would confess that they didn't want to cheat the lucky owner, but if he was so anxious to get home again to his family they would put up the necessary dust to take the rich claim off his hands. Then after the deal the swindler would disappear, and a week later a general howl for his blood would go up in the mining camp.

OLD METHODS OUT OF DATE.

All of this primitive way of salting and selling gold mines may have prevailed once upon a time, but it has been long years since it would answer the purpose. The man who attempted to impose such a glaring swindle upon a mining community would more than likely swing by the neck before sundown. Salting mines has passed through various stages until today it is as much of a science as digging for the gold. The professional swindler must meet and deceive trained metallurgists, and he plays for stakes so high that one transaction will net him a fortune.

The present day mine salter comes to New York, London, Paris or other large cities to finish his swindle. He plays for high stakes, and he does his work scientifically. The work of salting his claim is not performed in a day; it is probably the result of weeks and months of continuous labor. He knows what to expect—the careful examination of the rocks and soil by a trained expert—and if he cannot deceive him his labors are all in vain. After the work is all completed he takes samples of the dirt with him to show to the capitalists with whom he tries to negotiate a sale. This dirt of course, is rich in fine particles of gold, and not even the best metallurgist in the world could tell whether it had been deposited there by nature or by some shrewd swindler.

SHOTGUNS AND SYRINGES.

It was a common practice once upon a time, according to all stories, to load a shotgun with tiny pieces of gold, and then to shoot them into the vein of ore. This gives the appearance of minute particles of gold in the rocks, but only the credulous miner on the scene during an intense excitement would be swindled by such a process. The trained scientific expert would laugh at such clumsy salting, and pity, rather than hate, the man who attempted the swindle. It is the rule now for metallurgists to make a great number of borings at various places along the line of the vein of ore. From each boring samples are taken and shipped to some trustworthy assay office. The amount of gold to the ton of rock that these samples produce generally indicates the worth of the mine.

For some time after the experts adopted this system the mine salters were at a loss how to get even with them. They could not foretell at what places the experts would make their borings. The samples of ore were usually packed in bags under the eye of the expert, and each bag was marked to show on a diagram from what place the ore came. The bags were finally sealed up and shipped away. But one day a shrewd mine salter took an ordinary hypodermic syringe, and, thrusting the needle through the bagging, injected a strong solution of chloride of gold over the samples of rock and dirt. The operation was so simple and easy that it was not detected. When the samples were assayed the ore showed that the mine would yield several hundred dollars to the short ton. The expert metallurgist was deceived, the mine was purchased for a big sum, and the inventor of one of the most recent methods of salting mines got safely away to parts unknown before the fraud was discovered.

CHLORIDE OF GOLD PAINTING.

Since then the choride of gold method of salting mines has varied somewhat, but experts are always on the lookout for the trick in some of its many forms. At an expense of $50 one could paint the faces of ore with chloride of gold and make a poor mine produce an excellent showing at the assaying office. Many a man and company has been swindled by this process. The assayer's laboratory on the spot, whose services are freely offered to the examining expert, has deceived others time and again. It was some time before a bright metallurgist discovered that gold had been introduced in the bottles containing such re-agents as borax, litharge, and soda. Ore obtained from rich mines is sometimes dumped into worthless mines for salting purposes, but the experts are not deceived by this trick. They insist upon securing their samples by blasting under their own eyes.

If the miners engaged in blasting are easily bribed to work in the interests of the mine owner, it is not a difficult thing to salt the mine under the very nose of the metallurgist. Holes are drilled into the rocks at places marked out by the expert. When the dynamite stick is inserted into the hole the mud taken from the hole is often used to tamp it. If a swindle is intended small particles of gold are mixed with this mud when the expert is not looking, and after the explosion the gold is distributed through the rock and quartz in such quantities that the expert is amazed. The explosion drives the gold into the rocks, and makes it appear for all the world like a natural deposit. Usually this gold is obtained from some rich mine, just as nature put it in the earth, so that under the microscope it shows no marks that will suggest its coming from gold coins. There are scores of swindles perpetrated every year in some of these ways.

ASSAY REPORTS DUPLICATED.

