PART TWO. ROCK ISLAND ARGUS. PAGES 9 TO 12.

THE ARGUS, SATURDAY, MAY 12, 1906.

UNCLE SAM'S SAILORS CONTRIVE TO PUNISH UNPOPULAR OFFICERS

American men-o'-war's men don't mutiny these days. They know the punishment that would be meted out for that sort of thing, and their average of intelligence and of esprit de corps is infinitely higher than that of the crews of the old time frigates who really did mutiny, much as is talked about the glories of the old navy by the ancient fist feet of the wooden navy, still in the service. A genuine mutiny on board any kind of ship is a good deal like what General Sherman termed war. The entire British navy in every part of the world upon a preconcerted and passed around word once mutinied—it was in the latter part of the eighteenth century—at a certain hour. There were doings then and afterward. The doings afterward arranged matters so that there has never been a genuine mutiny on board one British man-o'-war since. The yardarms were busy standing the strain of the swung men for long months after that mutiny, and it was a salutary lesson for naval mariners the world over.

But discontented men-of-war's men in the American navy, suffering under what they deem imposition or a withholding of their rights, can, and sometimes do, make it mighty unpleasant on board their ship for the commander thereof and for the officers directly concerned with their grievances.

Such acts as heaving missiles at disliked officers are not done in the navy today, but the bluejackets have little methods of their own of getting back at severe or imperious officers. "Laying down" is one of their schemes, and it is an efficacious method. The men of a ship's company cannot be punished in a bunch for not coming up to a set standard in the performance of work, and they know how to take advantage of that knowledge. The amount of work that a disaffected ship's company can't do in a given space of time is something immense. In the matter of coaling ship, for example, they can either make life miserable for the commanding officer, if he is the man they have it in for, by loafing on their job through all the watches and dragging the dirty and unpleasant coaling task through an interminable length of time, or they can punish any watch officer for whom they have got it in by "showing him up."

In the latter case they calmly wait till the watch officer who has incurred their displeasure takes the deck and assumes direct command of the work of coaling, and then they proceed to give an exhibition of how frantically a ship's company of naval sailor men can work without doing anything. They shovel away furiously, but somehow or another very little coal seems to find its way over the ship's side and into the bunkers. The bluejackets in the coal lighters pant and perspire under the strain of labor that looks quite terrific, but there is a monumental lack of headway in the coaling of the ship.

The disliked officer of the deck may chafe and mutter deep and dark things under his breath, but this doesn't get coal into the bunkers. When he makes his report to "the old man" of the amount of coal that has been got aboard during his watch it is found by comparison that it is only about one-third the amount that was hoisted over the side during the watch of the preceding officer of the deck, who happened to be popular with the men. A matter of this sort always sets a commanding officer to thinking, for men who are old enough to be commanders of American men-of-war have learned by experience that it is as easy as launching a dingey for a naval officer to acquire and hold the good will of enlisted men and that the usefulness on board of a ship of an officer who has sacrificed the confidence and good will of the men for'ard is just as good as gone.

And so it comes to pass that nowadays few officers of the United States navy fail to apprehend how well it pays them to make themselves popular with the men for'ard. In the old navy it often happened that officers who had earned the ill will of the bluejackets actually feared to go for'ard at night after lights were out, and there was a reason. Such officers, taking the chance, would no sooner set foot under the fo'c'sle, where, after lights out, there was only the dim illumination of a single standing light, than they would have to dodge all manner of missiles—"soup and bully" cans, chocking blocks, mess gear, boots, anything and everything throwable that the sailors and marines, in and out of their hammocks, first laid their hands upon. On such an occasion the officer who was the target had but one thing to do, and that was to scoot aft as fast as his legs would carry him. He could make complaint to the commanding officer the next day if he were foolish, but he rarely secured the punishment of any men for'ard. The throwers couldn't be singled out.

