

NATIONAL GROWTH.

United States Leads the World in Increase of Population.

More Rapid Growth in Western States Than in the East, But All Sections Are Making Good Progress.

The United States beats the world in growth of population, according to a discussion of the increase as shown by the figures of the last census. This discussion is published, as a bulletin, by the census bureau. A general summary of the principal results of the study set forth in the bulletin shows the following facts.

The increase in the population of continental United States; that is, the United States, exclusive of Alaska and the recent insular acquisitions, was 13,446,861, or 27.7 per cent. Only one country, Argentina, has shown, by the most recent figures, a more rapid rate of growth.

The present rate of growth in continental United States is estimated as double the average rate of Europe. It is nearly double that of Canada, and exceeds by one-sixth that of Mexico and by one-tenth that of Australia.

The rates of increase on the two sides of the northern Atlantic differ much less than they did a generation ago. Among the five main divisions of continental United States the highest rate of increase is found in the western division, and the lowest in the north central. Among the 11 minor divisions the highest rate of growth is found in the Rocky mountain group of states, closely followed by the western south central; the lowest in the northern South Atlantic, closely followed by the western north central.

In the decade 1890 to 1900, for the first time in the national history, the southern states increased faster than the northern. East of the Mississippi river, however, the northern states have grown somewhat more rapidly than the southern; but west of that river the southern states have increased almost two and one-half times as rapidly as the northern, and it is this fact which makes the growth of the south as a whole exceed that of the north.

In the North Atlantic division the rate of increase has risen steadily since the civil war, a notable contrast to the trend in the country as a whole. The region west of the Mississippi river is still increasing faster than east of it, but the difference between the rates of growth in the two regions, 1890 to 1900, was little more than one-fifth of what it was 1880 to 1890.

The region east of the Mississippi increased more rapidly from 1890 to 1900 than from 1880 to 1890, while that west of the Mississippi increased in the later decade not much more than half as fast as it did in the earlier. The conclusion is drawn that the increased growth of the east and the decreased growth of the west may both be connected with a probable decline in the current of westward migration.

The rates of increase in the north and the south during the last 20 years were practically the same. But in the character of this growth the two regions differ widely, there being a relatively uniform growth over the whole south, equalized by a balance in the north between a lower rate of rural growth and a higher rate of urban growth.

Extensive but sparsely settled areas in the western parts of Kansas, Nebraska and South Dakota show a decline of population in the last ten years, a fact which, it is said, may be connected with the increase of population in many agricultural counties of Iowa, Illinois and adjoining states, 1890 to 1900, after losing population during the preceding ten years.

Between 1890 and 1900 the percent of increase in the population of all cities having at least 2,500 inhabitants was only about two-thirds of what it was between 1880 and 1890. The increase in the aggregate population living outside of such cities was approximately the same for the two decades.

The most noteworthy result of the entire discussion, it is stated, is the cumulative evidence of the rapid approach to equality in the rates of increase of various parts of the United States. This appears whether the north be compared with the south, east with west, or city with country.

Automobile Freight Trains.

The first road in the world constructed especially for automobile freight traffic is nearing completion in the heart of Africa. It will run over mountain and plain for 310 miles, from Leopoldville, on the Congo railroad, to Popokabada, on the Kuango. The British government is building the road, and the work is being done by hundreds of natives, under the direction of seven army officers. The road is intended as a feeder to the railroad. Automobiles are to do the hauling, and a special lot of these have been ordered by the government. Each auto is expected to carry a load of two tons, and to make about the same rate that wagon trains would make. Where the road runs over mountains it is being constructed 27 feet wide, but in the mountains it will be but 17 feet wide, or only enough for two vehicles to pass. N. Y. World.

Mosquitoes on Long Island. The mosquitoes of Long Island have multiplied to the point of being a nuisance, and the health department has been sworn to do its best to keep them down during the summer season. The mosquitoes are well known, and in the present case it is the species known as the punk mosquito, which is the most annoying. It is a small, black, winged insect, and is found in great numbers in the swamps and marshes. The mosquitoes are a nuisance, and the health department has been sworn to do its best to keep them down during the summer season. The mosquitoes are well known, and in the present case it is the species known as the punk mosquito, which is the most annoying. It is a small, black, winged insect, and is found in great numbers in the swamps and marshes. The mosquitoes are a nuisance, and the health department has been sworn to do its best to keep them down during the summer season.

