NORTH OF STATESMEN WALTER WELLMAN WRITES ON THIS

IMPORTANT SUBJECT.

the this Found a Man of Boll's Washing ton Photographic Gallery Who Has for Some These Made It a Corolal and Hinese Study.

Washington, Aug. 23.—At Bell's famous photograph gallery in this city an old fellow speeds several hours daily closely inspecting the pictures of statesmen, making sketches from them and turning them this way and that toward the light as if engagedin some deep physical or psychological study. "I am engaged," he said, on being interrogated concerning his business, "in making a study of the noses of statesmen. You know Professor C. I. S. Thompson, of London, his rivived the old science of Nosology," or reading character by the some. I have enrolled myself among Professor Thompson's disciples, and am making a study of the noses of public men, whose characteristics are wellmen, whose characteristics are well mown, for the purpose of demonstrat-ing the value of Professor Thompson's node of principles, and with the inten-

6606 6. Quay. 7. Miller (Justice). 8. Don 8. Stanford. 10. Sherman. 11. Gray. pett. 12. Cleveland. 14. Porter. 15. Mor. Culloin. 17. Edmunds. CLASS A.

tion of sending him the result of my labors. There is no country in which the nose can be studied to better advantage than in the United States. Here we have all types of noses in the mixture of races and blood, without any all prevailing type to confuse our ideas or set up for us a false standard of character. Why should we not be able to read character in the nose? As Professor Thompson well says:
'Of all the features of the human face the nasal organ, being the most prominent, stands supreme as a revealer of character. Its form gives the great-est expression and individuality to the facial lineaments, and even the voice is affected and toned by this important member. The individual whom nature has blessed with a really well formed and perfect nose should indeed be grate-ful, as on an average barely 2 per cent. the ordinary population can claim to instemically considered, as every one bould know, the nose is composed of one and cartilage, and besides being as special organ of the sense of smell, it has other important functions. It is especially concerned in respiration and the voice, and the muscles being closely ed with those of the face, it natally affects it in the expression of the flerent passions and feelings of the ind."

sor Thompson has divided cess into three classes," continued the sciple. "In what he calls his primary related there are three strongly marked the prominent nasul bone (A), the nami bone (C). It is not difficult to clas cify all noses after this manner, but when we come to the subdivisions of each class, where more particular phases aracter are indicated by fine lines in the contour of the nasal bone, we should move with great caution, and depend more upon careful examination of the subjects in person than upon the outlines that are presented in photographs. For instance, one would not hesitate to put in class A such noses as those of Secetary Blaine, Justice Miller, Don Cameron, Senators Evarts, Blackburn, Davis, Quay, Stanford, Edmunds, Sherman. Blodgett and Callom, Secretary Tracy, ex-President Cleveland, Vice President Morton and Admiral Porter. In fact, I think a majority of our successful men have this type of nose, which, according to Professor Thompson, indicates the general characteristics of firmness, intelligence and trustworthings

ligence and trustworthiness.
"Subdividing this type into minor masses is not so easy. I am free to confees, however, that the greatest masal or-gan I have ever seen is that of Senator Evarts, which clearly belongs, along with that of Justice Miller's, to that subdivision which Professor Thompson says is usually accompanied by high intellectual power, great personal influence, discrim-

1. Phelps. 2. Bock. 8. Noble. 4. Allison. 8. Valthail. 6. Fuller. 7. Ingalis. 6. Carlisle. CLASS B.

ination and penetration, undaunted courage and even temper. Such noses are very rare, and I am sure Professor Thompson will be delighted to have a sketch of so perfect a specimen as Sena-tor Evarts'. The senator's nose is even stronger than the one which Professor mpson gives as his idea of the perfact specimen of this class, one which, it is easy to see, though he does not say so, the professor deems the perfect nose for a man whose career is to be of a public nature. In sketching this nose, his per-fect type. Professor Thompson could not

have drawn ez-President Cleveland's nose more perfectly if he had had a profile photograph of Mr. Cleveland before Senator Edmunds' nose is another almost perfect specimen of this strong, virile type. From this point of view l have no hesitation in pronouncing the noses of Senators Evarts and Edmunds, ex-President Cleveland and Justice Miler the four greatest noses to be seen on the faces of American public men.