Another common method is to sell a mine upon its record. Such mines have some gold, and the owners begin to establish a record for it in a way that dazzles some who are not experts. The first output is assayed, and then the bar of gold is taken to the United States government assay office, where a certificate is obtained that a bar of gold of such fineness and value was taken from such a mine on such a month. When the next assay comes around this innocent bar of gold is melted up with the rest of the gold and does service again. In this way, by using the same innocent bar a score of times, a high record of output can be obtained and certified to by the United States assay office? None, probably, except a metallurgist who has long studied the ways and tricks of the mine salter. Some innocent capitalist purchases the mine and saves the large salary of the trained mine examiner. In the end he regrets his bargain when it is too late. Many such transactions are made every year. In view of the many gold mine swindlers on the field, it would seem as if the mine expert was absolutely essential to the capitalists who would invest their money. The salting process is confined to no particular field or metal. Some of the largest swindles on record belong to the tin and copper industry. It is easier sometimes to salt these than a gold mine, and the tricks of doing it are just as numerous and deceptive as any used in alleged gold mines.

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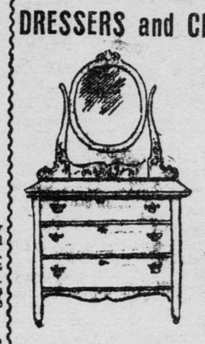

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BOSTON'S BIG NEW DEPOT.

The Union Terminal Station, Now Nearing Completion, Will Be the Finest and Biggest in the World.

The new union terminal station at Boston is nearing completion, and when it is finally finished the Hub will be able to boast, among other things, of the most magnificent depot in the United States—or anywhere in the world, for the matter of that. The bill that authorized the erection of the new terminal station passed the Massachusetts legislature early in 1895, and the labor of preparing the plans was immediately begun. These were approved by the mayor of the city and by the railroad commissioners in December, and the work on the building and yards was commenced at once.

The station fronts on Sumner and Cove streets, one corner overlooking Federal street at the intersection of the three thoroughfares. It is here the principal entrance is. There is a frontage of 228 feet in the corner which describes the arc of a circle, and of this ninety-two feet are devoted to the entrance proper. On Cove street the building has a front of 329 feet and extends along Sumner street for an equal distance. In addition to the main building there is on the Cove street side the baggage room, which continues on to the train house—350 feet—while on Sumner street a similar two-story structure extends beyond the main building to Dorchester avenue. The train shed, with its tracks and platforms, lies between the two wings.

The main body of the building is five stories high, and the office room afforded will be in excess of what is at present required.

The general waiting room is located in the central portion of the building at the head of the tracks and looks out upon Sumner street. It is sixty-five feet in width and has a length of 225 feet; is two full stories high, and its ample window space is one of its most admirable features. At one side of the waiting room is the ticket office; the space it will occupy is 12 by 90 feet. It will have twenty-four windows. There will be a bureau of information, telephone and telegraph offices, and stairways leading down to the suburban train level, seventeen feet below.

Beyond the waiting room and about midway between the main entrance and Dorchester avenue, is a wide passage, which leads directly from the street into the train shed. Beyond this again is the restaurant—this is 68 feet by 73 feet. There is another restaurant on the floor above for the use of employes exclusively. The kitchens, etc., are also in the second story.

In the way of conveniences for the handling of baggage and express matter the new station will be wonderfully well equipped. In the baggage rooms—there are two, one on the Cove street side and the other on Dorchester avenue—will be the lifts to the suburban level and to the baggage and storage rooms.

On Cove street is the office entrance; here are three elevators and a stairway that give access to them. Next to the office entrance—and occupying a space 64 feet long and 42 feet wide, between it and the main passenger entrance—is the parcel room.

The train shed will accommodate twenty-eight tracks; they will be surrounded on three sides by a broad platform. It is estimated that these twenty-eight tracks will hold at least 350 coaches.

There will be seven platforms the full length of the train house that will be used for the trucking of express matter and baggage. At the ends of platforms will be elevators that will connect with a passage leading under the tracks to the baggage room. By this arrangement the trucks will be kept out of the way of the passengers.

Suburban traffic will be handled quite independent of through traffic. This will be rendered possible by the use of the two train levels already alluded to. All through trains will come in and depart from the train shed on tracks slightly raised above the level of the first floor, while the suburban trains will enter and leave on a grade seventeen feet lower; in other words, the suburban trains will use the basement, where the tracks form a loop.

Just what the capacity of the suburban service will be can be judged when it is said that the arrangement of tracks will make is possible to care for 2,000 trains in the course of a day of eighteen hours, and to do this only two tracks would be required.

