

## BRAVE CORRESPONDENTS.

## AMERICAN LANTERNS.

Admiral Sampson's Tribute to the Valor of American Newspaper Men Under Fire.

One particular class of hero of the late war—the newspaper correspondent—has been almost overlooked in the blaze of glory that greeted the home-coming of our victorious troops, but Admiral Sampson has written the following tribute of praise to the gentlemen of the press. The valor of the American newspaper man, as exhibited in the late war, has rightly excited universal comment. The old-time war correspondent, who remained with the commander in chief, miles behind the firing line, has been conspicuous by his absence in the most recent war. The chronicler of battle preferred to march where the fiercest of fighting was in progress, risking his life for the sake of duty as nobly and readily as the soldiers. The world has wondered almost as much at this heroism of modern newspaper man as it has at the reckless bravery of the soldiers and sailors who carried Old Glory so impetuously to victory. Admiral Sampson writes:

"It gives me great pleasure to reply to your question regarding the behavior of newspaper men under fire. I take it for granted that newspaper men are not more fond than other mortals of being under fire; but I have yet to see one who did not behave in the best manner possible. They seem prompted by a sense of duty to obtain all the news without regard to any personal exposure."

"I know of many cases where they have sought to gather news first hand under circumstances which could be explained in no other way. Yours very truly.—W. T. Sampson."

## HARNESS REINS.

They Are Always Made from the Stoutest of Leather—A Word About Handholds.

The reins of a set of single harness are each about 13 feet long; those of a double harness about 15 feet. For business, harness reins are made of leather, tanned black; the reins of carriage harness are made of russet-colored leather.

Reins require to be very stout, and are almost always made of steer leather, the leather of which traces are made, these, however, being of more than one thickness. Occasionally lines for light or for cheap harness are made of cowhide, but not often; as a rule the best of leather is used for the reins, even in cheap harness. There can be obtained from the hides of leather suitable for reins strips from seven to nine feet in length, so that reins are always of necessity made in two pieces.

The loops, or handholds, often seen on the reins of track or road horses are commonly made of lighter leather stitched together and then sometimes secured to them in such a manner that they can be shifted on the reins to suit the convenience of the driver. The three-loop hold, which is called the Boston handhold, is commonly used for track driving; the single loop is the one used by most drivers on the road. There are patent handholds made of metal. The wooden buttons sometimes seen on reins, used as handholds are made in pairs, one button of each pair having a stem with a thread cut on it which goes through the rein and is screwed into the other button of the pair on the opposite side.

## TOOK MEDICINE IN WATER.

Irishman Followed the Literal Meaning of His Physician's Instructions.

Professional humorists of the past 50 years and more have told of a fanciful joke a little incident which actually happened a few days ago, says the Philadelphia Record. Teddy Claherty, of Leiper, Delaware county, was not well, and so consulted a Chester physician, who gave him a simple remedy. "Now, remember," said the doctor, "you are to take a teaspoonful three times a day in water." Teddy answered: "All right, sorr," and departed. Several days later George Leiper, the well-known quarry man of the town, meeting the physician, asked him what new-fangled ideas in medicine he was practicing. When asked to explain, Mr. Leiper said Teddy Claherty had gone to Ridley Creek three times a day, and taking off his clothes, had waded into the middle of the creek, where he had poured a liquid into a teaspoon from a bottle and drank it. "I watched Teddy wade out in the morning," continued Mr. Leiper, "and when he repeated it in the afternoon I asked him what he was doing, and he said the doctor ordered him to take the medicine in water, 'an' be good, sorr, I'm mindin' the directions, but I can't swim a stroke, but I'm tellin' ye if it's the death o' me, I'll kape it up.' The doctor made an early call on Teddy, who now drops the medicine in a glass of water and takes it that way.

## MAKING OYSTER SHELL GREEN.

Occasionally fresh oysters show up green in the shells. Many persons think the color is caused by contamination from copper or some other metal or substance, and that the oysters are not wholesome. The national fish commission has recently made an examination of green oysters, and announces that the color is caused by vegetable matter which serves as food for the oysters, and that it does not in any manner detract from the healthfulness or flavor of the bivalve.