But there are modern occurrences in the American navy equally illuminating. A deck officer who had gained the extreme ill will of the men for'ard was attached to a cruiser on the China station some years ago. He was a fine drillmaster, and it became his duty to take landing parties of the ship's company ashore at Chemulpo for drill instruction. When the men for'ard heard of this order the word "lay down" went around among all hands. It was a slouchily accoutered gang of 100 bluejackets that appeared on deck to compose the first landing party. There seemed nothing particularly the matter with the men's military makeup except that there was a general look of slovenliness about them. Each man had all of his gear on according to regulations, but somehow or another all hands looked seedy, awkward, untrained and unmilitary—this despite the fact that the men belonged to what was rightly considered one of the crack crews of the whole American navy.

The disliked officer got the men ashore and started to drill them. They fell down in a body at the simplest orders. Half of them came to a present arms when the other half came to an order arms. The officer berated them and tried again. The men did worse than before. The officer began to march them. Apparently not ten men in that landing party knew the difference between fours right and left oblique. The movements were a howling farce, and the foreign naval officers ashore stood by laughing boisterously. The unpopular deck officer flew into a rage and began to drill the men one by one. Every man went through the individual drill, manual and movements, like a major, and when the officer had drilled about half of them in this way he started again to give them orders in a body. Again they were like a pack of recruits. The inextricable jumble into which the men plunged themselves warranted the glee of the foreign officers. The disliked officer decided to punish the men, and he marched them five miles into the country over a bad road. The men straggled along like a flock of pursued sheep, with no order whatever and all as solemn as owls about it. The officer marched the men back to the landing after the ten miles had been covered and got them aboard the ship. Then he reported to the commanding officer that it was the stupidest pack of bluejackets he had ever commanded.

"Stupid?" the commanding officer said. "You must be dreaming. Those men you had ashore today make one of the crack battalions of the whole American navy. I shall take them ashore myself tomorrow and find out what's the matter. You shall accompany me with the landing party."

The "old man," an extremely popular commander among the bluejackets, did take the landing party ashore on the following day. Every man appeared on deck spick and span, alert, all a-quiver with mettle. The commanding officer got them ashore and put them through their manual. The bluejackets were as one man with their pieces. The skipper then put them through the movements, and the clean, practiced fashion with which the bluejackets performed the evolutions caused the foreign officers who had laughed the day before the greatest amazement. When the party returned to the ship the disliked officer put in his application for a transfer.

When a chief engineer on a man-o'-war of today acquires the dislike of his men—the "black gang"—they are capable of making heavy trouble for him. Aside from the commanding officer, it might almost be said that of all the officers attached to a modern war vessel it is most necessary for the chief engineer to possess not only the good will, but the actual devotion, of the men under him. The chief engineer is held strictly accountable for the preservation in good condition of the ship's boilers and machinery. A loose screw may very easily disable an engine, and it is the simplest thing in life to loosen a screw without anybody being the wiser. One cut rivet is enough to make a boiler useless, and crown plates may be let down easily enough. A crime of this sort has never been actually fastened upon an enlisted man in the engineer's department of an American ship of war, but it is a matter of common knowledge in the navy that those chief engineers who are unpopular with the men under them have far the most trouble with the machinery and boilers in their charge, and some of these disliked chiefs have to expend a great deal of ink and paper in explaining to the department just why there are so many breakdowns in the gear over which they have control. It is quite possible for so low rated a man as even an aggrieved coal passer to get his chief engineer tangled up with a court of inquiry.

Moreover, it often happens that an unpopular chief engineer can't get his men to make steam. The firemen apparently work hard enough, but they don't get the revolutions out of the propellers. News travels just as fast from the cabin to the fo'c'sle as it does from the fo'c'sle to the cabin, and when the firemen hear that their unpopular chief engineer has been ordered to get the ship to such and such a port at such and such a time they just catch one another's eyes, and the ship doesn't get there in that time or anything like it. It would make no difference if the chief engineer himself were to stand watch in the fire rooms twenty-four hours at a stretch. The steam registers wouldn't take any upward leaps on account of his presence. The assistant engineers also stand in need of the good will of the black gang. On ships attached to which there have been two assistant engineers, one of them liked and the other of them out of favor with the black gang, it has frequently been observed that the speed of the ship during the watches of the disliked engineer has fallen short by knots of the speed got out of the engines by his brother officer.

