

ALONG THE TIGRIS WHERE RUSSIANS ARE ADVANCING

The Russians are now bringing fresh pressue of the most powerful sort upon the rear of the Turkish armies in Mesopotamia. The development of this new line of attack has greatly enhanced the chances of success of the Russian campaign in Mesopotamia, which holds forth the hope now entertained in Petrograd of bringing not only Bagdad, the holy city of the Caliphs, but the entire historic country lying between the Tigris and the Euphrates under Russian dominion.

TROUBLE ABOUT NIAGARA POWER

The United States and Canada are having a little trouble about Niagara Falls. The U.S. protested against the taking of a large amount of water from the river above the Falls, to make electric power on the Canadian side. Now the Canadian Attorney-General says that if the United States continues to protest Canada will refuse to sell the electric power on the American side, thus tying up hundreds of industries in New York

GREAT PARADE FOR PREPAREDNESS

New York had a wonderful parade for "preparedness" last Saturday, the greatest ever seen in a city famous for great processions.

About 145,000 men, women and children marched while more than a million looked on and cheered. The procession was 20 miles long. It started at 9:39 a. m., and required until about 9:30 p. m. to pass a given

From the great numbers and enthusiasm it seems clear were New York stands on the question of preparedness.

OUR RAILROADS THE SAFEST

American railroads have often been accused of the reckless sacrifice of human life. Last year at least they made a fine record for safety. No less than 325 American railways report to the Bureau of Statistics that they went through the year wihout a single fatal accident to a passenger. Not all the railroads made so good a record, but the total number of passengers' lives lost was only 196. European railroads, with much less mileage, showed over 700 passengers killed in the same time

AN ARMY OF 206,000

The Army Reorganization bill is expected to be passed by both Houses of Congress, and perhaps signed by the President, this week. As the de tails have been agreed upon, no more changes are expected.

The bill as agred upon fixes the peace strength of the regular army at 206,000 men. The Senate wanted 250,000 but the House thought that too much, and wished to put the limit a 125,000 or 150,000.

Preparing Incense for Trade.

A missionary traveling down the Lau River in Mongolia says he passed thirty-one rapids in one day. At most of them were water mills for the grinding of aromatic trees into powder to make incense. trees are chopped into small pieces and thrown into a hole in a heavy millstone, which revolves on larger stone as the water rushes through below. In the rainy season, when the river flows full and fast a pair of mills can grind 200 catties (266 pounds) of incense a day. It is made up into bundles of this weight and sold on the spot for fifty strings of cash (about \$6).

Young Nobility in England.

The titles of nobility won by Englishmen on battlefields and by council table are flaunted to-day in a disquieting large number of cases by Pallid weaklings, skirt-dancing men. and poor slaves of skirt-dancing women. The fortunes wrested from the seas by sturdy old pirates or won by manufacturing enterprise are being dissipated in hundreds of cases by futile fellows without wit enough to justify their weaning.-Sydney Bulletin.

Nowhere is irrigation practiced so extensively as in India, where about 25,000,000 acres are irrigated. Egypt is next. The Assouan dam in the Nile is considered one of the greatest engineering feats in the history of the human race. Irrigation is new in Australia, but is spreading rapidly there, and the same is more or less true of South Africa. The practice of irigation has declined or entirely disappeared in many regions where it prevailed in remote antiquity.

QUEER MARINE CREATURES.

Caught Off Galveston; Smithsonian Institution Asked to Classify It.

There is on exhibition in Galveston one of the queerest fish known to students of that form of life. It was caught by a satior on one of the Gulf fisheries schooners off the banks of Campeachy and brought to Galveston. The fish is about three feet long, a foot wide, and weighs twenty-three pounds. It is the first of it; kind ever seen in that section, and mariners who have traveled and fished all over the South Gulf of Mexico never saw anything like it. The description of it seems to include that of at least four other species of sea inhabitants.

The tail is very much like that of a jack fish, while the fins on the back are very similar to those of a tarpon. The first three bones of the back fin extend a great distance, and finally grow smaller into mere hairs. The scales are of the exact representation of those of the red snapper abounding in the waters near Galveston. The inside of the mouth has much of the formation of the mouth of a drum fish, but the exterior works on the plan of a telescope, and looks exactly like the snout of a pig. The mouth contains a large fleshy tongue, for all the world like the tongue of a human being.

The fish has two separate rows of teeth, approximately fifty in each of the jaws. From the upper jaw there extend downward three tusks on the order of a boar in miniature, while from the lower jaw two or more of the teeth dovetail into the openings left between those in the upper jaw.

The tunks are one inch in length. Over the gills a bony formation grows which very much resembles the formation of a part of the tail.

Strangest perhaps of all is the color of the fish. The tail and back fins are black and white streaked, while the greatest part of the body is of the peculiar color of the red snapper. Just in front of the gills is a spot of yellow.

A number of authorities on fish have examined the strange creature which some of them declare is not a fish but a strange marine creature. The specimen is being preserved and a full description and picture of the fish have been forwarded to the Smithsonian Institution. Whether it is a freak of nature or a specimen of a new and unheard of fish none of the local authorities is willing to decide, but the majority is inclined to accept as a new specimen because it is perfectly formed and because other fish resembling the one captured were seen in the neighborhood where this one was brought in, in very deep water.