**Chinese Imperial Ceremony.**

On the accession of a new emperor of China he goes in solemn rite to the Temple of Heaven, in Peking, and formally announces to his imperial predecessors the new titles and dignities which he has assumed. These ancestors are then dutifully invited to the banquet of commemoration, where seats are duly reserved for them.

## AMERICAN LANTERNS.

They Are Carried Wherever Lanterns Are Used All Over the Civilized World.

American lanterns are exported to all the countries of the world where lanterns are used. Many are sent to South Africa and to South America, to Australia and New Zealand, and some are sold in Asia. Few, proportionately, are sent to Europe, says the New York Sun.

Kerosene oil is now commonly burned in lanterns all over the world. There are no lanterns made nowadays for candles only, but there are exported to South America some lanterns made so that either candles or oil may be burned in them. These are provided with a candle socket, which may be set down in the oil reservoir, the wick holder having been removed. By removing the candle socket and screwing in the wick holder the lantern is made ready to burn oil. Excepting railroad and other lanterns for special uses, substantially all the lanterns made nowadays are of the kind known as tubular, first introduced about 30 years ago, and now made in various modifications as to detail, the tubular part of the lantern being designed with a view to producing better combustion and a brighter light. The lanterns made for ordinary uses are produced in about 40 styles.

The American lanterns are the lightest, the slightest in appearance and the best adapted to their use, and are sold cheaper than lanterns of equal quality produced elsewhere. There are large establishments in this country making lanterns only. It is probable that more lanterns are now exported from this country than from either England or Germany, and the exports of American lanterns are increasing.

## EARTHQUAKE PROTECTION.

How the Japanese Construct Their Pagodas So They Will Not Fall.

When the traveler in Japan looks at some of the tall pagodas to be seen there he naturally wonders why they are not shaken to pieces by the earthquakes which are so common in mida-land. The only structures in Japan which seem to be earthquake-proof are the pagodas, which are erected before the temples. There are many which are 700 or 800 years old, and as solid as when built. There is a reason for this, and it lies in their construction. A pagoda is practically a framework of heavy timbers which start from a wide base and is in itself a substantial structure, but is rendered still more stable by a peculiar device.

Inside the framework and suspended from the apex is a long, heavy timber two feet thick or more. This hangs from one end, and to the other end are bolted at each of the four sides four more heavy timbers, and if the pagoda be very lofty still more timbers are added. The whole forms an enormous pendulum, which reaches within six inches of the ground. When the shock of an earthquake rocks the pagoda the pendulum swings in unison and keeps the center of gravity always at the base of the framework. Consequently the equilibrium of the pagoda is never disturbed, and this is the explanation of the great age of many of them, when from their height one would suppose them to be peculiarly susceptible to the effects of an earthquake.

**ARTIFICIAL ALBUMEN.**

There Is No One Who Believes That It Will Revolutionize Practical Food Questions.

The alleged discovery of the means of producing albumen in a chemical laboratory still excites widespread attention among chemists, physicians and the general public. Prof. Lilienfeld declines to disclose his secret until he is protected by patents. Meanwhile he is protected by patents. Meanwhile the London Lancet says:

"If the synthesis of albumen has actually been accomplished that alone will be a fact of immense importance in physiological chemistry. But that such an achievement is going to revolutionize practical food questions no physiologist or sensible man will be prepared to accept in the slightest degree as probable."

Pure albumen is already manufactured on a large scale and fairly cheaply, and though the manufacture has been going on for years albumen pure and simple has not found a decided place in dietetics, nor has it been proposed to substitute it for ordinary articles of food.

"It is absurd to think that the time will come when we shall carry about a complete meal or dietary outfit for a day in the shape of a thimbleful of powder. Animal economy requires other things and attributes besides the mere elements concerned in making good the waste tissues in the body."

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## SPORTING TERMS IN FRENCH.

Some Odd and Amusing Adaptations of the English Expressions Relating to Wheeling.

It is well known that the French language is so deficient in all words dealing with sport that they have to be borrowed from English, and they often undergo curious modifications in transit. A distinguished Frenchman named Saint-Maurice has lately published a book with the delightful title of "Le Recordsman"—an individual who is, no doubt, closely related to the "Yachtman" of whom Pierre Loti has written, and is possibly husband of the "Cyclowoman" who also figures from time to time in the Parisian sporting press. If the author of "Le Recordsman" is to be believed, cyclomania is a disease which has attacked the French nation in a far more acute form than that with which we are familiar, and in particular he has a good deal to say about the enthusiastic admiration excited by holders of distance records in the eyes of the fair sex.