The noses of Senators Don Cameron and Davis, Sherman and Blodgett, Vicent Morton and Gen. B. F. Butler long to Professor Thompson's subdivis-lon No. 2, in which is revealed an ava-2, in which is revealed an avabut often passionate temperament, tes, determination, sometimes un-loss, frequently astute and graspst at the same time be reered that these noses also indicate general characteristics of their difirmness and trustworthiness, modifications vary greatly

"Secretary Blaine's nose is another ry good type," continued the disciple. It is one of these noses with a large bulbous formation at the extremity, and indicates an ambitious temperament, uncertain, sometimes firm and

ing, with decision of character very intellectual, and as a rule as often very intellectual, and as a rule associated with a high pitched voice. Senator Stanford has much such a nose, and so has Senator Sherman, though his is more pointed than bulbous. Admiral Porter also belongs to this subdivision.

"There is one other subdivision of the

"There is one other subdivision of the first or prominent type. It may be said to be a large, straight nose, without humps, curves or extraordinary size at the point. As a rule this nose denotes warm and affectionate disposition, good natured and even tempered, sometimes impulsive, but true. Secretary Tracy's nose is a good specimen of this class. Senator Quay's would be if it were not quite so prominent just below the bridge.

quite so prominent just below the bridge.
"Coming on to class B, which is the normal nose, of straight lines, we find that the angles have a great deal to do

with character.
"Chief Justice Fuller has probably the finest, though not the strongest, nose to be found in this gallery, a splendid speci-men of the class to which Professor Thompson ascribes great intelligence, firm moral character, temperateness in most things, honesty, even temper and sunny disposition. The angle of the chief justice's nose is just right. Give that same organ a sharper angle and it repre-sents a shrewd nature and cold temperament, often found in the faces of clever, sharp business men. Senator Ingalls' nose is an example. Senators Allison, Beck and Walthall and Secretary Noble all have good noses, bespeaking gener-ous and honest natures, sometimes sensual, but good tempered, easy to get on The general characteristics de noted by the normal nasal bone are generosity, shrewdness, courage, generally temperate.

"Ex-Speaker Carlisle has a strong nose, one of the most difficult to classify. It is not what you would call a prominent nasal bone, and yet is rather larger than normal. It has a slight bulging just below the bridge, then re cedes and comes out again at the ex-

2 1 1. Harrison. 2. Hoar. 3. Attorney General filler. 4. Windom. 5. Vest. 6. Hiscock.

CLASS C. tremity. Until I have made greater progress in the science I shall not at-tempt to fix its indications, but will say that it belongs to Professor Thompson's The first of these is defined as 'zealous discontented, uncertain, sometimes firm and exacting, decision of character, intellectual,' and the second is thus de scribed: 'Though not very symmetrical in shape, this nose usually accompanies a generous and honest nature, rather sensual, but good natured, coarageous and true. It is obvious that it will require the art of a master like Professor Thompson to read the nose of the exspeaker, whom many deem the most intellectual man in our public life and who certainly has one of the most complex of characters.

"In C the types are more unmistakable than in the one we have just been talking about. The general characteristics indicated by the receding nose are obstinacy, irritability, pugnacity. President Harrison has a good type of this nose, Senator Hiscock has a good deal the same sort of a nose, and it is not a pretty nose, either—not so pretty as you would expect to see upon the face of a

tor from New York. "Senator Hoar's nose belongs to that class which, according to Professor Thompson, indicates a querulous and irritable disposition, and almost invariably associated with a shrill voice. Senator Vest has this nose, too. I know Senator Hoar has the shrill voice, but as to the other characteristics I fancy he, like President Harrison, has less of them and more of the genius, capability and firm purpose which often accompany this style of nasal bone; and as to Senntor Vest, his nose is about half way between the 'querulous and irritable, quick temper, nervous and nagging, and the next sub division which Professor Thompson describes as 'generally singular and eccentric people, often gifted and true, frequently humorous and clever.' Senator Vest, it happens, is one of the humorous senators, and so I am constrained to believe the latter sign

holds good in his case.
"At any rate," concluded the disciple of nosology, as he resumed his tracing of nasal outlines on thin linen paper "this is a very interesting study. It is as yet an experiment, but pretty soon it will be a science, and then men will rise or fall in political life by the character of their noses." WALTER WELLMAN.

THE CROQUET TOURNAMENT.

G. W. Johnson Is the Champion-Ex-

Champion Bishop—The Grounds.

There are champions of all kinds, and Philadelphia claims a number of them. Her latest acquisition is G. W. Johnson, who came out ahead at the recent croquet tournament at Norwich, Conn. The tournament was under the auspices of the National Croquet association, and was the largest ever held on the grounds, owing to the absorption

of the Western association.