MAN-EATING STALLION.

Equine Beauty That Was Possessed of the Ferocity and Agility of a Tiger.

A fearful beast is a bad horse. One really has more chance against a tiger. Geronimo stood seventeen hands high and weighed over 1,600 pounds. When he reared on his hind legs and came for you screaming, his teeth snapping like bear traps, his black mane flying, a man seemed a puny antagonist indeed. One blow from those front hoofs and your troubles were over. Once down, he'd trample, bite and kick you until your own mother would hesitate to claim the pile of rags and jelly he left. He had served two men so already; nothing but his matchless beauty saved his life.

Nowhere could one find a better example of hell-beautiful than when he tore around his corral, in a tantrum as lithe and graceful as a black panther. His mane stood on end; his eyes and nostrils were of a color; the muscles looked to be bursting through the silken gloom of his coat. His swiftness was something incredible. He caught and horribly killed Jim Baxter's hound before it could get out of the corral—and a bear hound is a pretty agile animal.

We fed and watered Geronimo with a pitchfork, and in terror then, for his slyness and cunning were on a par with his other peculiarities, says a writer in McClure's. One of the poor devils he killed entered the stable all unsuspecting. Geronimo had broken his chain and stood close against the wall of his stall in the darkness, waiting. The man came within reach. Suddenly a black mass of flesh flashed in the air above him, coming down with all four hoofs—and that's enough of that story.

NEATNESS OF ANIMALS.

Some Instances of Refinement Which Smack Somewhat of the Improbable.

M. Henri Coupin, a well-known French naturalist, draws attention to the fact that animals as a rule are wonderfully neat and far excel human beings in this respect. It has taken men, he says, several centuries to learn the virtues of neatness and cleanliness, whereas animals have apparently always possessed them. At any rate, they were certainly the first to use soap, sponges and toothbrushes.

"From time immemorial," he continues, "animals have cleaned themselves, using their tongues as brushes, their saliva as soap, their tails as towels and dusters, and their claws as combs. Moreover, many of them take a cold bath whenever they have an opportunity; indeed, the apes go as far as to boycott those among them who do not take proper care of their bodies."

"Another singular fact about the apes is that those among them who have handsome beards never plunge them recklessly into a river or pond, but delicately sprinkle them with water. Buffon had a chimpanzee who always rinsed his mouth after drinking, and I have heard of a female orang-outang who was an adept in the use of a toothpick."

A fly after it is decapitated generally spends some seconds in brushing its neck and shoulders with its legs, but even the most zealous advocates of cleanliness will hardly claim that its object in doing so is that it may present a suitable post-mortem appearance.

FOUND IN THE OCEAN.

Remains of Prehistoric Animals, Submerged Forests and Much Land Refuse.

Along the British coast of Cornwall at low tide, wide areas of peat are exposed, in which are found, partly carbonized, the remains of a submerged forest and swamp. Trunks of oak trees and acorns are dug up, mingled with bones and horns of deer and the remains of the great prehistoric elk; and with them are found relics of a later date in ancient British weapons, and Roman coins and implements, says a scientific exchange. Here is a coal bed in process of formation, of consolidation and carbonization. The basin of the ocean is a general dumping place for the rivers of the land, hence in some regions vast quantities of terrestrial vegetation are found, by dredging, to be strewn over the sea bottom, even to the depths of 200 fathoms and at distances of several miles from land. In dredging in the Atlantic and Pacific oceans Agassiz found much vegetable matter, such as logs, branches, twigs, seeds, leaves and fruits. In the peat beds we have mentioned, into which probably ran some of the ancient rivers of Cornwall, considerable stream tin is sometimes found, and instances are on record of the horns of deer having been found replaced by tin ore.

British and Spanish America.

When it is here recalled that the male American is declaring symptoms of yawning efficiency no occasion is offered for indignant reproaches. The average American has so much thorough manliness that he can spare enough to show a less vigorous people. What is meant is that the natural reaction to the paramour of the American girl has set in. As she shares the pearls, the pleasures and the liberties of the continent, she imposes her masculine ways upon them, and, in some measure, they, more feminine, her shoulders square off, their hair begins to slope, they take to pink shirt waists and check open work stockings, and their eyes begin to twinkle with longing that they may be turned up at the bottom of some fashionable or a ragged pattern. N. Y. Mail and Express.