And so it goes. Things are about the same the world over, and men are human on board ship as well as they are on dry land. A gang of railroad construction hands will "lay down" on an unpopular foreman in just about the same way that a disaffected gang of bluejackets will "show up" an unpopular officer.

But "laying down" isn't mutiny.—Washington Star.

CHURCH KINDERGARTEN.

A Pastor's Plan to Enable Mothers to Attend Services.

Rev. Finis Idleman, pastor of the Christian church in Paris, Ill., and one of the most progressive ministers in the city, recently put into practice a plan whereby mothers may come to church on Sunday and bring all the children and not be caused any worry through fear that during the service the conduct of the little ones may annoy the pastor or the congregation, says a Paris correspondent of the St. Louis Post-Dispatch.

He has secured the services of Miss Rachel E. Bremmenan of Bloomington, Ill., one of the best kindergarten teachers in the state, who, with the assistance of a few of the women of the church, has fitted up a room in the rear of the edifice, where the children are taken during the progress of the services and taught as they would be in a kindergarten.

Miss Bremmenan says she will make her end of the work so attractive and profitable that the children will beg to be allowed to attend the kindergarten sessions. Thus the parents of the little ones will not only have no excuse for not going to church and their children's pleadings will supply an additional incentive for their attendance.

The kindergarten is only for the children who are accompanied to church by their parents.

A New Plan to Stop Spitting.

Chief of Police Paul Milliken of Cincinnati has adopted new tactics in the war against spitters in street cars and public places, says a Cincinnati dispatch. He directed patrolmen to hand to any one seen expectorating in a public place a card on which is printed:

"Spitting menaces public health.

"Spitting on sidewalks, in public conveyances or in public places is liable to communicate disease. Do not spit."

The other side of the card bears a copy of the city ordinance.

Monks as Chauffeurs.

The monks of the Grand St. Bernard will soon make their debut as chauffeurs, says the St. Louis Post-Dispatch. After a struggle lasting over a year they have received permission from the Valais and Italian authorities to run a motor car service between the hospices of Grand St. Bernard and Simplon (their properties) and Domodossola and Aosta. The chauffeurs will be chosen from the monks themselves, who will wear cowls. The cars, which are being specially constructed to climb the steep gradients, will at the beginning be employed for the transport of supplies only. Later, however, the monks intend to start a service for tourists who wish to visit their hospices in the summer season.

Gates and Drake.

John W. Gates and John A. Drake, two Chicago turfmen, are now talked about as the real owners of the Salem (N. H.) race track which is in course of construction. Their interest in the ownership has been denied, however, by Andrew Miller, president of the New England Breeders' club.

THE CRIMINAL INSTINCT IN ANIMALS.

It has been proved beyond question that in the animal kingdom there are many curious equivalents of crime among men. Cannibalism is not unknown in the animal world. Wolf eats wolf, and in certain circumstances, and despite proverbs to the contrary, dog will eat dog. Well nourished dogs are not often guilty of this savage custom, though it has been observed where necessity did not impel, but arctic travelers have frequently fed their famished Eskimo team on the carcasses of brethren that died from effects of cold or hunger, and under such conditions mothers have devoured their puppies with no hesitation or lack of appetite. Domestic cats have killed and eaten their young, and rabbits have been known to feed on one another even when plentifully supplied with food to their liking. The rat is nearly always a cannbal under stress of circumstances.

The cannibalistic propensities of the pike need very little stimulus. Young crocodiles are occasionally gobbled by their parents or at least by their mothers. Warrior ants devour in a fury the ants they have killed in battle.

A certain famous case in a reptile house of a zoological garden was evidently not one of genuine cannibalism, but serpents have been guilty of the act. Infanticide, patricide, matricide and fratricide are aggravating circumstances of cannibalism in the animal world. There are crimes known to our calendar of which the only or the chief motive appears to be the inveterate dislike of one individual (the assailant) for another (the assaulted), and these strange antipathies exist in the animal world and are the cause of assault and battery and often of the death of both parties. Horses, dogs and monkeys furnish many examples of violence proceeding from antipathy.

