

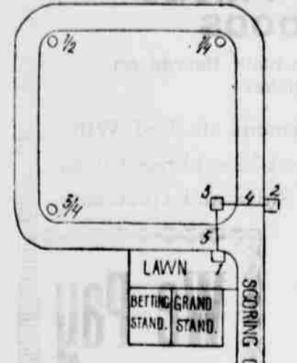


NEW TROTTING TRACK.

A Scoring Chute That is Expected to Lower Records.

The illustration of a new trotting track herewith presented will prove of absorbing interest to the tens of thousands engaged in the breeding, training and racing of trotters and pacers. Several tracks throughout the country are claimed to be the "fastest in existence" by the respective associations owning them, but the evidence of the fastest performances points to the Terre Haute (Ind.) track as the "King Bee" of them all. Over this track Queen Nancy trotted her record of 2:04, which time is also the pacer record for pacers in harness, and Champion Mascot made this record in a race over the Terre Haute track. Records count with trotting tracks as well as with racing horses.

The track illustrated is virtually the Terre Haute track, with the addition



1. Judges' Stand.
2. Starter's Stand.
3. Timer's Stand.
4. Starting Wire.
5. Finishing Wire.

of a scoring chute. Every horseman will at once perceive the immense advantage of this addition. Nine-tenths of the accidental collisions on the old-fashioned elliptical tracks occur while rounding the first turn. The reason is obvious. The word is given with perhaps ten horses lined up across the track. Before they get fairly settled in their stride they are obliged to swing to the left, like a platoon of soldiers. It is here that the utmost skill of the most experienced drivers is frequently insufficient to keep the horses from breaking and swerving, and collision is inevitable. With the track illustrated the horses have nearly a full quarter-mile after receiving the word before they are asked to negotiate the first turn. By the time it is reached the field is more or less strung out and but two or four are asked to make the turn together, if that many. The turn is short, and before the horse makes up his mind to break he is around it and sailing down a straight stretch with victory ahead, if he trots fast enough.

The scoring chute can be made any desired length. The horses are in the care of the starter until the word "Go" is given. From that instant they are in the hands of the judges until the finishing wire is reached and the drivers have dismounted. Every foot of the track can be seen by the judges and the spectators in the grandstand. The times are in line with both the starter and the judges, also with the quarter, half-mile and three-quarter poles. No flag is required at the three-quarter pole to enable them to catch the time. If the Terre Haute track, on account of its shape, the fastest in the country, what will it be with the addition of the straight scoring chute? The comparison has been made with the elliptical track for the reason that the kite track is already a back number. That it is a good track for horses to trot over is beyond a question, but they are so far away from the grandstand so large a part of the journey that people cannot see satisfactorily.

The idea of adding the straight scoring chute is the product of the brain of W. C. Creveling, of St. Louis, well-known throughout the west as "Clem" Creveling, one of the best trotting horse starters in the country. It was while starting the horses at the late Terre Haute meeting that he conceived the idea of the "chute," and all the horsemen, as far as heard from, entertain a very high opinion of its usefulness.—St. Louis Republic.

Fattening Sheep for Market.

We venture the assertion that it will be pretty safe for those in a position to fatten sheep for spring market to do so, and to prepare for early spring lambing. There is always a good profit in doing this, but it seems as though there are circumstances which would warrant small feeders in adopting this system more generally the coming winter. The present condition of finances will deter many wholesale feeders from feeding very extensively next winter. Feeders are and no doubt will be cheap enough, but many won't care to risk any large investments in this line, while others will lack the capital. It looks, then, as though there would be sufficient indications to justify our flockmasters in enlarging this scale of business. The markets will need the usual supply of good lamb and mutton, and prices will certainly be good enough to well remunerate our flockmasters.—Wool and Mutton.

Small Cows Heavy Feeders.

The dairy experiments at the world's fair show that small cows are as heavy feeders as the large ones. The cost of food and production of the Jerseys was but little different from that of the Guernseys and Shorthorns. They consumed more food than the Guernseys and but a trifle less than the Shorthorns. This demonstrates that the cost of the food and production do not depend upon the size of the cow.