CHAMPION MONEY COUNTER.

Pittsburg Bank Clerk Who Frequently Handles Half a Million Dollars a Day.

A unique sporting contest took place in this city a few days ago and it resulted in the bestowal of the title of champion money counter upon a remarkably gifted young bank clerk only 22 years old, says a Pittsburg report.

W. H. Jolly holds the new championship title, and though the title rests on the recent speed test, he is perhaps equally entitled to it on account of his daily work in the People's national bank at Pittsburg.

The money counter frequently counts \$500,000 in money of mixed denominations during the working day.

The money counter race was held under the auspices of the Pittsburg chapter of the American Institute of Bank Clerks. The sport that is also a science furnished some thrilling contests and they attracted the particular interest of the young men whose business is the handling of specie. Mr. Jolly came out an easy victor in the tournament.

Counting money fast and accurately is made a science in the great banks, where hundreds of thousands of dollars are counted every day and where the work has to be done with speed and absolute accuracy. It is not everybody that has opportunity to get up the wonderful speed that Champion Jolly has. Those who have enough money of their own to make them skilful in their practice counting it as it came to them usually hire others to do the counting while they devote their attention to making more money.

Theater treasures and store cashiers count large sums of money, but they do not work at it continuously, as some cashier tells do, and consequently there is no class that has the speed of bank clerks in counting money.

"The reason some of them lost was because they were nervous," said Mr. Jolly, speaking of the contest of which he was the winner. "When a man is nervous he cannot count money accurately or fast. They were nervous because they were working before a crowd. I don't think I was nervous at all, and that is the reason I won."

Mr. Jolly started in as a messenger three years ago, and was promoted. When he started learning to count money some of the others would get around him and count about for a little while and then they would intentionally count wrong out loud so as to throw him out and make him miss his count. It used to do it every time. It is an old trick in banks. But Mr. Jolly determined that he would learn to count correctly in spite of the other fellows, and he did.

"Gold can be counted faster than paper money when the money is of about the same denominations," said Mr. Jolly. "I have counted \$100,000 in gold in \$5, \$10 and \$20 pieces in an hour and a half. I have counted \$150,000 in paper currency in three hours, the money being \$5, \$10, \$20, \$50 and \$100 bills. This is twice as long for counting only 50 per cent. more money in paper, and I guess most bank tellers find about the same difference."

DISCOVERED THE SECRET.

Feminine Conversation About Which the Young Man Knew Nothing at All.

He is a young man, with a blaze of hair, who would not let anything surprise him for the world. As a matter of fact, he has traveled enough about the states to be impervious to surprise. The other night, was the exception, for when the young man boarded the train which was to take him to New York he found himself on a compartment sleeper, relates the Baltimore News.

The young man knows about locking bromochloride and how to load apparatus, and what is the proper thing to say when you tread on a woman's gown, but he didn't know about compartment sleepers, for he had never been in one before.

He was very much attracted by the prospect, however, and he looked over the ground with great satisfaction before getting ready to retire.

"This beats an upper berth all hollow," he muttered to himself.

Then the porter passing along, he called to that functionary: "Come here," said he, "and tell me how to turn this on," pointing to a handle in the wall near the washstand. "I have entirely forgotten how to screw the thing, and I'll be sure to want it in the morning."

The porter came as near smiling as a porter ever does. "Yes," said he, "screw it down in this way. Here's a water spicket, you know, it's a place to heat curling irons."

And after this the sophisticated young man went straight to bed, but to tell the joke on himself with much glee.

German Chamber of Commerce.

The dress of a German chamber of commerce are to further by every means at its command the commercial and industrial interests of the district in which it is situated. It takes the initiative in extending any new enterprise which may materially benefit the district, it actively interested itself in the building of new railways, canals and steamship lines, and in the establishment of a commercial mission, or simple means, and studies ways and means of getting the same as advantageously as possible before the commercial world. The furtherance of technical education is one of the prime features of German chamber of commerce activity. A deep interest is taken in the welfare of apprentices, and much is done to elevate their morals and habits. N. Y. Sun.

WOMEN AND LOST BOYS.

