

THE COTTON TRADE.

DUOTS FORMERLY WASTE BRING GREAT RETURNS.

Wool, Oil and Meal of Staple Demand in Europe—Net Returns from Exports Last Fiscal Year Enormous.

Cotton exports from the United States for the fiscal year ending June 30 with amount to \$400,000,000, according to estimates of the department of commerce and labor. The exports of the last year reached \$375,000,000.

The products of cotton other than raw cotton fiber, which go to form this enormous total, far exceeding in value all other single crop exports are cottonseed oil, cottonseed meal, cotton waste, cotton seed in the natural state and cotton manufactures.

In cottonseed oil and cottonseed meal the growth in exports during recent years has been great, and their export now amount to more than \$25,000,000 annually, while but a comparatively short time ago the cotton seed from which they are manufactured was considered valueless.

The value of cottonseed oil exported from the United States during the past decade aggregates \$105,000,000. Cottonseed meal is another article of comparatively recent development in the export trade.

Prior to 1894 the amount exported was not considered of sufficient importance to justify its separate statement in the list of articles exported from the United States. In 1895 the total was \$4,000,000; in 1899 it was \$8,000,000; in 1900, \$11,000,000, and by 1903 had grown to \$12,750,000.

The European countries are the chief consumers of both of these newly developed classes of products from cotton seed. Of the \$14,000,000 worth of cottonseed oil exported in the fiscal year 1903, over \$2,500,000 went to France, over \$2,500,000 to Netherlands, nearly \$1,500,000 to Austria-Hungary, more than \$1,250,000 to Germany, and about \$1,500,000 worth to other European countries, principally the United Kingdom.

Mexico, Brazil and other tropical countries also take considerable quantities of cottonseed oil, which is a substitute in many cases for olive oil, formerly imported largely into those countries. To Mexico the exports of cottonseed oil in 1903 were over \$1,000,000 in value, and have ranged at about that figure for several years.

Cottonseed meal is also chiefly exported to Europe after supplying the demands of the home market. Of oil cake and oil cake meal exported from the United States last year, amounting to nearly \$20,000,000, of which \$12,750,000 was cotton seed, \$3,500,000 worth went to Germany, \$4,000,000 to Belgium, \$1,500,000 to Netherlands, and a little less than \$1,500,000 to the United Kingdom.

Cotton manufactures form another important class in this general group of exports and its products exported. The total value of cotton manufactures exported during the present year will fall materially below that of last year partly by reason of the high price of cotton and partly by reason of conditions in the export, to which a large proportion of the cotton cloths exported from the United States in recent years has been sent.

The total exports of cotton manufactures had never reached as much as \$10,000,000 prior to 1877. By 1887 the total amounted to practically \$15,000,000; in 1897 to \$21,000,000, and in 1903 to \$22,000,000. In the present fiscal year the total value probably not exceed \$22,000,000 in value.

In the nine months ending with March the total exportation of cotton manufactures was \$5,000,000 below that of the corresponding months of last year and \$7,500,000 of this reduction was made in the exports to China, where domestic manufacture of cotton is increasing somewhat and imports from India and Japan are becoming more competitive each year.

This is especially true in the case of high priced cottons, as that of 1903. The shorter staple cotton of India proves acceptable for use in the class of goods largely utilized in China.

DEATH IN HOPELESS CASES.

English Physicians Believe Hastening of End in Some Would Be Humane.

The question whether, under any circumstances, it is permissible for a doctor to hasten the death of a man who is beyond all hope of recovery and suffering terrible torments, has arisen again in America. Certain physicians maintain that an occasion does at times arise when it would be both merciful and humane to end agonies which death can no longer terminate.

Such deliberate termination of life as is contemplated in the United States could not escape the opprobrious term of "murder," though it might be softened to "merciful murder." Doctors who were known to be in favor of such a course would very naturally be shunned by the great majority of patients.

People have recovered and lived for many years whose lives had been given up by doctors. It would be useless to argue that such cases would never come within the scope of the proposed euthanasia. Few would believe it, least of all those on a bed of sickness.

Of course, it need hardly be said that "merciful murder" would, under no circumstances, be permitted except to a committee of doctors of the very highest standing. The law would have to be altered, and it would be hedged in by so many legal restrictions that it would practically be ineffectual except in extremely rare cases.

But if "merciful murder" be outside the bounds of legal possibility at this stage of civilization is it any reason why "merciful life-saving" should also be impossible? "Kind to the sick, brutal to the healthy," is how the physician referred to already sums up our present attitude toward infected persons who spread indiscriminately the germs of fatal diseases, such as consumption.

