VIRTUES OF HOT WATER.

Many Are the Aches and Pains It Will Relieve.

Not a phrase conveying an impression of entire felicity, yet it may be found that water, hot, has manifold uses and is peculiarly able in certain places to afford comfort and relief. A physician who has tried it says that no agent so quickly relieves nausea and vomiting as water, hot as it can be taken. For constipation drink of hot water a short time before retiring at night. Dyspeptics are benefited by sipping a cup of hot water an hour before eating. The same practice tends to flesh production, and is one of the rules given sometimes in prescriptions for the cure of lameness.

As water is so considerable an element in the physical structure, it is in some sense a food, though—knowing, too, that without it life cannot be supported—it is not usually regarded in that manner, and the knowledge that a weak stomach will retain hot water when it will nothing else may be oftentimes of value.

Let those who are inclined to sneer at "only hot water" try a cup of it, fresh water, quickly heated and brought to a boil, used with cream and sugar as for coffee. If coffee, as many believe, encourages dyspepsia, and tea renders its consumers subject to headaches, while a cold fluid with warm fluid is not hygienic, it answers to reason that if any drink must be used at meals, the one we are considering (or else hot milk), having none of their objectionable qualities, is preferable.

To ward off the cold threatened by a chilly sensation, drink a cup. To loosen a tight cough, sip water as hot as it can be borne. A hot compress, with a dry flannel over it, persistently applied to the throat and chest will cure a stubborn cough, a sore throat and cut short in its incipiency congestion of the lungs.

To dip a cloth in hot water and lay it quickly over the seat of pain is sometimes a relief in neuralgia. The same application on the stomach will banish colic. In croup place about the neck a flannel wrung out of hot water. For sprains hot fomentations are excellent. In such cases care should be taken that the clothing is protected from dampness by the intervention of a dry cloth, and in all the uses for it thus far given it must be kept in mind that the water is to be really hot.

In spasms place the afflicted child as quickly as possible in a hot bath—that is, one heated as much as comfort will allow. The convulsed frame will be relaxed and soothed by its contact with the warm water. A hot bath after exposure will do much to prevent the taking of an infectious disease. An occasional full hot bath upon retiring is of great benefit in inducing sleep. Even a footbath will be found a help as a means to the same.

When a person is tired and heated, bathing the face with warm water will prove more comfortable as well as less dangerous than the use of cold. Weak eyes are made stronger by bathing them regularly in water as hot as can be borne. If they are tired, such bathing, to which is sometimes added a little salt, will wonderfully rest them.

For a fine complexion and velvety skin never use cold, but warm water in washing the face. It may be first washed with soap and hot water, then rinsed with tepid water. To bathe the face daily in hot water will, it is said, remove pimples. And the appearance of wrinkles may be greatly delayed, it is believed, by the use of the hot bath.—St. Louis Republic.

A Train of Blackguards.

In many of the great cities of Europe whenever a great festival is about to take place all the questionable and suspicious characters are "urged" by the police to take a few days' airing in the country and to disappear for a time from their accustomed haunts. This is found preferable to putting them under lock and key.

In Petersburg and Moscow and in Vienna those who do not leave of their own accord on being thus pressed are shipped off by the police in a special train, and Japan has recently adopted the same excellent custom.

Now, whenever a popular pageant is about to take place the Soshi-no-Kisha, or "train of blackguards," may be seen steaming away into the country with its freight of known and suspected malefactors.

MODERN SEA FIGHTING.

Lessons In Naval Warfare Learned In Blood.

EXPLOSION ON THE ESMERELDA.

Modern Battleships In South American War—Tragic Fate of Admiral Grau. How the Huascar Crew Fought Against Fate Until Shot to Pieces.

A few years ago the boundary troubles between Chile, Peru and Bolivia resulted in an alliance between the latter two to make war upon the former. For some years Chile had been gathering a modern navy, and when hostilities were declared she had several first rate cruisers, including the O'Higgins and the Cochrane. These vessels were of a little less than 10,000 tons displacement, possessed the twin screw and were armored and equipped with main batteries of 10 and 6 inch guns, with a full complement of rapid fire and machine guns. To oppose these the allies had but one vessel which could be considered in any way a match for them. That vessel, the Huascar, of the Peruvian navy, was an armored cruiser about equal to the Cochrane in displacement and armament. A military historian in the Philadelphia Times states that when war was declared the Peruvian government placed Captain Grau, a thoroughly experienced, brave and competent sailor of German descent, in command of the Huascar as the admiral of the allied navies. Captain Prat, a friend of Grau and an able seaman of English descent, was placed in charge of the Chilean squadron and put to sea in the Esmerelda, an unprotected cruiser, accompanied only by her sister ship, the Independencia.