Needless to say, the terminal station is built for the future as well as for the present. It is planned to meet demands that do not now exist.

The tracks will be divided into two groups at the Summer street end of the basement; they are to be separated by a wide space devoted to platforms—the inner one to be used for loading only. Stairways lead down from the general waiting room on the floor above, thus the out-bound passenger, when he reaches this inner platform, can get to his particular train without difficulty. The outside platform will be given up to the incoming traffic, and the two crowds can be handled without mixing. The lower floor has platforms sufficient to allow fourteen trains of three cars each to pull along side of them—seven to a side. This plan will permit of the sending out of one train every sixty seconds, and will give each four or five times that long for loading and unloading. The platforms will easily accommodate 25,000 people.

The most striking and satisfactory ornamentation is contained in the curved front. It is constructed of solid masonry to the third floor, and from thence on a colonade stretches across the entire front; it is surmounted by a clock fourteen feet in diameter. The facade will be of stone and brick. On each side of the entrance and extending down Cove and Summer streets, will be a glass and metal awning projecting as far out as the curb.

The building will represent the very latest ideas in the matter of heating and ventilation. Electric motors will drive the fans, furnishing hot blast and tempered air, while exhaust fans will insure thorough ventilation. Steam and compressed air pipes will extend through the yards and train sheds and to the tracks of the suburban level. The purpose of these will be to heat the cars in cold weather; they will also be of use in testing air brakes, etc.

There will be ten boilers in the power house. The electrical power will be supplied by Westinghouse compound engines of 1,500 horse power each, directly connected to Westinghouse dynamos. Nineteen elevators and lifts are to be used in the building. They will be located at different points in the baggage rooms, train shed and at the office entrance.

One of the most important mechanical features is an ice plant, where ice will be made for use on the trains and in the restaurants. Another will be a complete refrigerating plant, a fire engine department and a pumping plant to prevent the flooding of those portions of the grounds that are below tide water.

In constructing the basement for the suburban service it was necessary to go fifty feet below the level of the ocean, which, by the way, is only 100 feet distant on the Dorchester avenue side. The city of Boston is to spend about $1,000,000 in the building of bridges and sea walls. To effectually shut off the water from the basement it was necessary to lay eight acres of waterproof material. The station, with its accessories of yards and grounds, will cover thirty-five acres. Of this ten acres will be devoted to the train shed.

In the structural work 15,000 tons of steel are to be used. This weight of metal rests upon 40,000 piles; while in the shed and yards fifteen miles of track will have gone down when all is complete.

The cost will probably reach $13,000,000, or $9,000,000 for the land and $4,000,000 for the buildings.

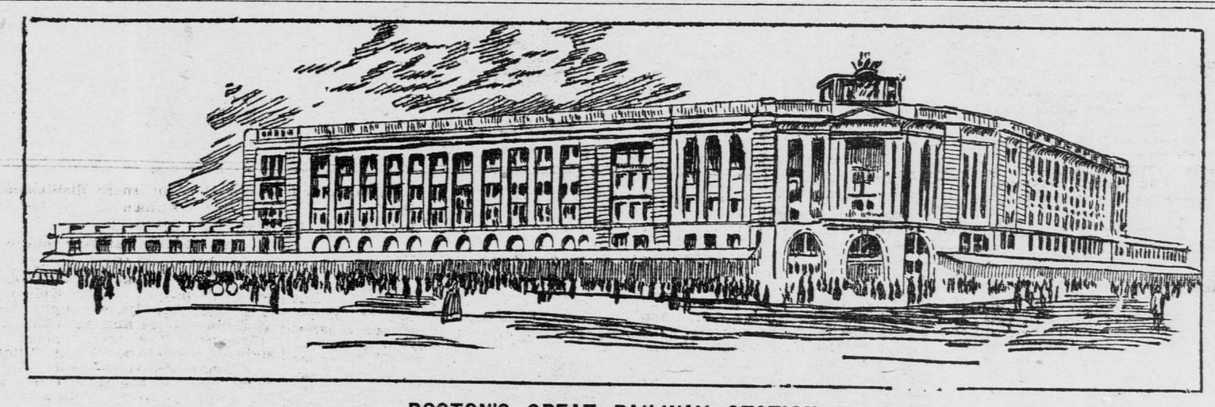
Just how the Boston station compares with the other great stations in the United States may be seen by the following list, taken from the Railway Age of June 4, 1897:

Train Sheds.	Width, feet.	Length, feet.	No. tracks
St. Louis union station	600	630	90
Phil. station, Penn. R. R.	300	592	16
Phil. station, P. & R. R. R.	260	800	14
North Union station, Bost.	460	500	23
Grand Cen. station, Chic.	150	600	6
Cen. station (Pk.R.), Chi.	140	650	8
Grand Central, New York.	322	620	21

Boston's only rival is St. Louis, which comes first on the list, the union station there having a width of 600 feet, a length of 630 feet and a total of thirty tracks. The Hub beats this in the matter of length by 100 feet, in width by 20 feet, while her system of tracks leaves but little room for comparison.