The Policeman in This Account Didn't Believe in "Slobbering" Over the Youngsters.

He was not an attractive little boy, but he was lost, and that fact went straight to the heart of every woman in the car and made her want to take him in her arms and "mother" him. The policeman who had picked him up and was taking him to the Sixty-eighth street station went out on the platform presently, and the woman who sat beside the boy began to talk to him, says the New York Times.

"Are you lost?" she said. "The boy gulped. 'Y-y-yes,' he said.

"Oh, dear," said the woman. "You poor little soul, you must be awfully lonesome."

The boy dug his grimy fists into his watery eyes and howled about. The woman seemed alarmed at the outburst.

"This is awful," she worried. "What will become of the child? I do wonder where his mother is?"

At the mention of that maternal guardian the boy dropped his head into the hollow of his striped black-and-white shirt sleeve and howled pitifully. The policeman took a hand in the matter then.

"What do you mean," he said to the woman, "by workin' on his feelin' like that? You're breakin' his heart talkin' to him that way. It's a pity you women folks can't learn to let a lost boy alone. I'd never have a bit of trouble with 'em if it wasn't for the women. Of course any little chap feels pretty badly cut up an' over-bein' away from home, and all that, but us fellows know how to handle him and when we Jolly him a bit and tell him he will be home by bedtime he gets to feelin' fine. He'd keep on feelin' that way, too, if some woman didn't come along and begin to slobber over him, and then the first thing we know the kid is howlin' to keep her company. Whenever I find a lost boy I walk to the station house with him if possible, just to avoid meetin' the women. They whimper over the youngster till they make him think he has had his last glimpse of home and mother, and then it takes all the spare change I've got to buy enough fruit and candy to cheer him up till his folks get on the track of him. Come on, son, this is our street."

The woman gave the boy's hand a parting squeeze and looked indignantly at the policeman.

"Don't you worry," she said to the rest of the passengers, "if that man isn't the hardest-hearted wretch I ever saw!"

AIR FOR SKYSCRAPERS.

Delivered Fresh Into Tall Business Buildings Like Water or Electricity.

Hundreds of men and women are boxed up all day long in little cages on every floor of the modern office building. Yet this mass of huddled humanity never suffers from any lack of fresh air. The ventilation is perfect, a fact which often surprises foreign architects, says the Chicago Inter Ocean.

The delivery of fresh air into a skyscraper is as simple a business as the delivery of water or electricity. It is not left to chance. Fresh air is forced into the building by a blowing engine and passes through large ducts and controlling registers to the different rooms. In winter, this air is heated by passing through coils of steam pipes.

Off on the blower is a fan that delivers hot and cold air, and the ducts at the register with mixing valves which can be set to combine the two blasts in any required proportion. Thus, one can have fresh air of exactly the temperature called for by the weather.

Had air is given off by wall registers near the floor through which the filtered air escapes into ducts which lead to a large common outlet above the roof. These ducts may be of sheet iron or they may be of the built-in wall-like chimney flues. As sometimes they are large spaces enclosed in the upper parts of the corridors by false ceilings.

In other cases the bad air is taken to the basement and discharged by an exhaust fan into a tall outside shaft used for that purpose only.

Motor Intoxication.

The opinion of Dr. Forbes Winslow, the eminent specialist on brain disorders, that the racing motor has outdistanced the powers of the man who drives it, is borne out by the fact that a new disease called "motor intoxication" has been discovered by the savants of Paris. It is the temporary mental disorder of speeding automobilists. M. Hache, a specialist in the last meeting of the Society of Physiologists at Toulouse, spoke of the intoxicating effect of rapid motor locomotion. The motor and moral states of the driver become abnormal. He grows untruthful, fanatically aggressive and lets himself be carried away by the angry impulse of the moment. The high rate of speed works up into the very same state of mind which makes the fatal disaster of alcohol regarding the consequences of St. James' Gazette.

Queer Rule in China.

Formerly, in China, when a man was appointed to an office, he was to be carried off by the state, and his family was to be carried off by the state. The emperor's return from Singanfu has not yet been reported, but the rumor has been spread that the emperor will be in Singanfu, when the imperial party were in Singanfu, the streets were deserted. N. Y. Post.

AIRSHIP LEGISLATION.