Segregation should be the law of the land, and sooner or later we shall be forced by circumstances to think more of the well-being of the community than of the convenience of the individual. If only a scheme were drawn up on practical lines and the danger of the present state of affairs clearly demonstrated, we are certain that it would receive the support of a considerable section of the country.

Certainly so far from making any advance in the prevention of disease by the isolation of infection, we have, if anything, retrogressed. The old plague methods of the Red Cross were in many respects brutal, but had they been accompanied with other precautions based on our present sanitary knowledge they probably would have proved very efficacious.

George K. Holmes, chief of the division of foreign markets, department of agriculture, says a conservative estimate of the value of the farm products of the country not fed to live stock in 1903, on the basis of the census valuation, places it at \$1,500,000,000.

In varying fractions, parts of many of these products, not being wanted for national consumption, are conveyed to foreign countries, but are stopped at the ports and international boundaries of this country, where officers of the customs take account of them and make a record of their value and weight of such of them as are measured and weighed in commercial practice.

The values so ascertained are not farm values, since to the original farm value of the products have been added numerous charges and profits which the products must bear in the course of a distribution that is often intricate in its business details.

IMMENSE HAILSTONES.

SOME SIX INCHES IN DIAMETER FOUND IN KANSAS.

Chief of Weather Bureau Has Piece of Plate Glass an Inch Thick That Was Broken by Icy Fusillade.

A relic of a tremendous hailstorm that visited central Kansas several years ago now adorns the desk of Prof. Moore, the chief of the weather bureau in Washington. It is a piece of plate glass a foot square in area and an inch thick. A slip of paper pasted on the bottom indicates that it was once part of a skylight in Topeka, Kan., says a capital exchange.

On June 24, 1897, a thunderstorm broke over the city of Topeka. It rained for awhile and then came the hailstones. The weather observer at that place put a wooden bucket over his head and with a knife frequently stepped in hot water succeeded in obtaining some of the stones. They were from three to six inches thick and about three inches long. More strictly speaking, they were small-sized chunks of ice.

One of these hailstones striking a person on the unprotected head would have caused a fracture of the skull or more serious injury. One of the stones hit the skylight and shattered it. It is one of the pieces that is now used as a paper weight by the chief of the weather bureau.

It is estimated that during the summer months, particularly July and August, several hundred damaging thunderstorms occur throughout the United States. They are more severe in the states of the Ohio valley, but no part of the country escapes. They are frequently attended by hailstones, and much damage and loss of life accompany them. It is related at the weather bureau that some of the hailstones are so severe that if one stone should strike a person on the head the bone would be shattered.

With the exception of the storm at Topeka, one at Florence Island, N. Y., is recorded as being the most severe of any to the knowledge of the weather officials. Here the stones first formed in the clouds and then fell as a lead pencil about three-quarters of an inch in length. Others were as large as walnuts.

The freaks of the storms and winds are many and varied and but little attention is paid to them at the weather bureau, except to note the velocity of the wind or the damage sustained. Now and then there is a storm deserving more than passing notice. Such a case came up a short time ago at Tillers Ferry, S. C. During a thunderstorm hundreds of little fish fell to the earth. They were catfish, perch and trout. When the storm had abated it was found that the fish were alive and swimming in the pools between the cotton rows in the field.

It is well known that in such storms sticks and stones, fish or frogs are often dropped to the earth, said a weather bureau official. "But the way they get into the clouds is a matter of some dispute. However, there is no reasonable doubt that the foreign substances are carried into the air by severe windstorms, such as cyclones and tornadoes, and when they become too heavy they fall to the earth. They may be carried a distance of from 75 to 100 miles, and when conditions are right for a storm they descend with the rain."

THE BIGGEST SKYSCRAPER.

Building in Park Row, New York, Has a Height of Three Hundred and Ninety Feet.

The Park Row building in New York is the tallest inhabited building in the world. It covers 15,000 square feet of ground and is 39 stories high. The distance from the curb to the top of the cornice is 336 feet, to the top of the tower, 390 feet, to the top of the flagstaff, 447 feet; the depth of the foundations below curb is 75 feet, making a total distance from the foundations to the top of the flagstaff, 522 feet.

Some 9,000 tons of steel was used in the frame, the weight of the structure is 20,000 tons, and with the live load it is estimated to be 65,000 tons. The building stands so firm that a plumb-line falls to show the slightest tremor, even during the highest gales.