While cruising off Iquique on the 22d day of May these vessels were spied by the Huascar, and Admiral Grau decided to engage them both, cleared his deck for action and bore down upon them. Captain Prat stood his ground, and an action commenced which soon demonstrated that no number of wooden ships can stand before the armored cruiser. The shot from the Esmerelda and the Independencia, one of which weighed 200 pounds, pelted the Huascar steadily at a decreasing range, and only one of them made a dent in the armor. On the other hand, the Huascar's shot went through the wooden cruisers as though they had been paper, converting them into regular slaughter houses. In vain did the brave Prat try to ram the steel monster until, driven to desperation, with drawn sword, at the head of a boarding crew he jumped aboard the Huascar and fell at the gangway pierced through the brain by a rifleman in the rigging. Seeing that the battle was lost, the Esmerelda escaped under the guns of shore batteries, but in trying to follow her a shot from the Huascar penetrated to the magazine, and the Independencia blew up, with all on board.

EXPLOSION ON THE ESMERELDA.

Repairing his slight damages, Admiral Grau turned south along the Chilean coast and began that cruise which, a few months later, terminated in the most terrific naval conflict of modern times. Bombarding cities, sinking the wooden vessels of Chile and destroying commerce, he swept everything before him until the name of the Huascar became the synonym of terror. At this time the admiral had an experience with a torpedo which permanently prejudiced him against that engine of warfare. Seeing a Chilean vessel one day, he decided to blow her up. The torpedo was fired, proceeded about half way to the mark, then turned and made a direct line for the Huascar, which was only saved by a seaman jumping overboard and catching it. Lowering his stock of torpedoes into a boat, he had them rowed ashore and buried in the cemetery of the village, and from that day refused to let one come on his ship.

But the glorious career of brave old Grau was near its end. Chile, thoroughly aroused by the depredations of the Huascar, fitted out a powerful squadron, which was sent out to hunt her down. Suspecting the whereabouts of the Huascar, the Chilean squadron took up a favorable position and waited off the port of Autofagasta.

The first day of October dawned bright and beautiful and witnessed the Huascar jogging leisurely up the coast under an easy head of steam. At 3 o'clock in the afternoon, while Grau was smoking his pipe on the quarter deck and enjoying the soft spring air, the lookout in the foretop descried smoke on the horizon and gave the alarm. A little later the Cochrane, the Cavadanga and the Blanco hove in sight to the south, while almost at the same moment the O'Higgins, the Loa and the Causina appeared on the north. Grau was caught in a trap. But he was a man of resources and resolution, and his decision was soon made. Heading his ship to the eastward, he steered toward Arica under a full head of steam. Changing their course also, the two Chilean squadrons paralleled his course. The Huascar was now fairly trembling as she bounded forward under forced draft, but the black clouds of smoke from the pursuers showed that they were straining every nerve to overtake the enemy. As the afternoon wore on the O'Higgins forged ahead, followed closely by the Cochrane, and it was apparent that they were gaining. At nightfall the Huascar was off Arica, and the Cochrane was scarcely three miles away. The only hope left was to round Point Augomos and escape down the coast, and consequently the Huascar poured oil on her fires and put on every pound of steam that she could bear. But still the Cochrane and the O'Higgins drew steadily nearer. The point was now in sight, but the two battleships were in range, and there was nothing left but to fight. Grau cleared his decks for action, the magazine rooms were opened, the hoists were adjusted and the surgeons took their places in the cockpit. The moon was shining brightly and the big Chilean battleships could be plainly seen coming every moment closer. At 9:25 o'clock, when exactly off Point Augomos, the Cochrane was just 3,000 yards away. The Huascar opened the action. The first shot struck the Cochrane, which replied with a continuous fire. The fourth shot pierced the Huascar's armor and killed 12 gunners. The O'Higgins now came up and opened fire. Five minutes after the beginning of the action commands ceased to come from Admiral Grau. Entering the tower, it was found that a cannot shot had literally torn the brave old commander to pieces. One leg was all that was ever discovered of him.