The sudden gusts of uncontrollable rage which impel the Malay to run amuck through his native high street seize at times upon the gentlest of animals, and the results are much the same as in the Malay peninsula unless the subject of his brief, terrible madness can be caught or slain. Different are the cases of animals proverbial for their patience which may be goaded into a fury. The dromedary, ordinarily a model of good behavior, is sometimes teased by his drivers until they are compelled to flee before his rage or to strip off and throw him their garments, that he may tear and trample them to pieces. Every one knows to what a pass the docile elephant will carry his desire for revenge when his dignity has been badly insulted or his good nature abused.

More curious it is to note that among animals, as among men, some of the worst offenses that can be committed have their origin in the passion of love. Jealousy burns fiercely in many a brute's bosom, and when affected with the "universal distemper of love" the whole animal creation, from the tiger to the dove, is capable of any excesses against its disturbers, whether of its own or the human kind. Association for deliberate purposes of wrongdoing is not rare among animals both of the higher and the lesser order of intelligence. Other animals steal in bands. Baboons go out in troops to rob orchards difficult of access. Conditions of climate and change of atmosphere have their influence upon the temperaments of animals. Speaking generally, wild creatures inhabiting very hot countries are more savage than those inhabiting cold or temperate climes.—New York Herald.

RIGHT SIDE OF A CAR.

Experienced Travelers Have a Reason For Sitting There.

When you are traveling and enter a sleeping car, chair car or day coach and want to find the traveling men, look on the right side of the cars. You can tell "drummers," of course, without that, but if you go into any railway train you will find the commercial travelers—the men who make a business of traveling—all riding on the right hand side.

If you want to test this, go some time to the sleeping car chart at any station and you will find the right hand berths sold and the left hand ones mostly vacant.

The custom, which has grown greatly, is extremely noticeable even to railway men, and the makers of sleeping cars would put all the berths on the right hand side if they could. The demand for berths on the right hand side is enormous.

It is not habit or superstition with these old travelers; it is based on experience, and the cause is twofold. Force of habit, the "rule of the road," for hundreds of years will cause most persons to take the right hand side naturally, but this applies to traveling men no more than to the ordinary traveler.

Yet, while the commercial travelers will fight almost for the right hand seats, there are three big roads in the United States where the demand is for left hand seats and berths.

All but three of the big roads of the United States follow the "rule of the road"—that is, they run their trains on the right hand track of the double tracked line. The right hand side of the car is therefore the farthest removed from the trains passing in the opposite direction, and passengers on that side escape the noise and dirt. In the night they are not awakened by the crash of passing trains, although they may suffer more from passing long lines of cars on side tracks.

The chief reason, however, that the traveling men choose the right hand side is for greater safety, as the left hand side of the train running on the right hand track is exposed to danger from passing trains. All old travelers expect some time to be in an accident, and they do not overlook any safeguards. They know that at any time some big piece of freight from some passing freight train might be jostled loose and rip through the sides of the fast train going in the opposite direction. They know that some loose side door of a freight car, caught in the suction between the trains, may rip a hole in the sleeping car's side. They know it is possible for one of the heavy mail bag catchers on a small train to tear through the sides of a half a dozen cars going in the opposite direction if some one left it sticking out through carelessness.

Also they know that when fast trains are hurried into sidings by misplaced switches the left hand side suffers most.

So the veterans with the travel worn grips claim and pre-empt the right hand seats and berths everywhere, and the rest of the public is no wiser.—Chicago Tribune.

HOW SCIENTISTS ARE ENLARGING THE FIELD OF HUMAN SUSTENANCE

New Yorkers who enjoy good things to eat and who go to the big hotels to feast upon new contraptions in the culinary line are just now enjoying a brand new vegetable, says a special Washington correspondent of the New York Post. It is called "chayote" and belongs to the eggplant variety, but has been developed by scientific agriculturists so successfully that it bears about the same resemblance to the original stock as a twenty inch prize chrysanthemum does to the original little bloom the size of a dollar, from which it has been developed.