The grounds on which the battle was fought are the most extensive and finest in the world. There were five sections in use during the tournament, three of them onging to the association and two to the Norwich club. Each section is 80 feet long by 45 feet wide and is surrounded by wooden



NATIONAL GROUNDS, NORWICH, CONN. ture of loam and fine sand, sprinkled and rolled until it is almost as hard and smooth as a floor. The grounds have been compared—and not inaptly—to five great billiard tables, and the game that is played on them, the enthusiasts say, is quite as scientific and acquires quite as much skill to be properly played as billiards.

Those people who have amateur croquet grounds laid out on their lawns would open their eyes to see an expert game in progress. Instead of the six or eight inch wide wickets rising from the turf, they would see arches only 354 inches wide, through which the must send his ball, itself only half an inch narrower than the arch. The central wicket, or cage, is only 334 inches wide The men who have won first prizes since the organization of the association are as fol-

1882, A. G. Shipman, of New York; G. W. Johnson, of Philadelphia; 1884, Harland, of Norwich; 1885, C. Hall Botsford, of New York; 1886, Professor Charles Jacobus, of New Brunswick, N. J.; 1887, A. Wambold, of Staten Island; 1888, N.

L. Bishop, of Norwich; 1889, G. W. Johnson, of Philadelphia. It will be seen by the foregoing that Mr. Johnson is an old prize winner, having been victorious in 1883. N. L. Bishop, the retiring champion, did very creditable work during the recent tournament, and proved that past honors had been deserved.

SHIP SIGNALING AT SEA.

SOMETHING ABOUT THE COMING CONFERENCE AT WASHINGTON.

The Art of Communicating Between Vessels on the Ocean Has Been Brought Down to a Very Fine Point, and It Will Be Still Further Improved.

(Special Correspon New York, Aug. 29 .- "Practically it is entirely safe to go to sea in a first class steamship of today," said Ensign Blow, of the United States hydrographic office. the other day, "excepting for one thing. The danger of fire is substantially done away with, for the appliances are so per-fect that with a large crew there is no difficulty in subduing any conflagration that may start. The ships that are built newadays will outlive any storm, even a hurricane, and there is no danger of a ship built with compartments sinking from any ordinary leak. The one peril which is not yet avoided is that of collision. Nothing that has yet been con-trived enables the most careful navigator to rest free from anxiety on that point." This utterance is one that is echoed by

any and all sea captains who will talk on the subject. They declare that nothing remains to make sea going practically as safe as any land travel excepting to do away with the danger of collision, and it is therefore comforting to know that practical steps have been taken toward solving this important problem. Some time ago the president of the United States issued a circular letter to all the maritime nations of the world, inviting them to send delegates to a convention to be held in Washington for the purpose of considering this very question. England at first refused, and for some time hung back, and, as a matter of course, no conference that should be held without her co-operation would be of any great importance. At length, however, the English government reconsidered the question and appointed her delegates. Nearly all the other nations followed her example, and the conference is to be held

in the coming fall.

That it is much needed no one who is at all conversant with maritime matters will question for a moment. The number of vessels actually sunk by collision in the world runs not far from 200 each year, and statistics show that even this large number is increasing from year to

The conference will discuss many questions bearing on the subject of safety at sea, but, as is suggested above, their main work will be directed to the use of signals for the purpose of avoiding collisions, that being universally conceded to be the principal danger now encountered by the mariner. They are expected, therefore, to adopt a uniform system of marine signals or other means of plainly indicating the direction in which vessels are moving in fog, mist, falling snow and thick weather, and at night, To their treatment of this subject will be attracted the most public attention.

bringing his own vessel into collision with another, the master must know where that other is, and at the same time inform the master of the other vessel of his own whereabouts. In the case of derelicts this is manifestly impossible, and consequently the derelict inspires more terror than any other source of peril at sea. It presents the only danger which cannot be foreseen, against which no precaution is adequate. So long as there are ships it is likely that this peril will remain. There seems to be no reason, however, why a system of communica tion cannot be devised which will enable ers to inform one their whereabouts even in a fog or on the darkest nights. Everybody knows that there is a system now in use among all seamen by which it is intended that this shall be done. Not everybody killiws, though, that this system is radically defective and in some cases very inefficient. Manifestly the only way to communicate at sea is by signals to the eve or to the ear. Experiments are constantly being made in the hope of developing the possibility of telegraphing through the water, and it has been claimed that messages have been sent and received in this way. No practically valuable results have yet been attained in this direction, however, though it would be foolish in this day to deny the probability of electricity being the ultimate solution of the whole ques-