WASHINGTON LETTER.

THE N. W. TARIFF BILL.

NO PERSONAL INCOME TAX.

Who Should Print Postage Stamps?

(From Our Regular Correspondent.)

WASHINGTON, Nov. 27, 1893.

Every animal in the republican menagerie is today howling in concert. The new democratic tariff doesn't suit them. This is not strange, although they pretend to think it so. The Chicago platform declared against the doctrine of protection and in favor of a tariff for revenue only, and the Wilson tariff bill is in letter and spirit strictly in accordance therewith. It gives the largest free list the country has ever had and in accordance with the expressed wishes of hundreds of manufacturers in that free list is included much of the raw material used by American manufacturers. Among them the following: iron ore, coal, pig tin, hemp, flax, jute, silver, lead ore, copper wool, salt, crude borax, binding twine, cotton ties, and lumber not advanced in preparation beyond sawing. It cuts about every protective item in the McKinley law down to a strictly revenue basis.

The new bill is in the main satisfactory to democrats, although there are some things on the free list that some democratic members of the House would have preferred seeing a small duty retained upon. Prominent among these are iron ore, lead ore and coal, but the democrats on the committee after carefully studying the matter from every point of view concluded that it would be undemocratic to make fish of one and flesh of the other and they were accordingly put on the free list. Those who are best informed believe that the judgment of the majority of the Ways and Means committee will be endorsed by the majority of the House and that the bill will be passed by that body substantially as it is today. The action of the Senate is not so certain. The opposition will be concentrated upon the Senate, because of the slim democratic majority in that body.

There are several reasons why a section providing for a personal income tax was not attached to the bill. In the first place there are quite a number of democrats who are opposed to a personal income tax. But probably the strongest reason of all was the desire to know just how much revenue it will be necessary to raise by an income tax before deciding the rate and method of that tax, a knowledge that could not be obtained until the new tariff bill becomes a law. Meanwhile the tax imposed by the bill upon the net earnings of corporations may prove a satisfactory substitute for a more general income tax.

President Cleveland will not, I am informed on good authority, go into the Hawaiian matter in his annual message further than to say that it will be fully treated in a message later. He prefers to wait until the episode is closed before dealing with it in a message to Congress.

Secretary Lamont's annual report was the first to be made public, these of the other members of the cabinet, with the exception of Secretary Carlisle will follow during this week. Secretary Carlisle's report will probably go to Congress before it is published.

Why shouldn't the U. S. government print its own postage stamps? Chief Johnson of the Bureau of Engraving and Printing isn't the first man who has asked that question, but he has asked it in a very practical manner, by submitting figures to the Post Master General showing how much cheaper the Bureau of Engraving and Printing could do the work than any of the private parties who have submitted bids for printing the stamps during 1894. An unofficial estimate is that the government could save at least \$25,000 a year by printing its own postage stamps. There is a doubt it seems as to whether the Post Master General can under the present laws give the contract to the Bureau of Engraving and Printing, and the matter is now being considered and will in a few days be decided.

Secretary Herbert thinks, notwithstanding the present depressed condition of government finances, that we should continue making addition to our navy, and his annual report will recommend the construction during the next fiscal year of one battle ship and four torpedo cruisers, and there is reason to believe that the recommendation will be endorsed by the President's message. Representative Cummings, chairman of the House Committee on Naval Affairs, says there will be no trouble in getting a bill favorably reported from that committee to carry out the Secretary's recommendations, and that he hopes the bill will get through all right, but it is plain to see that he has some doubts about it. There is a number of democrats in the House who will oppose any further expenditures for new vessels at this time, some because they think the navy already large enough, and others because they think the money cannot be spared.

It's all the same, a slight cold, congested lungs or severe cough. One Minute Cough Cure banishes them.—W. S. Rishton, Druggist.

Letters From Dr. James B. Neal.