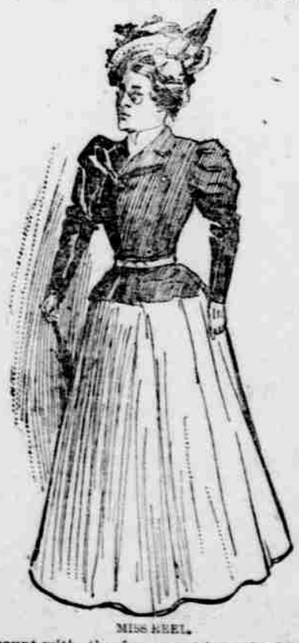
Captain Aguirre assumed command, and two minutes after entering the tower a solid shot shoved his head clean off. Lieutenant Corbojal then succeeded to the command. Five minutes later a shell exploded in the tower and killed him and five others. The scene was now something awful to contemplate. The O'Higgins and the Cochrane were alongside and were pouring a continuous fire into the Huascar, whose trained gunners were all killed and all of her 10 inch guns dismounted. Her smokestacks were shot away, and dense clouds of black smoke were filling the vessel. The unskilled gunners fired, but their aim was wild, and they did little damage. The big guns from the assaulting cruisers sent shot after shot crashing through the Huascar's armor as though it had been paper, while the machine and rapid fire guns raked her decks until dead men were piled in heaps. So great was the carnage that the dead and wounded were pitched below to make room for the living. Lieutenant Rhadriguez, who had succeeded Corbojal, was torn to pieces by a shell, and Lieutenant Palacios, who then assumed command, was killed a few minutes later. Ensign Gorezau then took command and gave the order to ram the Cochrane. The vessel did not move. Sending a man forward, it was found that the navigators were dead. Others were placed, and still the vessel did not move. "Ram, I say, by God, ram!" cried Gorezau in a rage. "Captain," replied a sailor, "the new navigators are also dead." Still others were placed, and the order to ram was again given. Then it was found that the steering gear had been shot away and that the vessel was helpless. So close now were the assailants that the fire from their guns set fire to the clothing of the dead sailors on the deck of the Huascar. Suddenly the firing ceased. The flag of the Huascar was shot away, and the Chileans thought that she had struck. Immediately another set of colors went up, and the battle commenced again. Every gun in the Huascar was dismounted, most of her men were dead, but the few survivors fought on with rifles. Seeing that the end had come and being mortally wounded with his last breath, the gallant Gorezau ordered his men to open the valves of the ship and sink. They tried to obey the order, but could not.

For an hour and a half the action had lasted, but all resistance was now over in the brave Huascar. Six commanders had been killed, her decks ran in blood, her guns were disabled, and there were but few of her crew left who were not dead or wounded. The Chileans boarded her and towed the charnel house into Mejillones bay. The greatest naval battle between modern warships had been fought.

INDIANS FOR WAR.

Red Men Will Fight if They Have Their Own Way.

The use of Indians in the Spanish war is being carefully considered by the government authorities. The savage Sioux are most talked about, but Indians with some civilization might be better soldiers. Miss Reel, superintendent of the Indian schools of Wyoming, has 200 select soldiers at the service of Uncle Sam. An authority states that for scouts and skirmishers the Indians ought to be valuable, but for close order battle, such as the soldiers of the line occasionally must meet, they would be worthless. Their traditions are against that sort of thing, and it would not be natural for them to stand the fire of a machine gun in close order. It is their nature to take advantage of the protection which nature affords in the field, and no company of Indians could be forced to stand up and fight. The same authority says: "The absence of horses will not count with the forces put into the field, for, as I understand it, the Indians will fight as an infantry organization, to be mounted in an emergency. My experience is that the Sioux make the best fighters on horseback, but I think this is due to the fact that they thus become more daring, knowing that if they do not want to fight they can run away. In fact, this is a great factor in Indian warfare. Mounted, an Indian force may quickly disappear in the face of a superior force of the enemy. The Indian knows this and always considers discretion the better part of valor."



MISS REEL.

A TRAINMAN'S RISKS

FIGURES WHICH GO TO SHOW THAT THEY ARE OVERESTIMATED.

