THE COLUMBIAN, HOLIDAY EDITION.

A FAST STEAMSHIP.

From Europe to New York in Less Than Six Days.

Engineering science and skill in marine architecture has at last brought Europe within less than Six days' sail from New York City. The new steamship Kaiser Wilhelm der Grosse made her maiden trip from Southampton to New York recently in five days, twenty-two hours and fourty-five minutes. The best previous record was made from the same port to New York by the American steamer St. Paul, in six days and thirty-one mfnutes. The first day's run of the Kaiser was 531 knots. The runs of the successive days were: 495, 512, 554, 564, an dto Sandy Hook 186 knots. On the volage 30 horse power was developed with an average daily consumption of coal of 500 tons. The steam pressure to the square inch was 186 pounds, while her screws made an average of 77 revolutions to the minute. It is expected that when the machinery becomes a little worn and in perfect working condition that she will beat her own remarkable time by a full half day, bringing it down to five days and ten hours.

The new steamship now being built for the cunard line, it is stated, will exceed the measurement of the Kalser by sixty or seventy feet and with a higher rated horse power. The tremendous power required to drive these enormous steamships can be more readily realized when it is stated that the water power at Lowell is only rated at 10,000 horse power. The speed made by the Kaiser on the day of its fastest record was at the average rate of about 27 miles an hour. As the average speed of the fastest through train on our railways is only about 52 miles an hour it will be seen that the Kaiser did some pretty quick sailing, and that even to keep up with her is going to take some pretty sharp and skillful work on the part of marine engineers who figure on the job.—Boston Journal of Commerce.

Hypnotism,

"It is very much to be regretted that in our country appropriate laws regarding the practice of hypnotism have as yet not been enacted. Everybody and anybody is at liberty to exercise his 'magnetic power' over his friends and acquaintances, and the public is as yet so little familiar with the dangers incurred by the willing subject that volunteers can always be found in the little social circle, who are ready 'to give hypnotism a trial.'

"The person who is about to be hypnotized should understand thoroughly that he or she is thereby placed under the absolute power of the operator, who can do with the subject whatever be pleases, when the hypnotic sleep has once been induced. He may cause his subject to commit crimes upon waking, of whatever kind; he may himself commit a criminal act upon the hypnotized without fear of detection. In France numerous cases of outrage have thus been reported, in which suspicion was thrown upon innocent people by appropriate suggestion on the part of the operator. Murder, theft, forbery, etc., have all been committed indirectly.

"But aside from such dangers it should be understood that frequent hypnotization undoubtedly demoralizes the individual and renders the subject unfit for the duties of every-day life.

"To what extent hypnotic sleep may in the future replace the anaesthetics which are now in use it is difficult to say, as it is not yet possible to call forth such a degree of insensibility to pain in every person to permit of sur-

MAN'S NEW FACULTIES.

Is a Third Form of Consciousness Developing in Human Beings ?

Science has discovered that new mental faculties are developing in highly civilized humanity. The observer has described them as a third and new form of consciousness. The other two forms are simply consciousness and telf-consciousness.

in the section of psychology, at the recent meeting of the British Medical Association, at Montrial, Dr. K. Bucke, of London, Ont., presented some novel views in a paper bearing the above title. He said:

"So-called telepathy and clairvoyance seem to be specimens of nascent faculties. I place in the same class the phenomena of what is often named spiritualism.

"The labors of the Society for Psychical Research have made it to me plain that these phenomena, as notably in the case of W. Stainton Moses, really exist. And I think that a study of the above mentioned case, together with that of Mrs. Piper and that of Mary J. Fancher, of Brooklyn, would compel any unprejudiced person to make the same admission. But to me these are not cases in which outside agents are acting on or through a humen being but are cases in which a given human being has faculties which are not case at a study

not commonly possessid. Whether any given faculty, such as or e of those now alluded to, shall grow, become common, and finally universal in the race, or wither and disappear, will depend upon the general laws of natural selection, and upon whether the possession of the nascent faculty is advantageous or not to the individual and to the race. But of infinitely more importance than telepahy and socalled spiritualism (no matter what explanation we give of these, or what their future is destined to be) is the final fact to be here touched uptn. This is that superimposed upon selfconsciousness, as is that faculty upon simple consciousness, a third and higher form of consciousness is at present making its appearance in our race.

"This higher form of consciousness, when it appears, occurs, as it must at the full maturity of the individual, at about the age of thirty-five, but almost always between the ages of thirty and forty. There have been occasional cases of it for 2,000 years and it is becoming more and more common. In fact, in all respects, as far as observed, it obeys the laws to which every nascent faculty is subject.

"Many more or less perfect examples of this new faculty exists in the world to-day, and it has been my privilage to know personally and to have had the opportunity of studing several men and women who have possessed it. In the course of a few more millenniums there should be born from the present human race a higher type of man possessing this higher consciousness.

