

Germany has \$2,375,000,000 invested in foreign countries.

A North Georgia farmer proposes to make a fence around his land with cotton bales.

French physicians assert that men whose only meat is horseflesh are in better health than those who have more variety.

Porto Rico if to have a gold standard of currency, announces the New York Independent, the Mexican dollar to be retained as a basis of weight for the value of silver.

The Minnesota Supreme Court has decided that bicyclists have the same rights as horsemen on the streets. "Now, let us have a decision giving pedestrians some rights," suggests the Atlanta Constitution.

The Crown Prince of Germany is a very precocious boy, according to the Chicago Herald. When the court chaplain told him all people were sinners he said: "Father may be, but I know mother is not."

Professor Rudolph Virchow told the convention of anthropologists at Innesbruck the other day that the Darwinian theory of the origin of species, commonly known as "evolution," was unproven, unscientific, and evidently false.

Vermont is restocking its forests and streams by good game laws strictly enforced, and the people find that land is worth more all over the State than it was before this policy was adopted. It is also noticed that more sportsmen visit the State than formerly.

In one of the New York apartment houses there are 226 pianos—one to every four persons, besides a whole orchestra of piccolos, violins, guitars, cornets and an old-fashioned melodeon. Those who live across the way say that it is the noisiest house in America.

Andrew Lang, the English essayist, says that the idle, the imitative and the needy had better adopt some other calling than literature, and advise all not to try to write a novel, unless a plot, or a set of characters, takes such irresistible possession of the mind that it must be written.

The St. James Gazette (English) asserts that the "railway station speech," or, as it is called in this country, "the rear platform speech," was invented by Mr. Gladstone. The New Orleans Picayune believes this will be news to Americans, who are pretty generally persuaded that it is a peculiarly American institution. The Gazette declares it a nuisance.

Says the New York Ledger: "Wherever Americans plant stakes, we hear of political agitation. The speeches at the great mass meeting of Alaskans at Juneau had the true American ring. There may have been other political mass meetings in Alaska, but the news of them has not reached us. The Juneau meeting was the first important political demonstration in that part of our domain, the northern shores of which are laved by the waters of the Arctic Ocean."

There are in successful operation in the South a number of cotton factories constructed with money raised on the installment plan, the payments being made as in a building and loan association. Among the mills established under this co-operative scheme and now in full operation, the New York Ledger mentions the following: The Ada Cotton Mill, with a subscribed capital of \$128,000, producing chain warps and skein yarns; the Alpha Cotton Mills, with a capital of \$100,000; the Highland Park Gingham Mills, with a subscribed capital of \$150,000, and the Gaffney Cotton Mills, capital subscribed, \$150,000; product, print cloth.

In view of the great number of post-office burglaries and highway mail robberies recently, the Postmaster-General has deemed it proper to offer rewards for the conviction of persons concerned in such transactions, which embrace \$1000 for conviction of robbing the mails while being conveyed in mail car on a railway; \$500 for conviction of robbing the mails while being conveyed over any post route other than a railway; \$250 for an attempt at such robberies; \$150 for breaking into and robbing a post-office, and \$200 in the latter case, where the amount stolen exceeds \$500. The Trenton True American thinks these rewards ought to stimulate the work of detecting and pursuing post-office robbers.

A westward ocean trip, between Europe and New York, is usually seven per cent. longer than an eastward one.

In the City of Mexico every well educated person speaks at least three languages. The Mexicans have a craze for mastering languages.

In Mexico the custom is common of exempting new manufacturing enterprises from all save general taxation for ten to twenty years.

The Argentine earthquake occurred the night before one of the "critical days" in the list of Professor Falb, the Austrian earthquake prophet.

London pays forty-two per cent. of the income tax of England and Wales, and its government and management cost about \$55,000,000 a year.

More than two hundred French cities have resolved to erect statues in honor of the late President Carnot, and it is expected that soon almost every French town will have a Carnot street or square.