Brakemen, and the Old Hands Among Them, Are Oftenest Victims—But the Statistics Quoted May Be Exceptional. Benefits From Safety Appliances.

It has been estimated, and, in fact, railroad men frequently make the remark, that the average life of a man actively engaged in train service is about seven years. In other words, that they are either crippled up so as to render them unfit for service again in a like capacity or are killed on an average in that time. It has been found by looking over the records of one of the leading railroads entering Louisville that this is untrue. During three years, on one of the busiest roads entering the city, there were only 2 killed and 158 injured, all of whom were brakemen except two, and they were freight conductors who had assumed the duty of brakemen, one by making a coupling and the other by assisting in unloading freight.

It would seem that inexperienced men would be most apt to get injured, but the figures show differently, as indicated by the following: Eleven, or 9.56 per cent of the total number of trainmen, were injured during their first year of service; 18, or 12.16 per cent, were injured who had been in the service two years; 15, or 11.11 per cent, had been in the service three years; 23, or 16.35 per cent, four years; 26, or 20 per cent, five years; 27, or 21.77 per cent, six years; 13, or 9.63 per cent, seven years; 5, or 3.90 per cent, eight years; 3, or 2.47 per cent, nine years; 5, or 4.16 per cent, ten years, and 12, or 8.89 per cent, over ten years, some of whom had been in the service 15, 18 and 22 years.

It will be noted that the largest average of injuries occurred after the employee had been in service six years, and the figures given would indicate that employees as a general rule are careful up to the time when they have been in the service three to four years and then become more careless until about their eighth year of service, when the indications show that they again become careful, as those who had worked over ten years have a very small comparative per cent of injuries compared with those who had worked six years. With the completion of the equipment of all box cars with automatic couplers, airbrakes, etc., the liability of a trainman being injured will have been reduced to a minimum, as the record goes to show that at least two-thirds of the injuries were caused by attempting to couple automatic drawbars with a link and pin to the old fashioned solid or skeleton drawbar, which is very dangerous even to the most experienced railroad man. Other causes were on account of uneven drawbars, some being as much as three inches higher than others. All this will be rectified with the law which requires all drawbars to be of a standard height. A great many trainmen were injured by stepping upon stones or links in jumping off to throw switches, etc., quite a number by being thrown off on account of the icy condition of the tops of the cars.

There was one case where a brakeman was standing near the end of a car when another cut of cars struck it, and he was thrown from the top of the car to the ground, alighting squarely upon his feet and "stoving him up" severely, as will be readily understood. A few were compelled to jump from the top of cars in cases of derailment. Others had their feet mashed by attempting to shove an automatic drawbar over a few inches to enable it to come more squarely in contact with the automatic coupler. This is one of the serious objections to the automatic drawbar—that it will not couple readily on a curve, and it is necessary for the trainmen either to pull one of the drawbars over or shove it over with their feet.

One of the most general causes of pinched fingers was on account of the pin failing to drop all the way down into the hole when coupling with a link and pin. The brakemen invariably reach over to give the pin a start so it will drop into the hole, when the cars frequently roll one way or the other just a few inches and catch the pin just before it gets all the way down, causing it to tilt back and catch the fingers between pin and end sill of the car.

A few were injured by holding the grab iron on the end of the car—recently added to all freight cars by an act of congress—and attempting to make the coupling when long lumber or bridge iron would be extending over the end of the car to be coupled to, and catch their hands between the timber and end of the car. However, this dangerous method of coupling cars together that have lading projecting over the ends of them will soon be a thing of the past, as it is becoming a general rule for all companies not to permit the loading of cars in this manner. Whenever there is long timber to load the companies require the use of two cars instead of one, as heretofore.

With the taking effect of the new law compelling railroads to have all cars equipped with automatic drawbars and have the drawbars of equal height from rails, the position of railroad brakeman will not be such a hazardous one.—Louisville Courier-Journal.

Did She Ever Live In Boston?

A young lady of Buffalo who wanted something that would keep her stockings up where they belonged thus addressed the terror stricken young store clerk:

"It is my desire to obtain a pair of circular elastic appendages capable of being contracted and expanded by means of oscillating burnished steel appliances that sparkle like particles of gold leaf set with Alaska diamonds and which are utilized for keeping in position the habiliment of the lower extremities which innate delicacy forbids me to mention."—Buffalo (Wy.) Voice.