"The new race, as it may well be called, would occupy, as toward us, a position such as that occupied by us toward the simple conscious alalus homo. The advent of this higher, better, and happier race would amply justify the long agony of its birth through the countless ages of our past. And it is the first article of my belief, some of the grounds of which I have endeavored to lay before you, that a race is in course of evolution."

The Making of Flags.

The bunting used in the production of flags for the United States navy is all made in Lowell, Mass. It has to come up to certain requirements in re-

A MIGHTY NIMROD.

Four Hundred Bears the Record of a Tar-

Captain W. H. Basnight, of Roanoke Island, who is on a visit to Rallegh, says the Observer, is the celebrated bear hunter of Dare County. He has helped to kill over four hundred in his time.

his time. "The season for hunting bears is near at hand," said the captain, "and it will be a good season. I judge from the berry crop. It is cut off back in the woods, and there is plenty on the water. The bears will come out to get the gumberries, and then we will kill them and have line sport: We ship the meat to Baltimore, after eating all we want, selling it at twelve and a half cents a pound; we sell the bearskin for twenty dollars, and bear oll sells well."

"How do you kill the bears?" I asked, "I have a big double-barrel muzzloloading gun. I use that on accour! of shooting big lead. You cannot use such lead as I want out of a bres.hloader."

"What is the biggest bear you sver killed?" I next asked the captain. "I cannot tell you exactly. The argest I ever killed I could not weigh: I have killed bears weighing five b indred pounds. They average pertaps something over one hundred pounds." "Are they hard to kill?" I asked.

"I have killed some that fell dead at first shot. But if a bear gets fully mad before he is killed, you can hardly kill him by shooting him all to pieces. I have been in some close places. I had a bear once grasp me around the shoulders, and if my brother had not shot and killed him, the bear would have killed me. I have never been hurt except a little squeezing—and no man ought to mind a proper amount of hugging." said the captain.

"Do you love the bear meat as food?" You ought to have seen the good captain's mouth water and his eyes brighten, as visions of brolled bear meat came into his mind.

"Eat bear meat?" he said. "Why, it is the best meat in the world. I can eat two or three messes of bear, and feel strong enough to jump ten feet high."

Captain Basnight has charge of Durant's Island, which is owned by John E. Reyburn, of Philadelphia, who comes down for hunting and fishing about twice a year. This island contains forty-two hundred and fifty acres is fourteen miles around, and is located at the mouth of Alligator River.

at the mouth of Alligator River. "On the island," said the captain, "we have five hundred head of cattle, hogs and sheep, fine poultry, and an abundance of wild game, including deer, swan, geese and ducks, and many varieties of smaller birds. We feed the wild fowl, and at times I have as many as seven hundred wild geese that come regularly to the camp to get their feed."

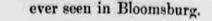
Coffee Pot.

A really good cup of coffee will go far toward determining the character of a repast, and in connection with fair bread and butter will be as satisfactory as an elaborate meal with malodorous, bid flavored slop, so commonly encountered. Coffee, with many, forms the life or keynote of the meal, and its proper making has been the earnest enceavor of thousands. There is an exquisitely delicate aroma in coffee which is so fugitive in its character as to escape in the process of boiling in the common pot. It is to save this aroma and to realize the best general results that the present invention has been designed and patented.

The improved coffee pot comprises a cylindrical vessel, having a closed bot-

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gical operations. In good subjects, however, even a major operation can be performed without causing any pain.

"Public exhibitions of hypnotism, or 'Mesmerism' so-called, should he strictly interdicted as serving no useful purpose and only doing harm."

In France, only physicians are permitted to practice hypnotism, and this is rightly so.

As we have before said, professors of hypotism are advertising for pupils to learn the art. Scoundrels will soon learn it, and all the newspapers of North America from Mexico to the North Pole should caution their readers against it.-G. T. Angell in Our Dumb Animals.

Don't Fear Klondike Cold.

H. M. Dalton and P. H. Levin, both attorneys from St. Louis, passed through St. Paul, leaving on the Northern Pacific coast train for what is vaguely known as the Klondike. They stopped off at St. Paul for a visit with Edward J. Darragh, and while in this city were his guests.

"We are not a part of the wild, hapnazard rush to the Klondike," said Mr. Dalton to a reporter for the Globe, discussing their plans and prospects, "but we believe there are great possibilities for young men in the new country, and we intend to find out if we are right.

"From what we have read, the great difficulty seems to be that the passes are blocked by heavy travel, hosts of people trying to get over the roads that are wet and heavy with rains and easily cut up. The advice usually given is to wait until spring, and then before the passes are again deep with mud to go through on the frozen ground. Now, if the trip is to be made when things are frozen we do not see why it is necessary to wait for spring. It would seem to be as easy to get through on the first freeze as on the last one, and that, in brief, is our plan."