We have just cast anchor in the mouth of this river, the same one which Mrs. Neal and I lived on for two months in famine time, and have thus reached the end of our steamer travel. We have still three or four days journey overland, so we shall not reach Chinanfoo before Tuesday or Wednesday of next week, but even that will make a saving of several days over the trip overland. We came on board this boat on Tuesday evening at Chefoo and weighed anchor about half past one the next morning, but had not proceeded more than thirty miles on our way up the coast when our boiler sprung a leak. As there was a high wind and heavy sea repairs could not be made at sea so we were compelled to return under sail to the shelter of the Chefoo bluff, where we lay until about 2 a. m. the next morning, losing thereby a whole day. That night of tossing on the Gulf of Pachi stands out in our memory as one of the most uncomfortable nights we have ever spent on ship or on shore. In the first place this boat is a small one and used only for coast service and has only one cabin for foreign passengers, which I of course left for the use of Mrs. Neal and Miss Pondexter, intending to sleep myself in the dining room. But before they could get settled they discovered the beds were full of roaches and silk worms, so they were afraid to sleep in them. So we all took our traveling bedding up on the deck, and settled down there for a night's sleep. We were really very comfortable then and should have gotten along famously if a squall had not come up and the rain driven us inside. Then the girls took the top of the dining table covered with a travelling mattress, and I took a lounge and we tried to sleep, but alas, such a time as we did have! Never have I known in all my experience such rolling and tumbling and tossing about as we had that night. Such rattling and breaking of dishes and tumbling of chairs until it seemed sometimes our ship would turn bottom side up. Never shall I forget the way poor Mrs. Neal and Miss P. kept sliding first forward and then backward on the top of their slippery table, every once and awhile starting up with a horrified exclamation of fear, lest they were falling off into space. To me it was most amusing until seasickness, to which even Mrs. Neal had succumbed, attacked me, when the novelty of the situation lost its charms, and I was only too glad when we dipped anchor about 9 a. m. in quieter waters, and we could crawl out and get a breath of fresh air. You can imagine however, what our feelings were to have to realize that we had endured all this, and traveled nearly sixty miles only to find ourselves again in sight of our starting point. After breakfast the captain and first mate left in a sail boat to Chefoo to take word to the Chefoo office, but in trying to land, their boat upset and they were in the water about an hour before they were picked up by a Chinese tampan, so you see we had various and very varied experiences that first day. Yesterday morning about 2 o'clock we took another start westward and when we woke up we found it a beautiful bright day with smooth sea over which we sailed all day stopping at two Chinese ports, at the latter of which we went ashore with the captain, Mrs. Neal and Miss P. gathering shells while I went with the captain for some gunning along the shore. We bagged nine birds which we are to have for tiffin (lunch) this noon. Our captain is most agreeable and attentive; he has given up his room for two nights to the ladies and had the cabin cleaned so I have been able to sleep there. We are to leave the boat and start overland, but our journey will soon be over and by coming this way we have saved time and discomfort in Chinese inns. It seems somewhat natural to see once more this desolate famine country with its low lying shores and flatness so depressing in its monotony. We are all quite well and glad to be getting on so well as we are, though we are now two days behind time, the boat leaving Chefoo one day late. We expect to find several boats from Chinanfoo awaiting us when we get ashore as I telegraphed for four to be sent down. We go up on a cargo boat in a little while with our goods.

JAMES B. NEAL.

ON BOARD NATIVE BOAT, SIXTY MILES FROM CHINANFOO

October 3, 1893.

We are at last drawing near to the end of our long journey, and I can assure you we shall be glad when it is all over and we are again settled down in Chinanfoo. We hope to get there day after to-morrow, if all goes well, but both yesterday and to-day we have made such poor time we may possibly be delayed an extra day. We left Shanghai two weeks ago to-day, after spending three days there, one of which was Sunday, attending to various matters, and reached Chefoo in about forty-eight hours. Here we were delayed five days, waiting for a small coast steamer, which runs only once a week. At last we got off, after we had grown very tired of waiting, and in about two days reached the end of our sea voyaging, which had begun just a month before at Vancouver.