A TALISMAN.

What uses had he for all these—
This ring locked, rusty bunch of keys?
Ah, this one closed his vault of wine,
And this one opened up the mine
From whence he took the store of thought
That here are in his writings wrought.
But this? Why, here he held his life!
This was his latchkey, and his wife
Has thanked dear God to hear it turn.
Its place is 'mong the ashes in his urn.
—William Lightfoot Visscher in Woman's Home Companion.

AT THE AQUARIUM.

A Feeding Time Incident of Life In the Balanced Tanks.

When the decorator crab gets too big for its shell, it does what many other shellfish do—it sheds it, emerging with its new shell already formed, but at that stage of its growth pliable and not much thicker than paper. In its soft shell state it is comparatively defenseless, and it keeps out of the way of other shellfish if it can, but its new shell soon hardens, and then it goes about in its accustomed manner.

The decorator increases greatly, perhaps a third in size, almost immediately after leaving its old shell, which it scarcely seems possible it could ever have inhabited, but it gets out of the old shell nevertheless without damaging it and leaving it often disposed in a most lifelike form.

The decorators at the aquarium are fed separately, so that each will be sure to get its portion. The food is put down to them on the tip of a little stick, which is shaken gently over them, and the food, thus detached, falls within the crabs' grasp. There is no current in the balanced tanks in which the smaller decorators are, and anything dropped in the water drops straight down. The other day there were found in one of these tanks, clinging to the ulva, two decorators, which were supplied, as usual, by placing their food in the water where they would be sure to get it. Being somewhat pressed for time that day, however, the man who fed them did not wait to see the crabs actually eat. He placed their food within reach and trusted them to do the rest.

But glancing in at this tank on his return from feeding the small fishes and things in the other balanced tanks he saw the two decorators that he had found on the ulva still there and in precisely the same attitudes as before, and then he realized that they were not live crabs, but sheddings. He had been feeding empty shells. On taking them out of the tank he found inside of one of them the fragment of food which he had dropped for it, which had fallen into it through the opening between the upper and the lower part of the shell which the crab had made in getting out.

It may be that the two decorators formerly residing in these shells, but now secure in some distant part of the tank with new shells hardening on their backs, smiled as they thought of the feeding of their empty shells. It is certain that the man who fed them smiled as he arranged them for preservation in the aquarium's collections.—New York Sun.

Croquettes.

The secret of having croquettes firm, lies in their being mixed for a long time. The meat should be chopped very fine after being freed from all fat and gristle, and about a half pint of milk allowed to each pint of meat. The milk should be put over the fire while a tablespoonful of butter and 2 tablespoonfuls of flour are rubbed together. The hot milk is then added, and the whole cooked to a thick, smooth paste. Meantime, to a pint of chopped meat is added a tablespoonful of chopped parsley, salt and pepper to taste, the grated rind of a lemon, and a teaspoonful of onion juice, if that is liked, or some cooks simply rub a halved onion over the mixing bowl. The seasoned meat is then stirred into the paste and the whole turned out to cool. The meat should be allowed to stand for at least 2 hours before it is molded into croquettes. Dip first in eggs, then in bread crumbs, and fry in smoking hot fat. Powdered shredded biscuits will be found a pleasant variety to the bread crumbs. It is a caution, by the way, in the use of these biscuits, where bread crumbs are required, that they are very unsuccessful in escalloped tomatoes. They are too starchy, evidently, to be of use there, and they form a gummy mass that is not appetizing.—New York Post.

Simple Ruby Lamp.

Secure an ordinary quart size red Rhine wine bottle and by gently tapping on the bottom thereof break out enough glass to allow the insertion of a candle. A hammer can be used for this purpose, if a little care be taken. Then wrap a piece of ruby paper all around the bottle, securing same by paste or mucilage. The lamp is now ready for use, and by standing the bottle on a triangle of burned matches and lighting the candle, will burn without any trimming of wick and other oil lamp inconveniences. The little white light emanating from the top will do absolutely no harm.—New York Mail and Express.

Curious Typographical Errors.