'You must understand, however," broke in Mr. Lewis, "that all of this is conditional. We are not absolutely set on trying our luck to the Klondike placers, or any of the adjacent streams. The possibilities of Alaska are not confined to the Klondike. There is, for instance, the Copper river, which comes down to the coast, and which is said to be very promising for prospectors, and there are dozens of fields, not necessarily gold, which hold out great inducements. More than that, general merchandising will be a field of great profit for many, and if the Alaska development makes good the wonderful promises of to-day it is possible that the great fortunes will be made by those who never try their fortunes in the mines. We are not committed to any plan, and have enough capital that will be available to enable us to try that field of activity that promises the most."-St. Paul Globe.

gard to color and strength. It has to be made entirely of wool of the best quality, showing no imperfections. It must weigh 51% pounds avoirdupois per piece of 40 yards, 19 inches wide. The yarn must be evenly spun, the warp and filling to contain not less than 34 threads to the inch. and the warp must be two-ply and the filling one-ply, properly twisted. The fabric must have a tensile strength of 65 pounds to the warp and 45 pounds to the filling, in test pieces two inches wide. The colors must be as "fast" as they can make them, and must not be sericusly affected by being soaked continuously for twenty-four hours in fresh water and then thoroughly washed in water, using a good grade of laundry soap. Great quantities of the flags produced, says the Dry Goods Economist,

are made at the Brooklyn navy yard. These flags include not only the "star spangled banner," but those of all other countries, the latter being used by our men-of-war in saluting. These flags are all made in the most careful manner, every stripe and device being measured with geometrical accuracy and the sewing being not only very strong, but very neat. The stars on the American flag are put on so care-fully and evenly that when the flag is held up to the light the stars, which re made of muslin and put on both sides, appear to be a part of the fabric. he stais are cut with chisels out of bleached muglin laid thirty thicknesses together on a large open block. The largest flag made is 36 feet long 19 feet The flags are finished off by Wid9. men who, in sewing, use the sailor's palm, which consists of a leather strap with a hole through which the thumb passes and in which is set just below the thumb a disk of steel like the top of a thimble.

Worth Considering.

flotering to the recent terrible disaster to a night express train on the New York Central road, a Connecticut gent.eman, who travels a good deal, unkes a suggestion that is worth conaderiag He calls attention to the fact that in the event of a passenger coach, he doors are likely to be closed by he jamming of the tads of the cars, the vanifiators in the roof are usually to small to crawl through, and about the only thing that can be done is to amash but the windows. But the glass in thick; implements for smashing it re not often at hand, and when broken, fragments left on the sashes will ut like knives. His suggestion is to ave one or two large trap doors in the ar roof, always unfastened, and of light construction, so that they may enally be pushed open. Whether the car fails on its side or is plunged into the water, as in the New York Central disanter, these doors in a car roof would offer easy and quick meanas of restling out cetting out.

tom and a detachable cover, a conical water vessel being located in the bottom thereof. Pipes lead vertically from this water receptacle, and have steam jet holes located contiguous to their upper closed ends. A perforated horizontal shelf is fixed to the piper and a coffee receptacle is arranged in the upper end of the vessel and provided with a flexible perforated bottom supported by the shelf; the discharge spout opens into the main vessel close down to the base, so that no aroma can escape in the steam during the boiling process. The coffee grounds are retained in the steaming receptacle and the liquid comes out absolutely clear of grounds or sediment. This device should sell in any household. It is not at all expensive to manufacture.

How to Examine a Watch.

To one who has never studied the mechanism of a watch its mainspring or the balance wheel is a mere piece of metal. He may have looked at the face of the watch, and while he admires the motions of its hands and the time it keeps he may have wondered in idle amazement as to the character of the machinery which is concealed within. Take it to pieces and show him each part separately-he will recognize neither design nor adaptation nor relation between them; but put them together, set them to work, point out the offices of each spring, wheel and cog, explain their movements, and then show him the result. Now he per-ceives that it is all one design-that, notwithstanding the number of parts, their diverse forms and various offices, and the agents concerned, the whole piece is of one thought, the expression of one idea. He now rightly concludes that when the mainspring was fashioned and tempered its relation to all the other parts must have been considered; that the cogs on this wheel are cut and regulated-adapted-to the ratchets on that, etc., and his final conclusion will be that such a piece of mechanism could not have been produced by chance; for the adaptation of the past is such as to show it to be according to design and obedient to the will of one intelligence.-Harper's Round Table.

Savans are Interested.

Bacchylides's poems, the papyruscontaining which was acquired by the British Museum last year, are about to be published. Nearly twice as many lines have been recovered than was supposed at first, the total being about 1,000. There are twenty poems or pieces of poems in all, six being compiece, and of nine more substantial fragments being preserved. Fourteen are in honor of victories in the Olymplan games, the rest being paeans, dithyrambs, or hymns, classes of verse of which there were hitherto no complete specimens,—Boston Traveler.

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