An Unique Ten Dollar Bill.

Though it might not have been generally known, a revelation shows that for the past twenty-three years the honors of being the emblem of the United States have been divided between an eagle and a donkey.

A ten dollar bill, circulating in this city and bearing an engraving of a huge American eagle, and another bird commonly known as a mule, proves that an undignified practical joke has been played in the engraying department at Washington.

The bill was issued in the year 1880 during which time an Englishman was in charge of the engraving department All of the engraving that left the department while this gentleman was in charge bore the unpatriotic picture. The currency had been in circulation about a year when the objectionable donkey was noticed by the department and called back.

Within a year after the currency was called in every bill was accounted for with the exception of one. Bill No. A35379766 could not be accounted for until last week, when it came into the postession of A. O. Craig, a restdent of this city.

Mr. Craig noticed that the bill was unlike the money now in circulation and upon examination of the eagle that is engraved upon the back found a large mule with white nose and flapping ears.-Los Angeles Herald.

Starting an Endless Chain.

Both father and mother struggled valiantly to teach Effic to repeat the letter "A." The child emphatically refused to pronounce the first letter of the aiphabet, and after many vain efforts the father retired from the fight discouraged. The mother took the little girl on her lap and pleaded with her affectionately.

"Dearle, why don't you learn to say

'A?' she asked. "Because, mamma," explained Effie, "des as soon as I say 'A' you an'
papa will want me to say 'B.' "

GIRAFFES HARD TO HANDLE.

Several Reasons Why Few of Them Are Ever on Exhibition.

There is one order that I never like to fill," said the animal collector. "That order is one for a live giraffe. "Lions and gorillas and tigers and pythons are easy to catch as compared with a giraffe. The long-legged, longnecked beast can see, smell and hear

a hunter miles away. And when a herd smells danger, off it will dash. You can't catch a giraffe in a pitfall. It would be certain to break its legs or neck if it tumbled into a pit. There is not trap that would do. A trap powerful enough to hold the strong beast would crush its delicate legs like

pipe stems. "So there is only one way to catch giraffes alive, and a mighty hard way

"They must be surrounded by drivers and chased until they bring up, weary and helpless, in an enclosure made of neting and bamboo. That means a drive of many miles, lasting many days; for it would never do to drive them into the enclosure in the first rush of their terror. They would dash headlong into it and kill them-

"This hunting is a terrible piece of business in itself. But after the giraffes are safely penned in the hardest work has only begun. That is to transport the beasts through 500 or more miles of primeval wilderness to the nearest seaport.

"Men have tried all kinds of ways to do this, even to driving the great brutes. But that doesn't pay. The risk of accident is too great.

"I prefer the old-fashioned plan, to pen the animals in a bamboo cage open at the top so that their shoulders and neck can stick out. Then the cage is lashed to great bamboo poles, from twenty to thirty feet long. As many natives as possible lift the four ends to their shoulders and off goes Mr. Giraffe on a free ride to the ocean.

"The giraffe's legs break very easily. This is the ever present danger all the way to the coast. But when port is reached, it becomes still more grave, for it is in bringing the animal aboard a ship and during the storms of a voyage that the collector may expect every moment that his precious property will slip.

"And if it slips and goes down in its narrow quarters, it's good-by giraffe, for its legs haven't room enough in an ordinary stall on a ship and are almost sure to double under it if it falls.

"Bringing the animal aboard is an undertaking in itself. When the steam winch begins to ho!st the deep pen with the brute's helplets neck sticking out like a mast, the collector's heart is in his mouth, for the giraffe's head may get tangled among the tackle of the ship or strike a spar, mast or shroud, and then there will be wild times.

"And it isn't only broken limbs and similar accidents that bother the gir affe collector during the voyage. giraTe is one of the animals which will break their hearts in captivity. The poor brute will actually cry with homesickness-at least, I have always figured that it's homesickness.

"So catching giraffes isn't a business that a man really hankers for. The reward is great, however, if you can succeed in carrying one home alive, for the giraffe is to-day the most costly animal, and a collector can get almost any price within reason for a good specimen."

A Fortunate Young Woman. A western railroad assigned to Miss A. E. McCrae, of Chicago, the general supervision of the landscape gardening and architectural remodeling necessary to beautify the passenger stations on all of its main and branch lines. This is a big undertaking, and Miss McCrae is to be allowed to carry on the work entirely in accordance with her own ideas and her own judgment. A special private car is to be assigned to her use and she will travel extensively over nine different States.

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ELECTED MEMBER OF THE AMERICAN DEFENSE SOCIETY

Artemas Ward, Jr., president of the King Motor Car Company, Detroit. has been selected as a member of the National Committee of the American Defense Society. He has accepted the portfolio. The society has for its purpose to aid in an aggressive propaganda in various states for creating yearly instruction camps of rudimentary training in schools and an adequate citizen soldiery for defensive purposes only. The organization is absolutely unbiased politi-

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