Will Be Needed When Flying Machines Become a Success.

Important Additions to International Law Will Be Called For—Drawn Subject for Future Law-makers.

"I wonder if the inventors who are worrying their brains over the solution of the problem of aerial navigation ever give the legal side of the subject a thought?" said an attorney, according to the New York Tribune. "Probably not, and probably few lawyers have ever thought of their profession in connection with flying through the air; and yet, if we assume that the means of locomotion through the air are equally perfect with those on land and water, it becomes evident at once that there will have to be considerable new legislation to protect both the public and those who engage in the business of transporting passengers and freight through the air. One of the first questions to be settled will be the right of way. Would an aerial line passing over a definite course, at whatever altitude, be a nuisance to an owner of adjacent land, and therefore entitle him to damages, for the injury or to compensation for the taking of his property? If not, then at what proximity would traffic begin to infringe on his rights? These are important questions and would have to be settled by the lawmakers before a chartered company could run an air line between any two points.

It might be that the aerial navigators could be sued for trespass, as common law looks upon the ownership of land as extending to the sky. Consequently a statutory law would have to be passed abrogating the right of the property holder under the common law. Then, too, there is the danger of something falling from the airship, or sky train, and if any loss of life should ensue, or others should be any damaged, to property, the law must be so framed that the property holder could recover adequate damages. In such an accident it would be difficult to prove contributory negligence.

"Should the flying machine become a common carrier it would call for some important additions to international law. Would traffic in air craft over the high seas be subject to the same laws as the air craft subject to the same laws as govern ships upon the high seas? In time of war, would the three-mile limit be preserved or extended? Would property captured in midair by the enemy be treated as lawful booty, as if taken on land, or would it be regarded as a prize, to be condemned by the sentence of a competent tribunal? Would an aerial buccaner be regarded as a pirate? Would letters of marque be given to air craft in time of war, and would the law of nations exempt them from punishment as common pirates? Would the federal courts have jurisdiction over such cases, as they have jurisdiction in all admiralty and maritime cases?"

"The subject is one that cannot be lightly discussed. It is a grave responsibility that the lawmakers of the future must face when it shall become necessary to provide for the proper restriction of all air craft. For a while the reckless aeronauts will undoubtedly search through the empyrean, just as to-day the automobilists speed wantonly through city streets and along country roads, and of course, there will have to be a final prohibition to prohibit chase and bring them to a humane court, where they may be fined or imprisoned, as the judge may decide. Free as air is a common expression, but when aerial machines become as common as trolley cars and automobiles the phrase will not mean much, and those who sail through space, either for profit or pleasure, will find themselves restricted as much in the clouds as if they were on earth. And all this will mean more work for the lawyer."

Brain Keeps Watch. A dog as a watchdog is a rare thing, but one is kept on duty at the home of Gen. W. W. Wood, in Leiperville, near Chester, Pa., and brain proves a terror to strange faces that may appear at the gate. Tramps are numerous in the Leiperville section, but many a nomad goes beyond the pale of Wurst's yard, for when the dog gets an eye upon him there is a loud growl and a tug at the chain with which the animal is kept within bounds, just outside a little frame house which has been built for him. Yet to those familiar to him he is as tame as a kitten. Bury as he is for a two-year-old, he has figured in many a valuable performance, having been trained to do tricks from his infancy by his owner, Albert Green, Mr. Wood's brother-in-law. It is proposed that he shall star in seasons to come, and with this end in view his master is preparing him through a course of sports. N. Y. Sun.

Railroad to Gallie.

Reports have been received stating that the Ottoman government has bought the English concession for a railroad from Haila to Damascus. This railroad, a narrow gauge line, will extend through Gallie to Meirih by way of Beisan, connecting at Meirih with the Damascus-Mecca line. At the beginning of April last year German civil engineers, employed by the Turkish government, arrived at Haila and a monument was unveiled in commemoration of the start of the operations. In the middle of April the Damascus-Mecca line had reached a point east of the Dead sea, and the consul believed that instead of going to the Hejaz, including Medina and Mecca, it would take a southwesterly direction to the gulf of Akaba in the Red sea—Philadelphia Public Ledger.

THE JOYS OF SUNBURN.

A Luxury of Summer That Is Mightily Valued and Enjoyed by Many People.