It was expected that the station would require from a year and a half to two years to build, and it is stated that the work will be far enough along for the Midland and Plymouth divisions to move in by Jan. 1.

The Terminal company is governed by a board of five trustees, one being appointed by each of the five roads that are associated in its buildings—and that will use it when finished. They are Charles P. Clark, representing the N. Y., N. H. & H. railroad, chairman; Samuel Hoar, B. & A. railroad, vice chairman; Charles L. Lovering, Old Colony railroad; Francis L. Higginson, N. Y. & N. E. railroad; Royal C. Taft, Boston & Providence railroad. Officers—John C. Sanborn, manager; Charles F. Conn, treasurer; George B. Francis, resident engineer; James W. Perkins, clerk.



BOSTON'S GREAT RAILWAY STATION.

CARELESSNESS.

Often Causes No End of Suffering.

Probably half the people who see this article suffer from Piles. It is one of the commonest diseases and one of the most obstinate. People have it for years, and just because it is not immediately fatal they neglect it. Carelessness causes no end of suffering. Carelessness about so simple a thing as piles has often caused death. Hemorrhages occur during surgical treatment, often causing death.

Piles are simple in the beginning and easily cured. They can be cured even in the worst stages, without pain or loss of blood, quickly, surely and completely. There is only one remedy that will do it—Pyramid Pile Cure.

It allays the inflammation immediately, heals the irritated surface, and with continued treatment reduces the swelling and puts the membranes into good, sound, healthy condition. The cure is thorough and permanent. Druggists sell the Pyramid Pile Cure at 50 cents. Send for Free book on cause and cure of Piles by addressing Pyramid Co., Marshall, Mich.

Liquid Air.

A liquid air factory is in construction, and presently we will be able to buy frigidity in pints, quarts and gallons. It will be delivered in quantities to suit at a price far below the cost of ice, and in a condition that absolutely precludes the possibility of waste or short measure. It is clean and pure. It is made without the use of chemicals. One gallon of liquid air, reduced to its lowest temperature (470 degrees below zero), is equivalent for refrigerating purposes to a ton of ice. One small tumblerful, dipped out and placed in the ice chest, will maintain a temperature of zero for twenty-four hours. Hail, boom! Hail, deliverer!—New York Press.

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Oldest Railway in America.

South Carolina Line First Used Horses and Sails as Motors.

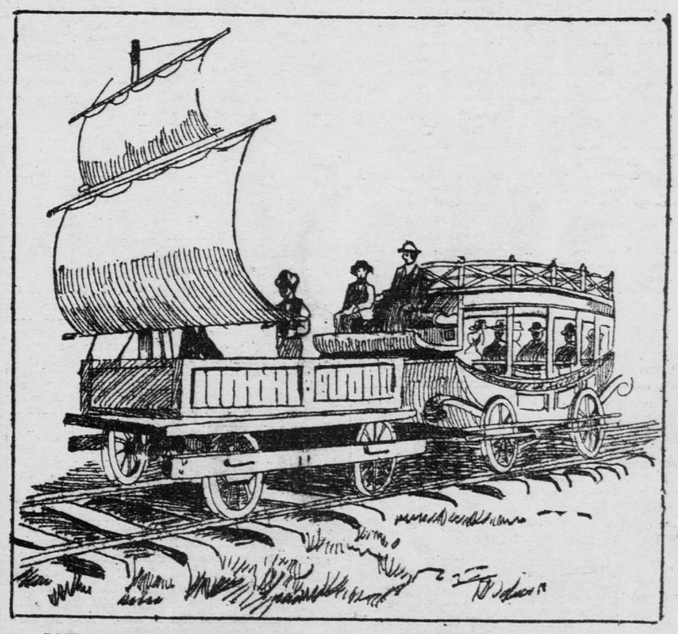
CHARLESTON, S. C., Oct. 25.—L. A. Emerson, traffic manager of the South Carolina and Georgia railroad, has compiled some interesting information about his road, which is the oldest in the United States, and, excepting a few short lines built in England in the early '20s, the oldest in the world. The South Carolina company was organized May 21, 1828, and during 1829 six miles of the road were constructed. At the start horse power only was used. Then a premium of $500 was awarded to the inventor of the endless-chain process which was calculated to move passenger cars at the rate of twelve miles an hour. In 1829 and 1830 sails were substituted for the horse power. This experiment proved highly satisfactory, as it carried, when the wind was right, thirteen passengers and three tons of iron at the rate of ten miles an hour. This means of locomotion, however, came to an abrupt end one day, when the wind suddenly changed and took the sail, mast, sailors and all overboard in a gale which drove the cars at fifteen miles an hour.