For the present the only possible relfance is on the perception of the eve and ear, and this is reached in a few ways only. Flags and similar contrivances, such as balls hung like flags, lights, whistles or horns or sirens, guns and bells are the only means in use outside of the system of motions known as "wig-

Wigwag is a set of motions to be made by a man in sight, but out of hearing of another man, by which words can be conveyed. The sender stands in as conspicuous a place as possible and holds in one hand, or in each hand, some object like a flag, a cap, a stick, anything ne can get, which the eye will readily follow. Swinging this in certain ways he can talk in the Morse alphabet by dots and dashes, while the movements are in dicated by certain attitudes arbitrarily settled and agreed upon. This system is officially recognized by the army and navy of the United States and England, and is in use also in the merchant ser vice of both countries. It is simple and efficacious when circumstances allow of the two men seeing each other. In the dark or in a fog, of course, it is useless, though at night and under favorable cir cumstances communication may be had with lanterns under this system.

Lights, also uscless or nearly so in a fog, are the main reliance of the mariner in trying to locate the vessel he may en counter at night. International law fixes the manner in which vessels shall carry these lights, and a penalty of \$200 is fixed by act of congress for any violation of the regulations. These rules prescribe that all ocean going steamers and steamers carrying sail shall carry at the foremast head a bright white light of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass, ten points on each side, or from dead ahead to two points abaft the beam on either

In addition to the white light at the masthead, the vessel must carry on the starboard side a green light and on the port side a red light, which must be visi-ble at least two miles, and must show a uniform and unbroken light over an arc of ten points, namely, from dead ahead to two points abaft the beam. These side lights must be screened, so as not to be visible across the bows.

No better arrangement than this has been proposed, but a little reflection will show that this is very inadequate and unsatisfactory. Supposing that on a dark night the master of a vessel sees a red and a white light. He knows that he is looking at the port side of a vesbut of course he cannot tell how far she is, nor can be tell whether she is headed almost directly toward his own ship or whether she is actually traveling away from him.

Similar regulations are applied to the

cases of other vessels, so that, according as the lookout sees white lights, red lights or green lights, he can judge whether he is encountering an ocean going steamer, a towing steamer, a ves-sel laying telegraphic cable, a sailing vessel, a pilot vessel, or some small craft. Flare lights are also used at intervals

by certain vessels, but in actual practice it is found that even when the regula-tions are strictly followed, as they generally are, mistakes are often made by the observer. These international regulations also

prescribe that in case of fog, steam vessels under way shall sound a steam whistle at intervals of not more than one minute. Sail vessels under way must sound a fog horn at intervals of not more than five minutes, and steam and sail vessels not under way must sound a bell at intervals of not more than five minutes. Other craft, such as a canal boat or a raft, must sound a fog horn or some equivalent signal, which must make a sound equal to a steam whistle at intervals of not more than two min utes. This is of course a measurable protection from the danger of collision but as a matter of fact experience show that these noises do not tell the listener how far off is the vessel signaling, nor, the fog is heavy, in what direction

Signals of various kinds may be and are given by long and short blasts of the whistle. The only ones prescribed in the rules quoted, aside from the fog signals just specified, are one, two and three short blasts. The first means, "I am directing my course to starboard;" the second, "I am directing my course to port," and the third, "I am going full speed, astern." The use of these signals is optional, but the regulations say that if they are used, the vessel's course must be in accordance with the signal made. Nevertheless a custom obtains with many commanders of using three blasts to mean, "I am towing something.

Guns and rockets are also used as signals, but, excepting in the navy under special circumstances, they are signals of distress and are not used otherwise. Such, in outline, is the only system

known by which the master of a vessel can learn the facts on which depend the safety of his ship, and possibly the lives of all on board. That it falls far short of the requirements of modern commerce, goes without saying, even in the comprehension of the landsmen, and among seamen the wonder is, not that a world's conference is now to be held, but that it was not held many years ago. For not only has the danger long been realized, but various intelligent and well directed efforts have been made to pro

vide the remedy.

Quite a number of years ago Capt.