It is not an unusual thing for the experts in the bureau of plant introduction in the department of agriculture to receive almost plaintive appeals from chefs employed in the great hotels for some new food product upon which they may exercise their ingenuity to tickle the jaded palates of their particular and finicky patrons. Epicures and persistent diners out make demands for something new in the line of eatables, something possessing just a touch of sweet or a tinge of acid which will differentiate it from the staple foods of which they have become tired.

The task of discovering new foods is committed to the care of young men of scientific training who are sent by the government to all quarters of the globe to search for the merest snip of a plant which seems to have qualities capable of development or to choose out of a forest a nut bearing tree which presents indications of commercial possibilities as a producer.

In following out such processes as these an insignificant plant stock bearing a limited number of small fruits has been developed into the new chayote, a plant which in its improved form combines the three important characteristics necessary to great value as a food product—quality, productiveness and reasonable cost. The chayote will grow 500 fruits to the vine, a more numerous product and at the same time of better quality and of larger size than any market vegetable of its kind heretofore grown. Growers may sell their crops at a very low figure and still make money on the investment. At present a profit may be made by selling them at 10 cents apiece, and when the production becomes more general the price will probably decrease at least half.

Another food stock relied upon by chefs for a good many concoctions of the substantial sort is rice. For popular consumption one of the chief arguments for acceptance must be cheapness of cost. The rice planters of Louisiana and Texas were losing $3,000,000 a year through breakage of the long kernel variety in the milling process in vogue. The manner of extracting the kernels by passing the stock between rollers is admittedly bad, but no better system has been devised. Consequently the experts here began an investigation, with the result that there has been imported from Japan a short kernel rice called "kiushu." Already one-half the whole area of the Texas and Louisiana rice fields has been planted with it. A strange fact discovered in the introduction of this Japanese rice is that it does not do as well in wet regions as in dry. For Mississippi it is not so good a variety as they are now growing, but for the Texans it is much better.

The problem of what to grow in the semiarid sections of the country has been responsible for some of the important seed and plant introduction work accomplished in this country. Some months ago attention was called in this correspondence to the ready acceptance with which the durum or macaroni wheat of the Mediterranean countries had been received in the semiarid portions of the west, its cultivation being so successful that the experiment had been tried of exporting a cargo abroad to the very section from which the seed came originally. Statistics gathered since that article was written show that last year's crop of this new variety reached the high total of 20,000,000 bushels. Because of the ability to grow it on land which had too little rainfall for raising the standard varieties of wheat and because of the larger yield to the acre the growers of durum wheat found it possible to pay all the cost of cultivation, garnering and transportation to Europe and to set it down there at a profit in competition with home grown macaroni wheat.

An agricultural explorer sent to Turkestan a number of years ago brought back a species of alfalfa which he predicted could be cultivated on the arid lands of the west with much greater success than any then known. The new variety has been found to yield half again as much and in some localities double the crop of the ordinary alfalfa. What such an increase means commercially may be roughly estimated when it is known that its introduction affects the whole section from the two Dakotas and Montana along the upper boundary to Wyoming and Utah and down through Nebraska and Kansas to Texas. Three of the largest seed firms of the country have been importing this seed in carload lots, with full confidence in finding a market for it in the west.

Breathing Carbonic Acid.

It is well known that a very much larger proportion of carbonic acid than usually exists in the atmosphere can be inhaled with impunity, but only in recent times have we been aware of the large quantity that can be breathed without actual danger. Ordinary fresh air contains but four parts in 10,000, yet the carbonic acid has to reach 3 per cent, or 100 times the usual quantity, before any difference is noticed in the respiration. As the percentage rises the person breathing it begins to pant, but with air containing as much as 10 per cent only a headache is produced, although the panting is violent. The actual danger point is not reached until the carbonic acid rises to 18 per cent. Foul air in a room where a number of persons are present is not dangerous on account of the carbonic acid it contains, but owing to a poisonous organic substance given off with the breath. Carbonic acid is not a direct poison, but when the danger point is reached the air can take none from the blood in the lungs, so that the fires of the human engine are extinguished by their own smoke, as it were. It is really wonderful what the human engine will endure, for a candle goes out when the oxygen in the air sinks to 18.5 instead of the usual 21 per cent, and the carbonic acid rises to 2.5.—Chambers' Journal.