The number of offices in the building is 950, windows 2,180, doors 1,770, electric lights 7,500, tenants 3,500. By actual count the ten elevators carry 16 miles an hour and carry in ten hours 1,140 passengers. It is said that one of the car starters knows each tenant and clerk and the floor and room in which each is located. The cost of the building was \$7,500,000, and the rentals each year are \$18,000,000. The expenses, including interest, are \$28,125,000, and the surplus is \$10,500,000.

Gold Mined in Great Britain. In a paper recently read before the Institute of Mining Engineers in London, J. M. McLaren gave some curious facts about gold mining in Great Britain and Ireland. In all gold of the value of \$2,914,915 has been found. Of this England contributed barely \$1,000, Wales \$1,600,000 and Ireland \$148,000. The largest nugget, weighing 60 ounces, was discovered in Ireland. It was made into a snuffbox for George III.

Winter Tax in Sweden. There is a law in Sweden a movement, according to it, is said, by the government, to tax all concerts and performances given by artists who are not Swedish subjects, the tax varying from \$150 to \$500 each concert, according to the amount of money taken for tickets.

RIVAL OF NIAGARA FALLS.

Magnificence of the Great American Cataract Equaled in River of Africa.

Victoria falls, an African cataract which rivals Niagara in its magnificent proportions, will within a few months be rendered accessible to the traveling public, says the Pall Mall Gazette. It is on the Zambezi river, nearly a thousand miles from its mouth. The "Cape to Cairo" railway will soon cross the gorge within sight of the falling waters.

Nearly half a century has passed since David Livingstone, exploring the unknown interior of Africa, discovered this cataract, and named it for the queen of England. He lived for several months on an island just above the edge of the falls, and there explored and mapped the surrounding region.

Above the falls the Zambezi is a placid stream sometimes a mile in width, and dotted with beautiful islands clad in tropical verdure. Hippopotami and water-fowl make these islands their home, and the river is full of fish.

By some means a rift has been formed in the river bed, a hole more than 400 feet deep, 1,800 yards long (across the river) and less than 300 feet wide. Into this chasm the river drops with an awful roar, sending up clouds of mist in which, wherever the spectator looks, he sees multiple rainbows.

The narrow rift has but a single outlet, 200 yards wide, through which must rush all the waters of the mile-wide river. Coming from both ends of the chasm to this outlet, they form a whirlpool of wonderful grandeur. For 20 miles below the cataract the river, boiling and roaring, tears at tremendous speed through a gorge 400 feet deep, out of which it flows again into a valley, to become the same placid stream it is above the falls.

The gorge is one of the most peculiar features of the cataract, being extremely rugged and crooked. After flowing in one direction for more than a mile from the outlet of the chasm, the river suddenly turns sharply round to the left, almost paralleling that course for another mile, then as acutely turns to the right again. In all the 30 miles but two places have been found at which descent to the surface of the stream is possible.

The water falling into the chasm carries down with it a quantity of air so that the opposite bank is continually "blown" a tremendous draft always rushes, which has proved sharply against the overhanging branches of the evergreens on the cliff.

From up-stream one can come at low water safely down in a skiff to Livingstone Island, from which excellent views of the falls are to be obtained. The "Cape to Cairo" railway will cross the gorge just below the outlet, on a bridge 429 feet above low water, and 690 feet long. The announcement that it would be able to run passenger trains to that interior point in a few months has already caused many travelers to announce their intention of going to view the grand spectacle.

CORRUPTION IN RUSSIA.

Illustrative Instance of the Manner in Which Officials Fatten Their Purses.

"Russia is a corrupt country," a detective said, reads a writer in the Louisville Courier-Journal. Piotr Dostoyevsky told me an interesting story of Russian corruption.

"Piotr was a detective in Moscow. He was the right-hand man of the chief of police. "One day a powerful official sent for the chief and told how he had been robbed at a banquet the night before of 300 rubles.

"I'll put this matter," said the chief, "in the hands of Piotr Dostoyevsky, my best man, sir. Piotr Dostoyevsky will recover your money if it is recoverable."

"Piotr took up the case. He worked on it for two days, and he had no luck at all. When he reported this fact his chief said: "It will never do for us to fail, Piotr. This is the chance of our life. Success means for us unlimited distinction and advancement. Here is a purse of 3,000 rubles from the municipal treasury. Take the money to the official and tell him it is his. Say it was stolen by the Spanish attaché, and that, to prevent international complications, it will be for the best to keep the whole matter silent."