Griffin, of the Pacific Mail steamship service, who had given much study to the question, prepared an elaborate (possibly too elaborate, though it was simple, too) code of signals, which he offered to the world for universal adoption. For it is evident that any code, to be of use to any one, must be understood and followed by all. His plan was studied and favorably received by many shipmasters, but nothing was done toward the adoption of it. Later_it was about 1880-Capt. Barker.

of the United States, prepared another code which was still more favorably re ceived. It was investigated by some of the great transatlantic companies whose experts approved it. It was laid before the British admiralty and board of trade and by both those bodies was favorable considered. Still nothing was done until by act of congress in 1888 the pres ident was empowered to call the present conference. As a matter of course, no intelligent

captain is without his own ideas of what should be done to improve the system, and as the conference will invite suggestions, it is likely that many wise and possibly some foolish ideas will be presented for their consideration. Some suggestions, however, have been made by mariners who stand high in their profession, and seem well worthy of adop-

It is noticeable that all insist on the code being made as simple as possible. There is no time for anything but the barest necessities when a collision is imminent. It is suggested that eight distinct signals of some sort seem indispensable—one for each fourth point of the compass-N., N. E., E., S. E., S., S. W., W. and N. W. Further suggestions are that there should be a standard of power for the whistles, hours, etc. Whistles are made that can be heard eight miles, but many are in use that cannot be heard more than two miles. It is also urged that the intervals between signals in case of fogs should be less, that the whistle should be placed at the bow of a vessel, where its wave sounds will carry best, and that the regulation about "reduced speed," if it is retained, should be made more defi-FALES-CURTIS. nite. By the present code the speed is not prescribed.

FLORENCE E. KOLLOCK. Powerful Woman Preacher and the Work She Has Done.

Special Correspondence.] CHI :AGO, Aug. 29 .- A picture is fin ished when all trace of the means used to bring about the end has disappeared. says Whistler. Judged by this test the work of the Rev. Florence Kollock is "finished work." Whatever she does bears no evidence of strain or effort. Her splendid vigor gives the strong impression of resource which has never approached exhaustion, and in listening to er one finds himself convinced that it is good to live, because there is so much in life worth doing.

"Why did I become a preacher?" she said, in answering the question as to her choice of a life work. "Because I was consumed with a desire to give forth the beautiful faith which had come with its gladness and hope to be a part of my

In her pulpit, clad in princess gown of dark fine stuff, the severe lines of which reveal the perfection of her tall, lissome figure, with her fine head thrown back her dark eyes glowing, she is the embodiment of inspirational enthusiasm. She is wonderfully magnetic, and carries forward her audience as if by magic, Still she is not in the least sensational either in method or matter. Dealing in facts rather than dialectics, she is broad, intense and original, and those who have listened to her for years declare not only that her work is not a replica of early efforts, but improves in power, strength and finish as the years go on.

A native of Wisconsin, Miss Kollock was educated at the state university located at Madison. For five years after her graduation she was a most successful teacher. During this time she was much exercised in regard to religious matters. The demands of her broad and humane nature were such that ordinary cruel limitations were quite impossible to her; in the end she became a Universalist, and determined to preach the Gospel as a minister of that church. this end she took a course of study to fit herself for the work of the ministry, and began preaching at Waverley, Wis. in 1876. She remained at Waverley two years, and then followed the Rev. Augusta Chapin as pastor of the Univer-salist church at Blue Island, one of Chicago's suburbs. During her pastorate

here one established a mission at Engle

After the regular morning service at Bius Island she was in the habit of going across the country, a distance of between eight and ten miles, in any vehicle which by chance she could command, or, other means fail-ing her, of mak-ing the distance on foot. The little group which first gathered about her rapidly in-

bers until within a year a church REV. P. B. KOLLOCK. formed and she became its pastor. This was ten years ago, and during that time the church has steadily increased in num-bers, popularity and influence. It now includes a large congregation of wealth, culture and refinement, whose members lend a hand in many different lines of the home missionary work which offers an ever abundant harvest in and about all large cities. In the amount of this kind of work which it accomplishes I think Miss Kollock's church is, for its size, exceptional. This may be account ed for from the fact that a much larger

proportion of her congregation than is usual are men. Miss Frances E. Willard, in her "Women in the Pulpit," declares that when women are freely allowed to enter the ministry the preponderance of church members will not, as now, be women, but that men, if not in the majority, will at least be equal in number with women. However this may be, it is certainly true that the number of men is fully equal to the number of women in Miss Kollock's congregation.

As fearless as she is carnest, her gencrous, loving charity is always equal to the demands upon it. She meets the young with the ready understanding and sympathy which insures confidence, and the erring with the strong, helpful, hope inspiring encouragement which set their feet in better ways.