RICHARD BURBAGE.

He Was a Great Actor and Shakespeare's Leading Star.

March 16, 1618 or 1619, Richard Burbage, player, died at Shoreditch, London.

The first of the great English tragic actors, Burbage was in every way worthy to head the long roll of England's famous players. The son of an actor, the friend and companion of Shakespeare, it was through him that many of the heroes of the dramatist first spoke to the eager playgoers who thronged the Globe theater. He was the original of Romeo, Hamlet, Lear, Othello, Macbeth, Shylock, Richard III, and many other of Shakespeare's leading characters, and his name stands next to that of the great poet in the licenses for acting granted by James I. in 1603 to the company of the Globe theater.

His powers as an actor were not his only claim to distinction, for he was also a successful painter. The fame of his abilities held a prominent place in theatrical tradition for many years, a poem in his honor, dedicated to one of the great players of the day, being written as late as the time of Charles II.

His death, which was probably the result of paralysis, caused the poets to turn their thoughts to his successful career, and it is from the numerous elegies then written that most of the information concerning him must be gathered. Few players have ever had the good fortune to be so well liked by the dramatists of their time, and all praised him, one even lamenting that his death "hath made a visible eclipse of playing."

A shrewd, careful man in his business affairs, Burbage left an estate producing a yearly income of £300, a large sum for a player in those days to bequeath to his heirs. Beloved and respected by all, he survived his great master by only a few years, his grave bearing the simple, expressive epitaph, "Exit Burbage."—London Saturday Review.

CHLOROPHYLL.

To This Substance Is Due the Coloring of Plants.

Chlorophyll is perhaps the most important coloring substance in the world, for upon this substance depend the characteristic activity of plants, the synthesis of complex compounds from carbon dioxide and water process, upon which the existence of all living things is ultimately conditioned. Only in a very few unimportant forms devoid of chlorophyll can the synthesis of complex from simple compounds or from the elements be accomplished. The function of chlorophyll may only be comprehended when its chief physical properties are understood. These may be best illustrated by placing a gram of chopped leaves of grass or geranium in a few cubic centimeters of strong alcohol for an hour.

Such a solution will be of a bright, clear green color, and when the vessel containing it is held in such a manner that the sunlight is reflected from the surface of the liquid it will appear blood red, due to its property of fluorescence, that of changing the wave length of the rays of light of the violet and of the spectrum in such a manner as to make them coincide with those of the red end. It is by examination of light which has passed through a solution of chlorophyll, however, that the greatest insight into its physical properties may be gained. If such a ray of light is passed through a prism and spread out on a screen, it may be seen that there are several large intervals of dark bands in the spectrum. The rays of light which would have occupied these spaces have been absorbed by the chlorophyll and converted into heat and other forms of energy. This energy is directly available to the protoplasm containing the chlorophyll, and by means of it the synthesis of complex substance may be accomplished.

The Paradox.

Hamand—Since Walker Tighs inherited $1,000,000 he is a paradox. Eggbert—What's the answer? Hamand—He is both the richest and poorest actor on the stage.—Chicago News.

SNEEZING AND OMENS; SUPERSTITIONS OLD AS HILLS

Such a common everyday thing as sneezing is not supposed to be rife with any special importance or mystery, yet it is interesting to discover how many omens and superstitions of olden times were connected with it. Superstition, that unknown, mysterious fear which controls us in spite of our reason, clings to and directs us in even the most common acts of life. How many there are of us, clear headed and practical though we may consider ourselves, who do not connect some pet superstition with simple events, as the breaking of a mirror, the burning of an ear, the finding of a horseshoe or four leaf clover or the spilling of salt! And many a mother would rather her baby had the croup than have him look in the glass before he is a year old or sneeze at an unlucky season. And in connection with sneezing alone there are more superstitions than are generally realized.