"Piotr obeyed, and the official was much pleased to get his money back. He could hardly believe that the young Spanish attaché had robbed him, though. He said appearances were certainly deceitful. He advanced the police chief three places in the secret service, and he doubled Piotr's pay. But a week later he found his 3,000 rubles in the pocket of his overcoat, where they had been all along, and in consequence Piotr and the chief emigrated to America. Piotr is a detective in a New York department store now, and the chief is a waiter in a Russian restaurant."

The "Pavement Spanker." A new and expensive piece of slang, the application of which is already being extended beyond its literal and material descriptive organ, is "pavement spanker." It was first used to designate that type of modern maid, who, physically large and abjectly developed, stamps along, with generous endeavor, as to postal exterminator and a whole-souled purpose to get to the destination, regardless, or rather unconcerned, of the figure she is cutting. The term is being applied to a more figurative sense and without regard to sex, to the plodder, the being who does not see the short cuts nor know of the amenities. It does not mean a bow-beater or an argumentative declaimer; nor yet a man who insists on having his own way. A "pavement spanker" is simply a materialist, not an idealist.—Philadelphia Record

RAILROAD WATCHES.

REGULARLY ADJUSTED ACCORDING TO STANDARD TIME.

Employees Required to Submit Timepieces for Examination at Close Intervals and Have Certificates.

Absolute accuracy in timepieces is nowhere else so vital a matter as in the operation of railroad trains. If watches vary no schedule or time table is of any value. Where so many thousands of watches are in use it has been found necessary to adopt some system whereby perfect uniformity may be insured. All watches are examined at close intervals and kept in order by a staff of experts especially engaged for the purpose. There is no reason, says a railway exchange, why a railroad man's watch should keep inaccurate time. It costs him nothing to have it regulated and it is part of his duty to see that it is in order.

The time by which the watches of an entire railroad force are set is telegraphed from Washington. At a certain time the operator at the railroad headquarters receives the time, records it at his own station and at the same instant sends the information to every "train-order" station along the line. It is the duty of the operator at the train-order station to set the clock right by Washington time and from this clock every employe attached to that station must set his watch.

At every station there is a clock that records standard time. All the larger stations there is a clock that records the correct time to a second. If it varies from the standard time a notice is affixed to the clock stating the exact variation. Upon returning from a trip after a run, the trainmen must compare their watches with this carefully regulated clock. If it is found that the watch has lost or gained during the trip the timepiece must be handed in to the "time-keeping" department.

Here the railroad man receives another watch for temporary use while his own is being regulated, and the department keeps a record of the timepiece.

Besides the watches of the train crews, there are still the timepieces of all the station employes. The signal foremen, the thousands of hands working along the tracks and in the shops, to be looked after.

For these a special force of experts is employed to travel up and down the line, stopping at all stations. To the expert come the railroad men, watches in hand. From constantly visiting the various points the watch repairer knows the timepiece as well as he knows the men, and a short examination determines whether or not the watch is doing its proper railroad time.

Part of the duty of the repairer is to see that the station clocks and the clocks in the signal towers along the line are ticking according to railroad time. If they are not doing their duty he has to see that they are. The repairer is to make them register time according to the Washington standard. The railroad company will not permit the employe to carry any watch that his fancy suggests. He must purchase a watch that meets with the favor of the management. If a certain watch comes again and again to the repair department, and proves to be always behind or ahead of the time it is condemned finally and the railroad man must provide himself with one to the liking of the company or carry a watch that the company will provide at his expense.

The Japanese Baby.

Babies in Japan are carried on the backs of their mothers, much as the Indian babies were carried in the days when the papoose was a more familiar sight than it is now. Still, there is one great difference. The Japanese faces the front, while the Indian papoose used to look backward from his mother's shoulder. The Japanese baby's head is shaved in a curious fashion, and never under any circumstances, does the mother or the baby wear a hat or bonnet. Nor does he wear shoes, even in the coldest weather, but his shaven head and his pink toes peep out from beneath his mother's garments, and he rides pig-a-back, strapped on tightly, happily smiling away, and dressed when he is allowed to get out of the bedding garment, in the most quaint of costumes, all embroidered and painted and decorated with the designs which are supposed to typify the final trade or occupation of the infant.

Women as Sailors.

In some coast villages among the Danes, Norwegians, and Finns women are employed as sailors, and prove themselves to be expert mariners. In the smaller sailing ships, where there is a woman on board, whether she be the wife of the skipper or the stewardess, she is expected to take her turn at the ordinary work of the sailor, not even excluding the duties of the man at the wheel or of the night watch. Denmark employs several women as deckhands at sea. Experienced captains report that the women make excellent sailors and are equal to most men in dexterity and power of endurance.