Perhaps the most affecting story in the book is that which relates the death of a distinguished "pedaleur," who is followed to his grave by his heart-broken widow, mounted upon her steed of steel, and arrayed in a black silk blouse and "pantaloons de devil." The idea of "mourning knickerbockers" suggests the nonsense verse:

There was an old man of the cape,

Who always wore trousers of rape;

When asked "Do they tear?"

He replied "Here and there."

But they keep such a beautiful shape!"

## LAND FORCE OF NO AVAIL.

Naval Force Now the Defense of Great Nations—The Armies of Different Nations.

The peace establishments of the French, German and Russian armies are at least 1,500,000 men, and perhaps may be 2,000,000, all highly organized. Their war establishments might amount to totals from 6,000,000 to 8,000,000 men. On the other hand, the peace establishment of the British empire amounts to 1,000,000 men—a part of which is equally well, and another part not equally well organized with the European armies. The possible war establishment of the empire has never been seriously estimated. The peace establishment of the United States is under 30,000 men, doubtless well organized. Like the British people, the Americans have never reckoned their possible war establishment, but evidently they could, if so minded, raise it to a mighty strength, says the North American Review.

But neither British nor American leaders will, under the existing circumstances, consider land force as a dominant factor in any world-wide problem. Their thoughts will mainly be turned to sea force. They will anxiously inquire whether the sea force of an Anglo-American combination would or would not compare favorably with that of a European combination. It were needless to stop and show that all the European land forces would be of no avail against an Anglo-American combination, if that combination really possessed the mastery of the sea.

## A RETIRED BURGLAR.

Tells About a Curious Mistake About a Man That Cost Him a Night's Work.

"When I looked into the dining-room of a house that I was in one night," said the retired burglar, "I saw a man sitting in a chair perched up on the dining-room table. That seemed a singular place for a man to get to, set drunk or sober, but I thought I'd have to give him a chance to get tired of settin' there and go to bed before I began, for if I didn't he might wake up any minute and interrupt things. So I took a seat in a big leather chair in the library, next room, and waited for him to wake up. When I'd waited what I thought was a reasonable time without hearing from him, I looked in again, and there he was, still sittin' there, just the same."

"But this time, even in that light, there was something peculiar about him, and I ventured to turn my own light on him now, and then I saw that it wasn't a man at all, but a suit of clothes, with a hat on top, set up there to dry after being wet in the rain. The man that had worn them had been abed and asleep for hours, but his clothes had served for a scarecrow mighty well, for I'd set there waiting for 'em to go to bed so long that it was now too late for business."

## Safety on Fast Trains.

Thirty years ago, when the average speed of passenger trains was very much less than at the present day, accidents were of such frequent occurrence that people declared that, to insure greater safety, it had become necessary to "hang a director." In 1893, out of upward of 1,000,000 passengers carried on the lines of the United Kingdom, only five were killed—one in 200,000,000—whereas the number of persons run over and killed in the streets of London in a single year was 25, or about one in 1,000,000 of the population of the metropolis. Supposing that each individual of the 5,000,000 of Londoners walked abroad each day in the year, that would give a total of 2,207,500,000 walkers against 1,000,000,000 travelers by railway, and produces the remarkable inference that, for every mortal risk incurred by a railway passenger, the walker in the streets has to encounter 12 chances of violent death.

## Temperature of Comets.

As far as calculations can decide, the temperature of comets is believed to be 2,000 times hotter than that of red-hot iron. Comets for Soldiers on Picket. The Hayton government is very considerate of the comfort of soldiers. Every picket is supplied with a chair.

## Bulletin Financier.

Vendredi, 4 novembre 1898.

COMPTOIR D'EXCHANGES (CLEARING HOUSE) DE LA NOUVELLE ORLEANS.

Jours d'ouverture : 8h. 30 à 12h. 30 et 14h. 30 à 17h. 30.

Nombre d'opérations : 100 à 120.

Montants : 100 à 120 millions.

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