THE SNEEZING SEASON.

Some Valuable Hints For Warding Off a Cold.

A cold, as nearly every intelligent person knows, is the result of a stoppage somewhere of free circulation of blood, to which one is first sensitive through a feeling of chill.

So slight is the chill oftentimes that not until the preliminary sneeze comes is the victim aware he or she has been in the track of a draught, or that the temperature has changed.

The usual notion is that by going indoors, changing to heavier clothing or retreating from the moist atmosphere the danger is averted. These precautions are all well enough, but the first and most efficacious measure should be to restore the quick flow of warm blood through every vein, and so by heat instantly counteract the little chill.

One, perhaps the simplest method of doing this, has been learned by men who stand on sentinel duty, who are obliged to suffer more or less exposure in winter, or who scorn the comforts of cold weather, of overcoat and umbrella.

Their method when the temperature of the body or extremities is lowered, or a sudden chill or quick change from warm to cold atmosphere is endured, is to inhale three or four deep breaths, expand the lungs to their fullest extent, holding every time the inhaled air as long as possible and then slowly letting it forth through the nostrils.

In doing this the inflation of the lungs sets the heart into such quick motion that the blood is driven with unusual force along its channels and so runs out into the tiniest veins.

This radiates a glow down to the toes and finger tips and sets up a quick reaction against the chill. The whole effect is to stir the blood and set it in motion as from rapid exercise.

Detection of the Rogues.

The executors of the law in Europe have been swift to seize upon discoveries in science to help them to run down criminals. A curious use was recently made of the microscope in Prussia. A barrel of specie sent from the frontier to Berlin was robbed and filled with sand. This was supposed to have been done on the way to Berlin. The eminent chemist, Prof. Ehrenbargh, obtained samples of all the sand near the stations through which the barrel passed, and, by means of the blowpipe and microscope, found sand of the station at which it had been emptied and filled. The thief was afterward discovered and arrested.

In France noted rogues are not only photographed but weighed and measured carefully, and forced to speak and sing into a phonographic instrument before their discharge from prison, that they may be identified afterward in attempted crime.

It has also been noted for the identification of criminals that one part of the human body which is never duplicated in man or woman is the markings on the skin of the thumb. The face and figure may be altered at will, but the lines on the thumb—never! For the detection of criminals an impression of the thumb is stamped upon paper.

Electricity in Hives.

What has been called the "pleasant occupation of hiving bees" has been made even more pleasant by an electric invention which obviates the necessity of keeping a watch on the hives at swarming time.

The basis of the apparatus is the conversion of the wing motion of the swarm into power. As the bees swarm out they cause two small, easy swinging doors to open outward. A little hammer, which rests upon these doors when closed and is connected with a battery, drops, as the doors swing open, upon a small metal leaf, and the electrical connection thus effected rings a bell in the bee grower's house.

Roman Piers Still Good.

Any dishonest contractor, whose wealth accumulates while his work decays, ought to read, with a blush of shame, of a new bridge across the Danube.

Pillars of a bridge built at the same place by the Emperor Trajan are to form a part of the structure. The engineers attested the strength of the Roman work under an emperor whose reign began exactly 1800 years ago.

To do as the Romans did may sometimes mean a decent to the lowest vices, but it may also signify a noble

Didn't Want it Then.

An eccentric old gentleman placed in a field on his estate a board with the following generous offer painted thereon:

"I will give this field to any man who is contented."

"He soon had an applicant.

"Well, my man, you are a contented fellow?" asked the old gentleman.

"Yes, sir, very."

"Then why do you want my field?"

The applicant did not wait to reply.

Oldest Inhabited House.

This stands close to the River Ver, about 250 yards from St. Albans Abbey. It was built in the time of King Offa, of Mercia, about the year 795, and thus is over 1,100 years old. It is of octagonal shape, the upper portion be- of oak, and the lower has walls of great thickness. Last century it was a famous resort for witnessing cock fights. At one time it was fortified, and bore the name St. German's Gate.