At one time I knew of her taking up the cause of a woman who had been the subject of a public scandal, but who was at the time leading an exemplary life. She defended her with an eloquence and power of which Portia herself might save been proud. The matter came up before an organized body of women, and in no uncertain way Miss Kollock declared that no man or woman had any right to exceed in severity the judgment of Jesus, who said to the woman "go and sin no more;" that the only cardinal difference between the righteous and the wicked is that while the former repent the latter do not, and that any human being who places difficulties in the way of those who desire to make their future better than their past is unchristian, nay more, inhuman. After hearing this de fense it was no longer a wonder to me that the Rev. Florence Kollock has carried forward a work of such far reach ing and enduring helpfulness as she has accomplished.

ANTOINETTE VAN HOESEN.

Swallows as Dispatch Carriers. Some bird fanciers have almost persunded M. de Freycinet that if it is not easy, it is quite possible to train the swallow to do the work of a carrier of dispatches. Their method is kept a se cret, but the governor of Lille has been charged to test it, and to have certain experiments which were made at Roubaix under the supervision of Capt. Degouy, of the engineers. The captain is to be present at a grand flight of carrier swallows next month, and if his report is favorable a swallow cot will be con structed and placed under the care of special trainers at Mont Valerien.—Paris

JENNY LIND'S MONUMENT.

The Great Singer's Grave Marked by Simple Granite Cross. In the quiet cemetery of the Springs, Mal

most of her life,

the monument is

simple and unpre-

tentious. It rises

only six feet above the sward, the up-

per part consisting of a plain granite

cross. Just below the cross is a white

marble medallion

foot in diameter,

in which is cut a

winged lyre and a



SEAST STOR of the low the motto On the upper stone of the low pedestal the motto "Excel-JENNY LIND'S MONUMENT. sior" stands out in raised letters, while the inscription on the face of the monu "In loving memory of Jenny Maria Lind, wife of Otto Goldschmidt, Born at Stock-holm, Oct. 6, 1820. Died at Wynd's Point,

Malvern, Nov. 2, 1887." Faithful hands always keep the last rest ing place of the Swedish nightingale in order; the grass is closely cropped, and in summer there are nearly always flowers on the little mound. The small plot is surrounded by a imple iron fence, and is a favorite spot visitors to linger, thinking, perhaps, of the

triumphs of Jenny Lind, the adored of thou

sands; of her peerless voice, of her kind The accompanying sketch is from a hasty drawing made by W. J. Florence, the come

dian, during his recent stay in England. National Croquet Association. They have been having a great time in Norwich, Conn., playing croquet "They" are the members of the National Croquet associa-tion, with which the Western association has been consoldidated. But if BISHOP.

you, who may play the old-fashioned game with wide wickets and comparatively small balls on hummocky, grassy ground pretty

well, were to try to play with these modern knights of the mallet, you would be "badly left," in the slang of the day; for the wickets used are barely wider than the balls and the grounds are almost as smooth, hard and elastic as billiard tables. The portraits here given are of Bishop, of Norwich, Conn., the champion of last year's games, and Johnson, of Philadelphia, the champion of this year's tournament.

JOHNSON.

Amusement Notes. Mrs. Fred Marsden's income as royalties from her late husband's plays amounts to \$600 a week.

Mme. Nevada Palmer is singing with great mocess in Spain. A new theatre is to be erected, for next year's "Passion" play, at Oberammergau, which will cost \$25,000, and the new costumes and scenery will involve a further outlay of \$7,500. The prince regent of Bavaria has or dered several alterations to be made in the

text of the play.

AMERICAN SCIENTISTS.

THE ANNUAL MEETING IN THE CITY OF TORONTO, ONT.

Sketches of Some of the Prominent Monbers of the Association, Including Most of the Officers-They Are a Brainy Lot

A meeting of the American Association for the Advancement of Scien gan in Toronto Aug. 27. Maj. Powell goes out this year as president, and Professor Mendenhall goes in.