Plausible Theory.

—I wonder why some kisses are so much sweeter than others? —Just—different brands of microbes.—Chicago Daily News.

OCEAN'S MAIN HIGHWAYS.

Opening of Panama Canal Will Draw Commercial Traffic of the Hemisphere.

The completion of the new Panama canal will have some marked effects upon the great lines of ocean-travel. Vessels have to be sure, for years gone into Panama and Colon for the transshipment of their freight across the isthmus by rail. The effect of the opening of the new canal may be likened to that of the substitution of a strong bridge at a convenient place for crossing a river for a more or less uncertain ford. Such a bridge attracts wagon roads. The canal will draw toward it the commercial highways of the hemisphere, says Youth's Companion.

Vessels which are operated by steam can pursue an almost unvarying line. Their managers accordingly prescribe courses between various ports, known as lanes, over which practically all the shipping moves. In case of a breakdown the vessel is much sooner "plucked up" on a lane than in less frequented parts of the sea. Moreover, rocks, reefs and other obstructions may be more carefully charted and watched on the highly-traveled courses.

There is usually an east and west lane a few miles apart to lessen the danger of collision. Out of Duluth, on the great lakes there is a four-track lane, two for passenger steamers and two for freighters.

Although the oceans of the world have no visible streets or crossings or sign-posts, in the eye of the navigator they are thus very distinctly marked. No railroad train makes so direct a line between points as the steamship. No locomotive engineer knows more exactly where he is at all times than the sea-captain.

Sailing vessels, responsive to winds, tides and currents, go about more at random. Yet there are enormous areas of the sea where all or smoke stacks is ever seen. Even on the steamship lanes of the Pacific one seldom spies a vessel in a trip across that ocean. Nearing the shore, however, from either approach, and it will be the same with the Indian canal. It seems as if the sea were suddenly become.

RECEIVE PAY FOR STUMPS.

Minnesota Farmers Dispose of Old Chunks to Concerns Manufacturing Turpentine.

Turpentine can be extracted from an old pine stump and this fact is the basis of a new industry reported from northern Minnesota. The promoters of the novel enterprise are asking farmers for the privilege of clearing their land of stumps, reports the Minneapolis Journal.

Such a process comes to the owner of a "stump" farm whose ribs are wide from contact with the pine handles in futile efforts to dodge the obstinate stump, like a message of deliverance. All the promoter wants is the stump and the farmer at a rate, it is worth him to have them so a bargain is easily struck.

The turpentine men go on the land with a stump puller and extract all the remnants of the forest, hauling them away to the mill where the turpentine is extracted. All the stumps, pine or hardwood, are burned for charcoal. It is assumed that the stumps are rich in turpentine and that the process would yield a considerable return.

Heretofore the manufacture of turpentine has been practically confined to the south and the new process is very profitable in the north. White pine yields them in a comparatively small quantity. It is not likely that the industry will ever reach great proportions in the north, but as long as the turpentine man finds his raw material cheap and easily accessible he is likely to carry on the good work.

What Minnesota is more interested in is the stimulation of the stumps. Some over-land really needs them to decay and thus enrich the sandy soil, but there are large areas of good farming land, especially adapted to potatoes and clover and other crops, that will be much more valuable when entirely cleared. It is an enormous labor for the farmer to clear a quarter section of these obstructions. When it is done he can put on a larger crop acreage and raise more to the acre, but the wearing means years of labor. If he can have it done him by the turpentine and charcoal producer, he will not begrudge his benefactor a handsome profit.

Strategy of the Cuckoo.

The Indian fruit-eater, which like all members of the cuckoo family lays its eggs in the nests of other birds, and thus avoids the trouble of hatching them, is said to exhibit most interesting strategy in dealing with crows, which are its enemies. When the hen, an inconspicuous speckled gray bird, conceals herself in the foliage, the cock, remarkable for his brilliant black plumage and crimson eyes, places himself on a perch near a crow's nest, and makes a great noise. The crows immediately rush out to attack him, and he takes to flight with them in pursuit. The hen meanwhile slips into the nest and deposits an egg. Sometimes the crows get back before the egg is laid, and then the intruding blue cuckoo gets a frowning.—Nash.

Those Girls Again.

—What do you think of my new shoes? Quite noble, aren't they? —Yes, you are rather knobby, but I think any first-class knobby could remove the knobs.—Philadelphia Press.