Tobacco.

Tobacco was discovered in San Domingo in 1496; in Yucatan by the Spaniards in 1520. It was introduced France in 1560, and in- 583.

ON THE OPEN TRAIL.

This paltry earth and the low hung sky,
Like a little tent around it,
Too cramped I find to feel at home,
Too cramped I always found it.

Since I was ever a vagabond,
A vagrant-foot and rover,
Oh, give me the width of the skies to roam
When my earthly days are over!

Let me out where worlds the milestones are,
Where the unresting stars walk my way—
Out, out, where a man has elbow room
To travel his old time highway!

And when the journey is done God grant
That one lone inn I find me
Where I may enter and greet but her
And close the door behind me!
—Arthur J. Stringer in Ainslee's Magazine.

A LAKE PILOT'S LEG.

How It Solved the Mystery of the Wreck of a Steam Propeller.

"We are never amazed when vessels go aground and are wrecked on Lake Erie during the gales that are common on that treacherous water, for we expect such things then," said a lake skipper, "but when one is grounded on a clear day and wrecked on a course as clear as the day in the hands of a pilot that knows the ground like a book we naturally wonder a little and want to know the whys and wherefores. Such was the case of the propeller Susan E. Peck that went aground near Bar point and was lost with a $20,000 cargo.

"The captain of the Susan E. had sailed successfully hundreds of times between Point Pelee and Bar point and in all kinds of weather, and this time he had a wheelman who was known from one end of the lake to the other as one of the most expert navigators in the lake business. He had been lying up a long time, for the very good reason that owing to an accident to one of his legs that leg had to be amputated to save his life. The lost member was replaced by an artificial leg, and then the pilot was ready to take his post at the wheel again. His first service after his misfortune was this trip of the Susan E. Peck, and he ran her aground.

"The puzzle to everybody was how it was possible for the propeller, handled by a man of such skill and experience, on a straight course only 40 miles long and with every sailing condition favorable, to leave her course. The pilot was the most puzzled and astounded person of all. He soon got another vessel, and this one he ran in such an erratic manner, but fortunately with no disastrous result, that he was compelled to give her up, and his usefulness as a pilot was gone. He and others went to investigating to see if they could discover what was wrong with his seamanship.

"After awhile they discovered what they believed was the trouble. In the pilot's artificial leg a great deal of steel had been used in the joints and other places. Sitting close to the binnacle, as he did while steering, this steel deranged the compass so that it threw the wheelman way off his reckoning and led to the wrong piloting that had wrecked the Susan E. Peck and endangered the other vessel that the wheelman navigated subsequently. This was what they argued, and to demonstrate the correctness of the theory the pilot took charge of a vessel without wearing his false leg. Everything worked to a charm. The mystery of the Susan E. Peck was solved, and the pilot was restored to his old place in the confidence of Lake Erie skippers and vessel owners."—New York Sun.

South America's Suicide Wind.

In Brazil and other parts of South America the natives know and fear a certain condition of the air which they call "suicide wind."

It is not a superstition, but an actual condition of the atmosphere which seems to drive the people to madness, and during its continuance self inflicted deaths are numerous.

Criminologists and scientists all over the world are interested in this peculiar atmospheric influence, which is indicated by a soft, moist, warm air that settles heavily on the earth.

The climatic condition known as the "suicide wind" is greatly dreaded in that part of the country.

Statistics prove that suicides and other crimes occur together or in waves as they are described.

The Moral Is Plain.

"Once upon a time," says the Houtzdale (Pa.) Journal, "a man got mad at the editor and stopped the paper. In a few weeks he sold his corn at 4 cents less than the market price. Then his property was sold for taxes because he didn't read the sheriff's sale. He paid $10 for a lot of forged notes that had been advertised two weeks and the public warned against them. He then rushed to the printing office and paid several years' subscription in advance and had the editor sign an agreement that he was to knock him down if he ordered his paper to be stopped again."