Dr. Daniel of the Texas Medical Journal, referring to a recent editorial in The Statesman on typographical errors, gives an amusing experience in that line. He says he wrote, "Dr. Jno. Bailyhache act 74 years, born July 22, 1822, and died"— Imagine his disgust when it appeared in The Journal, "Dr. Bellyache ate 74 years of corn July 22, 1822, and died."—Austin Statesman.

It is claimed that the X rays are rendered harmless to the human flesh by a process discovered by Elliott Woods, superintendent of the capitol at Washington, which involves passing the rays through gold foil specially prepared for the purpose.

The land covered by new houses in greater London every year is 1,163 acres.

THE TRAVELERS' GUIDE.

CHICAGO, ROCK ISLAND & PACIFIC RAILway—Tickets can be purchased or baggage checked at R I & P Twentieth street depot, or C R I & P depot, corner Fifth avenue and Thirty-first street. Frank H Plummer, Agent.

TRAINS.	EAST.	WEST.
Davenport & Omaha	† 3:05 am	* 2:50 am
Ft Worth Denver & K C	† 5:05 am	*10:40 pm
Minneapolis	† 6:05 am	† 9:25 pm
Omaha and Des Moines	† 7:15 am	† 3:20 pm
‡Omaha & Minneapolis	†11:15 am	† 4:20 am
Omaha & Des Moines Ex	† 7:40 am	† 6:25 pm
‡Omaha & Minneapolis Ex	† 3:05 am	† 4:35 am
Denver, Lincoln & Omaha	3:00 am	3:00 am
St Paul & Minneapolis	† 6:00 am	† 9:30 pm
Denver, Ft Worth & K C	† 4:35 am	*10:40 pm
Kansas City & St Joseph	*10:10 pm	† 6:35 am
‡Rock Island & Washington	10.00 am	† 3:35 pm
Chicago & Des Moines	† 1:00 pm	† 7:16 pm
Rock Island & Stuart Accom	† 6:20 pm	† 7:20 am
Rock Island & Brooklyn Ac	† 5:35 pm	† 7:40 am
‡Muscatine & Wilton	† 5:25 pm	† 5:45 pm

*Arrival. †Departure. ‡Daily, except Sunday. All others daily. Telephone 1093.

Sunday evening a Pullman sleeper will be at the depot after 11:00, which will leave for Chicago at 2 a. m. Monday.

BURLINGTON ROUTE—C B & Q RAILway—Depot First avenue and Sixteenth street, K J Young, Agent.

TRAINS	LEAVE	ARRIVE
St. L., Springfield, Peoria, Bur Qui, via Monmouth	* 7:00 am	* 7:20 pm
Chicago, Sterling, Lincoln & Dubuque	† 7:40 am	† 8:40 pm
Peoria, Bloomington, Burlington & West	* 2:45 pm	*11:20 am
St. Paul & Minneapolis	* 7:50 pm	* 8:10 am
Sterling, Clinton & Dubuque	† 7:50 pm	† 8:40 pm
St. L., Kansas City, Denver & Pac Coast via Galesburg	* 7:25 pm	* 8:35 am

*Daily. †Daily except Sunday.

CHICAGO, MILWAUKEE & ST PAUL Railway—Racine & Southwestern Division—Depot Twentieth street, between First and Second avenues. L H Greer, Agent.

TRAINS	LEAVE	ARRIVE
Mail an Express	7:00 am	9:20 pm
St Paul Express	4:00 pm	11:20 am
Freight and Accommodation	8:00 am	9:10 am

Daily except Sunday.

ROCK ISLAND & PEORIA RAILWAY—Depot First Avenue and Twentieth street. R Stockhouse, Gen'l Ticket Agent.

TRAINS.	LEAVE	ARRIVE
Springfield, Cincinnati, Peoria, etc		*10:21 pm
Peoria, Springfield, St Louis, etc	*8:05 am	6:40 pm
Accommodation Fast Freight	10:30 am	
Peoria, Springfield, Cincinnati, etc	1:45 pm	11:15 am
Peoria Accom. Freight	7:00 pm	1:25 am
Sherrard Accommodation	5:00 am	4:50 pm
Cable Accommodation	8:40 am	2:20 pm
Cable and Sherrard Accom	3:30 pm	7:55 am

Passenger trains leave C R I & P (Mollne avenue) depot five (5) minutes earlier than time given. Trains marked * daily, all other trains daily except Sunday.