The place where we landed is merely a Chinese village, and not the most attractive sort of one, as it is built away out on the northern limit of an extremely flat, barren region, with few or no trees to relieve the monotony of the bare landscape. Here we found a man from Chinanfoo waiting for us with four small native boats, which I had telegraphed from Chefoo for, and in the afternoon of the following day we embarked on this river, which we have been following steadily for the past three days and more, sometimes making excellent progress, when the wind has been favorable, at other times, getting on very slowly. We have with us not only our own things for our new house, but a number of packages for others in Chinanfoo. So we found ourselves our first night out very much crowded, as three boats were filled with goods. The next day, however, we succeeded in having two more boats, that is a pair, for they always go in pairs, one behind the other, so since then we have been much more comfortable. I wish you could see us as our caravan, or rather, fleet, moves slowly up the river. Each boat is, perhaps, twenty-five feet long, and in the middle is covered with mats, spread over bamboo arches, about three feet and a half high in the centre, and sloping down to the sides of the boat, thus covering over a space about seven by five feet, which is used for sleeping purposes at night, and for lounging in during the day. The exposed ends of the boats are used, the back one by the boatman who poles, the two middle ones for seats and native stove for cooking, and the front one for various articles, and at times by the second boatman, who, when not pulling on the bank, stands there and poles, unless the wind is strong enough to get on without poling. The above description applies to the two boats we occupy ourselves. The four other boats are loaded with goods in the middle under the matting, so arranged as to be cool enough for sleeping places at night by the boatman.

When the wind is favorable we have our sails hoisted, each pair of boats having one sail, but when there is no wind or it is contrary, one man pulls a long rope fastened to the mast and one poles behind.

Our first night was rendered uncomfortable not only by our being crowded but also by rain, which came down steadily most of the night and dripped through the lower parts of our matting cover and blew into the more or less exposed ends of our shelter, so that we had a hard time to worry through the night. Since then however we have had no more rain and hope we may be spared any more such experiences. The second day out we passed through the region where four years ago we lived for two months and distributed famine relief. I visited the village we made our headquarters during that time and was very pleasantly received by those who knew me but I was made heartsick by the looks of the place, which instead of improving has gone steadily backward ever since the great famine, owing to repeated floods from year to year. In fact they are constantly suffering from famine in that region, whole companies of the people, men, women and children going off for hundreds of miles to beg in droves for food. We used to have them by fifties in Tungchow from the region of the Yellow River, two or three hundred miles away. The Yellow River, with its constantly recurring floods, is truly "China's Sorrow." We have found evidences all along for the past three days of the direful influence of China's fatal river, the country for miles showing the recently dried mud or the pools of standing water made by the last flood which took place over two months ago. As we go farther south and from the sea we are getting away from the desolate flat barren country we started in, and into more thrifty and prosperous looking regions and nearer to the hills, without which I think any place looks so uninteresting. When we reach Chinanfoo we shall be right at the foot of hills to the south, and on the edge of the immense plain which stretches far away to the north away beyond Peking, Chinanfoo, Oct. 7th.

We reached here, as we expected to about noon day before yesterday and since then have been busy readjusting ourselves to our surroundings, becoming acquainted with the new members of our station, and greeting our Chinese friends. It warms our hearts to see how cordial many of the Chinese seem to feel toward us and how glad they seem to have us back. The one whom I have had most pleasure in seeing again is Mr. Ma, or perhaps I might almost call him Dr. Ma, who was my most faithful assistant for about seven years during my first stay in China and who studied medicine with me in the first medical class. He is a most estimable christian and a thoroughly reliable man. It seems very nice to be back again among the Chinese. I realize more and more how much both I and I love them and how pleasant it is to live and work among them. We are being entertained for the present until we secure our rented Chinese house in order, which we shall occupy until we secure a suitable site for our new house in the suburb. The land

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on which the hospital is built is too small I fear, to accommodate our house too. The prospects seem good for getting more land soon. On Monday, day after tomorrow, I begin again the teaching of the medical class of five and my regular dispensary work, so that what with this regular work and the putting up of more hospital buildings I shall be very busy.

JAMES B. NEAL.

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