Wanted a Chance.

A Scottish preacher who found his congregation going to sleep one Sunday before he fairly began suddenly stopped and exclaimed: "Brethren, it's nae fair. Gie a mon half a chance. Wait till I get alang, and then if I nae worth listening to gang to sleep, but dinna gang before I get commenced. Gie a mon a chance."

An Expert.

"Do you carve?"

"I should say I did!"

"And what are your specialties?"

"Sausage and omelets."—Cleveland Plain Dealer.

It is a sober truth that people who live only to amuse themselves work harder at the task than most people do in earning their daily bread.—Hannah More.

A YANKEE.

Various Views In Various Places as to What He Is.

"I was greatly amused," said a New Orleans citizen who has lately made a visit abroad, "to notice how the term 'Yankee' widens in application as one gets farther and farther away from the habitat of the real thing.

"In New York a Yankee is commonly supposed to be a native of Connecticut, Vermont or Massachusetts, and I have noticed that the name is applied to mean skinflints rather than to the people in general. In St. Louis a Yankee is understood loosely to be any one from the extreme northeast. Here in New Orleans the term includes pretty nearly everybody above Mason and Dixon's line—in short, 'northerner' and 'Yankee' are more or less synonymous.

"Now comes the really absurd part of it, although quite in line with what I have just remarked. While I was in London I found myself continually referred to as a 'Yankee' by natives who had learned I was from New Orleans. 'I think you Yankees are very charming people,' said a big wholesaler who wanted to be extra pleasant. 'I know several from your state.' I tried to explain at first, but I soon got tired of that. I was sure to be greeted by a stare of amazement. 'But I thought all Americans were Yankees, doncherknow,' would be the usual protest.

"Later on I met a very intelligent hotel keeper at Bern, in Switzerland, and in the course of conversation he remarked that he had an extremely agreeable countryman of mine staying at his house the previous season. 'As you are both Yankees,' he said, 'you may by chance know him.' 'Where does he live?' I asked. 'In Buenos Ayres,' replied the hotel keeper."—New Orleans Times-Democrat.

INDIAN SIGNAL SERVICE.

They Have Long Telephoned by the Use of Drums.

Travelers in uncivilized countries have often wondered how some savage tribes were able to transmit news for hundreds of miles with no apparent facilities for doing so. An interesting light is thown on this subject by Jose Bach, who tells of the means by which the Indians on the Amazon communicate with each other at a distance. The natives live in groups of 100 to 200 persons in settlements half a mile or a mile apart. In each dwelling there is a wooden drum, which is buried for half its height in sand mixed with fragments of wood, bone and mica, and has a triple diaphragm of leather, wood and rubber. When this drum is struck with a wooden mallet, the sound travels far and is distinctly heard in the other drums in the neighboring dwellings.

It is beyond doubt that the transmission of the sound takes place through the earth, since the blows struck are scarcely audible outside of the houses in which the instruments are placed After a "malocca," or dwelling, has been "called up" by an initial blow conversation is carried on between the two drums Mr. Bach's explanation is that the communication is facilitated by the nature of the ground, the drums doubtless resting upon one and the same stratum of rock, since transmission through ordinary alluvial earth could not be depended upon. This method furnishes an ingenious modification of the process employed by Indians for perceiving distant noises, such as the gallop of a horse, which consists in applying the ear to the earth.—St. Louis Globe-Democrat

Uses of Adversity.

It is something new to discover that a bodily affliction can assist one in mastering the difficulties of learning a foreign language, but there is a case of the kind on record

Miss Gertrude came down stairs one morning with red eyes, a swollen nose and a generally distressed appearance.

"What is the matter, Gertrude?" asked her mother.

"An awful cold in my head," she replied.