Thomas Corwin Mendenhall, Ph. D. LL. D. (evidently named for Tom Cor-win, the celebrated statesman and orator of Ohio), was born in Hanoverton, O., in 1841. From his childhood he exhibited a fondness for the study of mathematics and natural science and acquired by himself a knowledge of those branches, in which he has since become eminent. He received a common school education. In 1873 he became professor of physics and mechanics and held this position till 1878. Then he went to Japan to accept a professorship of physics in the Imperial university of Tokio, introducing there a special course in science and organizing the laboratory. He also founded a meteorological ob

servatory. He arrived at a value of the mass of the earth, which agrees verv near with that deduced by Francis Baily, by measuring the force of gravity at the at the summit of an extinct

MENDENHALL volcano. Professor Menden hall also made a series of measurements of wave lengths of the principal lines of the spectrum by means of a spectrometer. While in Japan

POWELL. he became interested in earthquakes, and was one of the founders of the Seismological society of Tokio.

In 1881 Professor Mendenhall returned to the United States and resumed his chair in the Ohio university. He organized the Ohio state weather service in 1882, and directed it for two years, when he became professor in the United States signal service, and organized and equipped a physical laboratory in connectio with that bureau. After the Charleston earthquake, on Aug. 31, 1886, he visited the region and reported upon the phe-nomenon. That year he resigned from the government service, accepting the presidency of the Rose Polytechnic institute at Terre Haute, Ind. On July 9 President Harrison appointed him super-intendent of the United States coast ser-

vice and geodetic survey.
Professor John Wesley Powell, the retiring president, is chief of the United States Geological survey. He was born in Mount Morris, N. Y., in 1834, his parents being then newly arrived from England. He studied in the Illinois college at Jacksonville and afterwards at Wheaton college. He taught, and in intervals of teaching took a special course at Oberlin college. Having a strong bent towards geology while roving through the country he collected specimens and gave them to the museums of state institutions.

On the breaking out of the civil war he entered as a private, but did not long remain in the ranks, rising to the rank of lieutenant colonel in the Second Ohio artillery. At Shiloh he lost an arm, but this did not keep him from the field longer than was necessary for the wound to heal, and he returned to serve to the end of the war. On leaving the army he became professor of geology in the Illinois Weslevan university at Bloomington, and afterwards in the Illinois Nor. mal university. In 1867 Professor Powell headed a party to explore the parks and canyons of Colorado, and a year later explored the canyons of the Colorado. He continued his explorations till the region of this river was thoroughly known. He took great interest in Indian tongues, and was instrumental in establishing a bureau of ethnology under the auspices of the Smithsonian institution at Washington, of which he was put in charge. In 1881 he was appointed director of the United States geological survey. He has lectured considerably. Professor Frederick Ward Putnam.

permanent secretary of the association. curator of the Peabody Museum of American Archæology and Ethnology at Cambridge.



PUTNAM.

the birds of Es-

sex county,

Mass. When

but 17 he was

elected a mem-

ber of the Bos-

ton Society of

Natural His-

and prepared a catalogue of

at Salem in

1839, of excel-

lent New Eng-

land stock.

When a boy

he manifested

a love for nat-

ural history

tory. That year he en-MALLERY. tered the Lawrence Scientific school, taking a special course under the great Agassiz. Professor Putnam became a member

of the American association in 1856. In 1873 he was made permanent secretary and has held the position ever since. He was in charge of the fishes at the Harvard Museum of Comparative Zoology till 1864. In that year he returned to Salem to take charge of the museum of the Essex institute. Three years later he was made superintendent of the East India Society's museum. On the union of these two as the Peabody Academy of Sciences Professor Putnam was made director.

In 1874 he was called to the curatorship of the Peabody museum at Cambridge. In 1886 he was made professor of American archaeology and ethnology at Harvard. The government report on the collections of the geological survey in

the exploration west of the 100th meri-The chairmanship of section C (chem-

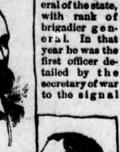
istry) is held by Professor Dudley. William Lafland Dudley was born in Covington, Ky., in 1859. He studied chemistry and natural science at the university of Cincinnati. From 1880 to 1886 he was professor of chemistry and toxicology at the Miami university at Cincinnati, then at the Vanderbilt university, Nashville. This chair he still

Mr. B. S. Woodward, chairman of section A (mathematics and astronomy), was born at Rochester, Calciand county, Mich., in 1848. He spent his boyhood on his parents' farm, in a country store and in the lumber business. His education was obtained at country schools, but he took a special course of mathematics, astronomy and engineering at the Michigan university. He became connected with the United States army engineer corps, where he continued till 1868. In that ar he went with the United States expedition to Texas to observe the transit of Venus. He continued work for the transit of Venus commission till 1884, when he accepted the position of astronomer in the United States geological survey, which he holds today.

astronomer in the United States geologi-cal survey, which he holds today.