Among the horses of the sun is Erythroos. He is the "red producer." All of them, according to the Greek and Latin myth, "breathe fire from their nostrils," but it is this one that must be credited with those peach-bloom tints common to late spring and the summer. A half hour out in the open will convince one that the "red producer" is tainting the sunshine with his fiery breath, says the Baltimore American. Hall Erythroos!

Sunburn to the city youth, and age as well, is one of the luxuries of the summer. It is becoming to some, some it makes hideous, along with it may come freckles galore, there may be days and nights of discomfort and cold-cream putting in, but none of these possibilities rob the sunburn of its charm. It serves an onward and visible sign of a good time somewhere.

"Where did you get it?" addressed to the wearer of a newly borrowed visage will, nine times out of ten, bring out the story of a day or days, spent away from the town, and there will be a touch of pride in the tone of the narrator. He will talk of tennis, golf, boating, bathing and the like, until you're sorry you got him going. There are those who will bewail the fate that browns them. Nine out of ten are unwittingly or maliciously prevaricating.

Sunburn, when all is said pro and con, is a distinctive joy of the summer. It speaks of the big outdoor world. It is the seal and a sign of avocations which may not be pursued by most for eight months of the year, and those avocations fill out the census of the chief recreative doings of both sexes and all ages. Sunburn is eloquent of fresh air, for the sunshine is the bouquet to the breeze. It is synonymous with energy, and the energy is the tell-tale of life. The dead bleach, the living breathe, but burn, dogma to the contrary notwithstanding.

Sunburn burns. The first day's outing is apt to cook the back of the neck, the cheeks, the nose, the hands and arms, and the hot breath of Erythroos reaches every exposed square inch. But there are scores of cooling salves and lotions, with cold cream and witch hazel high on the list, to make address and shining endure but for a night.

Everybody knows what a day even in a nice, sizzling sunshine, means in this respect, but safe to say, there will be no fewer outing seekers for this fall. Sunburn and love have many things in common, but, at any rate, both are a sweet pain; both know no cure but time.

The season for this is here. Erythroos is surely sneering. Those who have been following golf balls on recent days, who have been at tennis or have chased the baseball about the lot know it, perhaps too well. Lay on, Erythroos!

IN THE FAR FROZEN NORTH.

Trip Through Alaskan Wilderness Described by a Department Official.

Under the direction of the war department in 1903 A. W. Gumaer was the guide and surveyor of the all-American route from Valdez to Eagle City, Alaska, when the country was an unknown wilderness, where no white man had ever set foot.

"Our party," said Mr. Gumaer, according to a Washington report, "was out of touch with civilization from February 15, November, during which time the Spanish-American war was fought. We knew nothing of the conflict until we reached Forty-Mile river, 60 miles below Dawson City."

"Our party consisted of five men—Lieut. P. G. Lowe, U. S. A.; Stephen Smith, surveyor; two army packers, myself, I pack horses and three burros, which we took as an experiment. They only lasted two miles when they were abandoned. The Montana pack ponies were the only ones that could stand the strain even in the summer time. In winter only reindeer and dogs can endure the cold."

"Our expedition had to cross the Valdez glacier, an extremely hazardous undertaking on account of the numerous crevasses and fissures of from four to ten feet in width. To get over them we used snow bridges, roped together, as they do in Switzerland. Many people have since lost their lives in following this perilous trail, but since then a route has been found by Capt. Abercrombie around the glacier, and no more lives need be sacrificed."

"Within two years a railroad will penetrate the two good fields at Tanana, that are just now causing a sensation among members of the previous metal Valdez, with the most beautiful harbor in the world, and surrounded by mountains 10,000 feet high. Will be the future capital of Alaska. The territory has a future splendid beyond the imagination of its most enthusiastic citizens and in dollars and cents will give greater return than any territory ever owned or ever to be possessed by the United States."

Antiquity of America.

America is older than the old world, and its inhabitants are remnants of races of men that inhabited the earth before the present old world races rose to prominence. The land distribution was different in those days. There was communication between what are now the north of America and the north of Asia, and the climate was much warmer in these regions. Evidence of these facts are being found every day in both continents. The latest evidence is that obtained by the Jesup expedition into the unexplored heart of Siberia, which recently returned to New York after a two years' exploration—Boston Bud get.