This is a simple act in itself and seemingly would give very little cause for superstition. According to a popular definition, "sneezing is a natural respiratory movement, interrupted by a strong expiratory effort, expelling the air through the nose with more or less noise." This action may be brought on by the inhalation of dust, pungent vapors or by the simple inspiration of air when the membrane is diseased or in an irritable condition, as in the case of cold. There is also a spot in the head the touching of which will cause sneezing in many people. Barbers are aware of this fact, as their gentle manipulations are often greeted with a round of sneezes. This is supposed to be caused by the touching of a small and extremely sensitive nerve which runs from the top of the head to the nostril and is much more sensitive with some than with others.

Sneezing is now considered a favorable and healthful action and is courted by people who believe in its efficacy by looking intently at the sun until the desired action occurs. Consumptives are said never to sneeze, and many an unfortunate victim of this disease gauges the probability of his recovery by this standard.

The old custom of saying "God bless you!" when a sneeze is heard is of ancient origin and still prevails in oriental countries. In the time of St. Gregory the Great at a certain season the air was filled with an unwholesome vapor or malaria, which so affected the people that those who sneezed were at once stricken with death agonies. In this strait the pontiff is said to have devised a form of prayer to be uttered when the paroxysm was seen to be coming on and which, it was hoped, would avert the stroke of the death angel.

Sneezing is mentioned in works of mythology, and it is said that the first sign of life given by the cunningly wrought image of Prometheus was a lusty sneeze. Aristotle, in writing of this subject, says that those who thought the seat of the soul to be in the brain looked upon sneezing as "one of the most sensible and manifest operations of the brain."

In ancient books we find many references to this act, as in the "Odyssey," where the sneezing of Telemachus is accepted as a pleasing confirmation of the words of his mother just at a time when she is denouncing the riotous gormandizing suitors and praising the valor of Ulysses:

She spoke. Telemachus then sneezed aloud.
Constrained, his nostril echoed through the crowd.
The smiling queen the happy omen blessed,
"So may these impious fall, by fate oppressed!"

Great results often grow from small acts, an example of which is seen in the time when the fate of the whole Greek army was decided by so common and natural an occurrence as the sneeze of a soldier. While Xenophon was delivering his famous address to the army, urging his companions to be firm and bold, and while they were undecided as to whether resistance or retreat were the better part a sounding sneeze was heard down the ranks. This omen was at once accepted, tents and all superfluous accouterments burned, and that retreat, since so famous, with all its hardships and dangers, was begun.

An old proverb says, "Two or three sneezes be wholesome," and there is a proverb to the effect that when a patient has sneezed three times he may be discharged from the hospital.

Even where sneezing is considered a favorable omen the time of day is sometimes thought to determine its good or ill effect, as a sneeze which takes place from noon to midnight is thought to be auspicious, while one occurring from midnight to noon is quite otherwise. Among the many superstitions concerning death we have one in regard to this act. Thus if one sneeze for three successive nights it is accepted as a token that a death will take place in the family or that some other dire calamity will befall them.

It would certainly be more sensible for intelligent people to take the common sense view of the subject and look upon this sneezing simply as a "sign" that we are catching cold and as a "warning" to move out of a draft. Yet many will cling to these other "signs" and "warnings" of the superstitious.—Blackwood's Magazine.

Self Help Society In Korea.

Yun Ilo Chiung, who has been in durance vile on some charge of sedition, has been released and now proposes, with the assistance of the editor of the Chang Sung newspaper, to found a society for self help, says the Korean News. The society is to be called the Cha Kang Hoi.

His Preference.

Lady—Are you not ashamed to be begging on the streets? Beggar—Well, yes. I'd sooner do it in the pulpit or at a church bazaar, but fate is against me.—London Tit-Bits.