"I am very sorry," said her sympathizing parent

"I was when I got up," cheerfully rejoined the young miss, "but I'm not now. I can get that French nasal sound exactly Tray be-ong Bong zhoor How's that?"—Youth's Companion.

A Game Jockey.

Tod Sloane's gameness will never be questioned by those who saw him win a race on Walter in a nose finish at the old East St. Louis track some years ago. After the race Tod was hardly able to dismount. Then it was learned that he had broken an arm in the race. It seems that he was crowded against the fence in a jam around one of the turns and broke his arm. Switching the reins to his good arm, he rode the race out with great determination, putting up a "Garrison finish" and winning on the post by the narrowest possible margin. It was an exhibition of gameness the like of which was never before heard of in the history of the American turf.—Chicago Record

Twisted Logic.

It is said that during the Irish rebellion of 1848 a bishop sent a request to a parish priest for information and received the reply, "The peace of the country is assured; faction fights are increasing."

A similar twist in logic is manifested in a message of congratulation received by Mr. Willis, on his election to the New South Wales parliament. The telegram from his agent read, "Carnida jubilant; heavy fighting; several hurt, including self."—London Chronicle.

Worthy of Worship.

"Fav gwacious sake, deah boy, who was that common fellaw you let shake youah hand?"

"Deah boy, he may have a common ... he has a gweat soul. He is the ... the new collaws."

"CROSSED" MONEY ORDERS.

Safeguards Employed In England In Making Small Remittances.

Americans who are buying books in small quantities or are remitting dues to the treasurers of English societies of which they happen to be members occasionally receive a printed or written request to use a "crossed" order when sending money. At first they are likely to be mystified by the phrase. Even if inquiry is made at the postoffice in this country it is quite possible that no satisfactory explanation will be obtainable. The remitting party will ascertain, though, that American postoffices do not issue "crossed" orders.

The term in question refers to two lines drawn with a pen from the top to the bottom of a postal order on its face near the middle and an inch or two apart. That treatment of a money order will prevent payment of it to any one but a banker, and if, as is sometimes done, the name of some particular bank is written in the space between the lines the order will be paid only to that institution. It is not necessary to use any words in addition to the name of the bank. No explicit prohibition is required. The mere crossing of the order is a well understood signal to the British postal authorities, for, while the custom is comparatively unfamiliar to people on this side of the Atlantic, it is common enough in the United Kingdom.

When an American remits money in this manner, he crosses his order himself, but in several foreign countries the postoffice does not give the order to the sender, but transmits it directly to the paying office. The person who remits merely sends notice to the right person to go to the postoffice and apply for the money. Where this usage prevails the postoffice issues a crossed order because the sender cannot cross the order himself. Such is the practice, for instance, in Germany, Belgium, Austria and Italy.—New York Tribune.

NO STOVES IN KOREA.

Instead Flues Are Laid Under the Floors, Which Are Thus Heated.

Stoves are not used to any extent by the native Koreans. The Korean method of heating is excellently adapted to their resources and conditions. In building their houses they lay down a system of flues where the floor is to be. These flues begin at a fireplace, which is usually placed in an outer shed or connecting closed alleyway.

From this fireplace the flues extend in a more or less curved direction, like the ribs of a round fan, to a trench at the rear of the room, which in turn opens into a chimney, which is usually placed some distance from the house Flat flagstones are then placed carefully over these flues, and the whole is cemented over and finally covered with a thick oil paper, for which the country is noted. This paper keeps smoke from entering the room, and a little straw or brushwood, used in the fireplace for cooking the rice, serves to heat the stone floor and gives an agreeable warmth, which lasts till the time of the next meal.

Two heatings daily tend to give the people a nice warm floor, upon which they sit in the daytime and sleep at night. By leaving their shoes at the door the inmates preserve the paper floor, which from constant polishing takes on a rich brown color.—New York Press.

Maori Women.