In March, 1830, a contract was awarded in the West Point foundry of New York to construct an engine guaranteed to make ten miles and hour and haul three times its weight. This was the first locomotive built in America, and it was called Best Friend. It was a four-wheel concern, all the wheels being drivers. These wheels had iron hubs, with wooden spokes and felloes. The boiler was vertical, like an old-style porter bottle. The machine exceeded in power the wildest hopes of both the railway men and the builders, for it proved capable of carrying a load of between forty and fifty people sixteen miles an hour. On June 18, 1831, however, a negro fireman held down the safety valve, and as a result the boiler exploded, landing the whole concern in the ditch. The accident was thought at first to be the result of fast running, as the train was at the time making close to eighteen miles an hour, and shortly afterward the following resolution was adopted by the board of directors:

"No greater speed shall be made by the engineer that fifteen miles per hour with one car of passengers, twelve with two cars, and ten miles with three cars."

The next engine owned by the South Carolina road was named the West Point, and made two miles in eight minutes. The state legislature stepped in at this point and declared that this rate of speed was excessive and dangerous to human life, and as a consequence the company put a "barrier" car on each train. This "barrier" car was a flat car loaded with cotton bails, which was expected to act as a sort of brake, and diminish the force of the fall when the passenger hit the ground.

These experiments, Mr. Emerson says, were among the early experiences of this historical road. They began with horse power and sails, and today, after a varied experience, extending over nearly three-quarters of a century, the company possesses one of the best-equipped roads in America.



SAIL MOTOR ON SOUTH CAROLINA AND GEORGIA RAILWAY.

Rheumatism and Horse Chestnuts.

"My experience with the horse chestnut as a cure for rheumatism," said a New York bishop to a Washington, D. C., reporter, "was all on the side of the horse chestnut, and it has been the same with a number of persons to whom I recommended it. I had often heard of the value of the horse chestnut, but had never tried it myself until during the first term of President Cleveland. I was spending the day at the White house, and just before dinner with the president took a walk in the grounds immediately south of the executive mansion. It was during the first week of August. Passing near a chestnut tree, I picked up two or three handsome buckeyes and was about putting them in my pocket, intending to keep them for some children up in Albany, to whom I had promised to take some souvenirs of Washington.

"The president noticed my action, and remarked, 'Those nuts, they say, will cure rheumatism, and many people down this way have great faith in them.' I answered that I had often heard of their value in that connection, but that my purpose in gathering them was to give them to some children who I knew would appreciate them, from the fact that they grew in the White house grounds. At the time I was suffering from a rheumatic attack, which, though mild in comparison with some I had had, was sufficient to remind me that I was not free from pain. On the suggestion of the president I picked up some more and put them in my pockets. It was a week or more before I returned to Albany, but by the time I got there my rheumatism had disappeared. I gave all the nuts away except two, which I had carried for some months, one in each trousers' pocket. Since then I have never gone a day without the horse chestnuts in my pocket, getting a fresh supply each year from a clerical friend who resides here."—Pittsburg Commercial-Gazette.

Government Encouraging Tourists.

In some of the less accessible parts of Norway visited by tourists there are no inns in the villages. The government has now decided to grant in such cases a certain annual sum to the owner of a spacious house in each village, the proprietor agreeing, in turn, to accommodate four or more guests if called upon.

Crying Benefits Women.

A good cry is beneficial to a woman. Crying does not consist merely in the shedding of tears, but includes so general and widespread an action of the muscles that the whole body is convulsed, and the blood pressure on the brain is much reduced.

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