Gen. Garrick Mallery is vice president of the association and chairman of Sec-tion H (anthropology). Gen. Mallory was born at Wilkesbarre, Pa., in 1831. He was graduated at Yale college in 1850; was admitted to the bar in 1853 at Philadelphia; practiced law and engaged in editorial work until the breaking out of the civil war, when on April 15, 1861, he was commissioned first lieutenant. He rose to be colonel, and at the reorganiza-tion of the regular army in 1870 was made tion of the regular army in 1870 was made a captain in the First infantry. He was twice wounded during the war, and received four brevets for gallantry in

Being on military duty in Virginia in 1870, he was made secretary of state and adjutant general of the state



WOODWARD. service. He was often in charge of the bureau until 1876, when, on the outbreak of the Indian war, he was ordered to

Dakota, There he afterwards studied the mythologie of the North American Indians. In this work he has continued, and in 1879 was retired from the army and left at liberty to become ethnologist of the bureau of ethnology at Washington, which office he still holds. Gen. Mallory is a member of a number of scientific societies.

THOMAS J. LOVETT.

He Is One of the Pitchers of the Brooklyn Baseball Club.

Thomas J. Lovett, whose portrait is herewith given, is one of the pitchers of the Brooklyn club. He was born about twenty-six years ago in Providence, R. I., says the New York Clipper, and began playing ball with amateur teams of his native city, filling the pitcher's position. His professional career began in 1883 with the Willimanti (Conn.) club, and he played in 1884 with the Waterbury team. He made such a fine showing as a pitcher in 1884 that in 1885 be was signed by the Providence club of the National league. Before the season was half over, however, his release was purchased by the Athletic club, of the American association, with which be pitched in twenty-three in 1886, he would not sign with any o the stronger clubs, but pitched that season for the Newburyport and Lynn teams, of the

New England league. On. Sept. 2 of that year he retired the

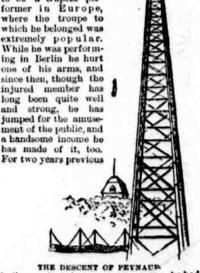
Portland team in nine innings for only one hit. He ranked virtunlly first in the official pitching averages of the New England league that year, In 1887 he began the season with the Bridge port club, of the Eastern longue and when that club had taken a long lead in the race for the pennant, it sold off all of its leading players, and Lovett THOMAS J. LOVETT. went to the Oshkosh club, with which he pitched in twenty-two games, and lost only

western league. His greatest feat that season was the retiring of the Milwaukees for only one hit in nine innings. He ranked third in the official pitching averages. In 1888 he was signed by the Omaha club, of the Western association, and pitched in forty-siz games, and made a most excellent record for In these contests he faced some very heavy batsmen, and twice retired a club for a sol

two, winning the championship of the North

tary safe hit in nine innings, disposing in that manner of the St. Paul team May 13 and the Sioux City Sept. 20, 1888. At the close of last season he was secured by the Brooklyn Peynaud, the Jumper.

With this is given a picture made from an instantaneous photograph of Baptiste Pey-nand, a Frenchman now performing at a re-He was born sort near New York, who, as a systematic and continuous jumper from a high level, beats all the rest of the world jumpers. He used to be a trapeze per-KIKI KIKI BINIMBE former in Europe, where the troupe to which he belonged was extremely popular. While he was performing in Berlin he hurt one of his arms, and since then, though the injured member has long been quite well and strong, he has jumped for the amuse-



to the opening of the present season he had been jumping in Brazil, being summoned therefrom by a brother who is in Baltimore trying to get some property claimed by the family as an inheritance from a deceased

The tower from which Peynaud samps is about 150 feet high, surmounted by a small platform. From the platform project two rails, and it is from between these that he launches himself daily into space. He turns before he reaches the bettom and falls on his rs and back hito a tightly drawn net, from which he rebounds about fifteen feet, and upon coming down the second time is as-sisted to the ground by his manager. Then be takes a big drink and declares himself in prime condition. The relative size of the man and the tower is graphically shown in the

Bables in California.

At one time a woman could hardly walk through the streets of San Francisco without having every one pause and gaze on her, and a child was so rare that once in a theatre in the same city where a woman had taken her infant, when it began to cry, just as the orchestra began to play, a man in the pit cried out: "Stop those fiddles and let the baby cry. I haven't heard such a sound for ten years. The audience applauded this sentiment, the orchestra stopped and the baby continued its performance amid unbounded enthusiasm.—Rehoboth Hera'd