The Maori women of Australasia have their rights—flourishing ones. Generally they have little voice or choice in the selection of their first husbands, but they may, and frequently do, change them. A woman may trade her husband without so much as a comment from the public, without the slightest smudge on her good name, and it is nothing to his discredit either. Courtship is always brief and does not often preface marriage. The Maoris, however, love to repeat oriental love tales and sing love songs. Maori widows not infrequently commit suicide on the graves of their husbands and are honored for doing so, as in China. Divorce is simple; it needs no revenue, employs no officers. He turns her out of doors, and both are free to remarry. This is all. Girls are often betrothed irrevocably from infancy.

Protection.

Nephew (from the city)—Why do you have those lightning rods on your house and barn, Uncle Josh? Don't you know the theory that they afford protection has long since been exploded?

Uncle Josh—Waal, I kin tell you they dew act as perteckters, the'ry or no the'ry.

Nephew—Do you mean to tell me you believe they protect you from lightning?

Uncle Josh—Mebby not, young un, mebby not, but they perteckt me frum them gesky lightnin rod peddlers.—Chicago News.

Feeding Hotel Help.

The first work done in the Waldorf-Astoria, New York, each day is the preparation of breakfast for 1,200 employees. The last of these meals is served usually before the earliest rising guest sleepily orders his eggs and coffee, thinking himself almost a hero to be breakfasting at such an hour.

Swindled.

Mrs. Smarte says her husband is the worst man that ever was to go shopping. He's almost sure to get swindled every time. "Why," she says, "it was only t'other day that he bought a flute, and when it came home, if you'll believe it, 'twas full of holes."—Boston Transcript.

In Extremis.

Husband—My darli... gone, how will you the doctor's bill?

Wife—Don't wor... If the worst comes marry the doctor.—

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BALTIMORE, CHESAPEAKE & ATLANTIC RAILWAY

Schedule in Effect Monday, Sept. 19, 1898.

EASTBOUND.—Read Down. WESTBOUND—Read Up.

Daily except Sunday.	Leave Stanley Daily.	Daily ex. Sa'y, Sun.	Accm daily ex. Sunday	STATIONS.	Daily ex. Sunday.	Daily ex. Sunday.	Daily ex.
A. M.	P. M.	P. M.	A. M.		P. M.	P. M.	P.
	3.00	.10		Lv.....Baltimore.....Ar.	1.10		
7.45	6.25	.35	9.45	.....Clayborne.....	9.55	5.40	3.
7.54	f6.30	f .40	f 9.49	.....McDaniel.....	f9.41	f 5.36	f3.
f8.00	f6.34	f .44	f 9.53	.....Harper.....	f9.37	f 5.32	f3.
8.15	6.40	7.50	9.58	.....St. Michaels.....	9.33	5.28	3.
f8.20	f6.43	f7.53	f10.01	.....Riverside.....	f9.28	f 5.22	f2.
f8.28	f6.46	f7.58	f10.05	.....Royal Oak.....	f9.23	f 5.18	f2.
f8.33	f6.52	f8.03	f10.09	.....Kirkham.....	f9.19	f 5.14	f2.
f8.39	f6.57	f8.07	f10.13	.....Bloomfield.....	f9.15	f 5.10	f2
9.10	7.06	8.16	10.22	.....Easton.....	9.10	5.05	2.
9.30	f7.21	f8.31	f10.37	.....Bethlehem.....	f8.54	f 4.49	1.
9.45	f7.28	f8.38	f10.44	.....Preston.....	f8.48	f 4.42	1.
f9.49	f7.30	f8.40	f10.46	.....Linchester.....	f8.45	f 4.39	f1.
10.00	f7.32	f8.42	f10.48	.....Ellwood.....	f8.43	f 4.37	1.
12.30	7.40	8.50	10.56	.....Hurlock.....	8.36	4.30	1.
f12.36			f10.58	.....Ennalls.....		f 4.24	f10.
12.46	f7.47	f8.57	f11.03	.....Rhodesdale.....	f8.27	f 4.21	10.
f12.56	f7.52	f9.02	f11.08	.....Reid's Grove.....	f8.20	f 4.14	f10.
1.10	f7.59	f9.09	f11.15	.....Vienna.....	f8.15	f 4.07	10.
1.25	f8.07	f9.17	f11.23	.....Mardela Springs.....	f8.06	f 3.58	10.
1.40	f8.15	f9.25	f11.31	.....Hebron.....	f7.57	f 3.49	9.
f1.46	f8.18	f9.28	f11.34	.....Rock-a-Walkin.....	f7.53	f 3.45	f9.
2.55	8.30	9.40	11.46	.....Salisbury.....	7.46	3.37	9
f3.07	f8.38	f9.48	f11.54	.....Walston's.....	f7.38	f 3.29	
f3.19	f8.42	f9.52	f11.58	.....Parsonsburg.....	f7.30		
3.35	f8.48	f9.58	f12.04	.....Pittsville.....			
f3.45	f8.53	f10.03	f12.09	.....Willards.....			
f3.50	f8.55	f10.05	f12.11	.....New Hope.....			
3.58	f8.58	f10.08	f12.13	.....Whaleyville.....			
f4.08	f9.03	f10.13	f12.18	.....St. Martins.....			
4.45	9.13	10 23	12.27	.....Berlin.....			
5.05	00	00	12.45	Ar.....Ocean City.....Lv			
P. M.	P. M.	P. M.	P. M.				

f Stops on signal. *Subject to delay incident to freight work. ‡Run City for Baltimore passengers only. Connections made with steamer lines and Salisbury. WILLARD THOMSO

A. J. BENJAMIN, Supt. Ry. Div. T. MURDOCH, G. P. A. W. J. MO

Philadelphia, Wilmington & Baltimore RAILROAD.

Schedule in Effect Nov. 21st, 1898.

Delaware & Chesapeake Railway.

SOUTHWARD 291 Pass	285 Mix.	Distance	STATIONS.	NORTHWARD 290 Mix.	294 Mix.
§ 12 45	A.M.		...Washington...	§ 1 00	§ 8 15
3 00	§ 6 25		.....Baltimore.....	11 15	6 55
3 46	7 25		..Philadelphia..	10 46	5 3
4 27	8 13		...Wilmington...	9 58	4 59
5 47	9 38		Lv..Clayton..Ar	8 45	3 43
5 59	9 48	4.70	.....Kenton.....	8 36	3 34
f 6 03	9 57	9.58	.....Hartley	f 8 26	f 3 24
f 6 06	f10 00	10.22	....Slaughters....	f 8 23	f 3 21
6 12	10 08	13.79	.....Marydel	8 17	3 15
f 6 19	f10 16	18.76	....Henderson....	f 8 10	f 3 08
f 6 26	f10 24	19.54	...Goldsborough..	f 8 03	f 3 01
6 36	10 34	23.88	...Greensborough..	7 52	2 50
6 46	10 44	28.08	..... Ridgely	42	2 40
6 55	10 54	32.36	...Queen Anne...	7 31	2 29
f 7 02	f11 04	36.16	.....Cordova ...	f 7 24	2 2
f 7 08	f11 12	39.05	.....Chap...		
7 20	11 24	44.16	.....East...		
f 7 37	f11 42	50.49	.....Tray...		
7 47	11 58	54.19	Ar...Oxf...		
P M.	A M.				

"f" Stops only on notice Agent, or on signal. §Dai

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Williston.....		Cambridge.....	
Two Johns.....		Kirby's.....	
Turkey Creek.....		Oxford.....	
Kingston.....		Bellevue	
Dover Bridge....	1.30 P. M.	Double Mills	
Hog Island		Easton.....	
Windy Hill.....		Oxford...	
Choptank.....		Corner	
Wrights.....		Tilg...	

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