There can be no doubt, maintains the Chicago Herald, that the talk of grape seeds and appendicitis has affected the price of grapes unfavorably, in spite of the fact that the grape cure a few years ago was in high vogue.

Ornithologists do not tell us that the chicken is the most wonderful of birds, yet the fact remains, avers the Chicago Herald, that in proportion to weight, it is far more important to the human race than any other animal.

The refrigerating systems for the transportation of fresh meats, fruits, etc., are coming more and more extensively into use. The New York World thinks it is too early to predict the future in store for this scheme, which is still in its infancy.

Judge Child, of Newark, N. J., set aside a verdict which awarded a man \$4000 for the killing of his son by a street car. He said that the amount was preposterous and that if the plaintiff would accept \$1500 he would dismiss the case. The father refused.

The greatest obstacle to the growth of the lemon industry of this country is the fact that the fruit is not properly cured, and will not keep like the foreign article. The lemons themselves are equally good, but the curing process has yet to be learned.

It has been estimated that of the \$1,500,000,000 of property held in New York \$300,000,000 is in the hands of women, but this is certainly well within the real facts (since the women of Boston pay taxes on \$120,000,000). Even so, however, this would make, at the present rate of estimate, over \$600,000,000 of property owned in New York State by women, adds the Dispatch.

About twenty years ago Germany adopted the system of compulsory insurance of workmen against accidents. Since that time, declares the Hartford Courant, there has been paid into the reserve fund about \$88,000,000, of which about \$20,000,000 now forms the capital. In the year last reported more than \$7,500,000 was paid in indemnities, and more than \$3,000,000 was added to the reserve fund. It is now proposed to extend the system to apprentices and employes whose wages do not exceed \$476 a year.

The annual report of Dr. W. T. Harris, Commissioner of Education, says that twenty-three per cent. of the population attend school during some period of the year. The average period of attendance during the year, however, is only eighty-nine days for each pupil. The report says: "It would seem to be the purpose of our system to give in the elementary schools to every child the ability to read. When he leaves school he is expected to continue his education by reading the printed pages of news papers and books. The great increase of public libraries in the United States is significant of progress toward the realization of this idea. In 1892 we had over 4000 public libraries, with more than 1000 books in each. The schools teach how to read; the libraries furnish what to read. But far surpassing the libraries in educative influence are the daily newspapers and magazines. We are governed by public opinion as ascertained and expressed by the newspapers to such a degree that our civilization is justly to be called a newspaper civilization. The library and the newspapers are our chief instrumentalities for the continuation of school and the university. Lecture courses, scientific and literary associations are assisting largely."

THE CALL FOR BONDS.

BIDS ASKED FOR FIFTY MILLIONS OF SECURITIES.

Secretary Carlisle Offers an Issue of Ten-Year Five Per Cent. Gold Bonds—The New Series to Be a Continuation of That of February—To Replenish the Reserve.

Secretary Carlisle has issued a call for proposals for the purchase of five per cent. ten-year bonds of the United States to the par value of \$50,000,000.

The formal circular inviting proposals for the bonds was drawn up in the Treasury Department, and was carried by Secretary Carlisle to the Cabinet meeting at 11 o'clock, where it was discussed by the President and his advisers. The Secretary remained at the White House after the other members of the Cabinet had left, and the official announcement that a call was to be issued was made late that afternoon. The circular is as follows:

TREASURY DEPARTMENT,
WASHINGTON, November 13, 1894.

"By virtue of the authority contained in the act of Congress entitled 'An act to provide for the redemption of specie payments,' approved January 14, 1875, the Secretary of the Treasury hereby gives public notice that sealed proposals will be received at the Treasury Department, office of the Secretary, until twelve o'clock, noon, on the 24th day of November, 1894, for United States five per cent. bonds in either registered or coupon form, dated February 1, 1894, redeemable in coin at the pleasure of the Government after ten years from the date of their issue, and bearing interest payable quarterly, in coin, at the rate of five per centum per annum.

"Bidders whose proposals are accepted will be required to pay twenty per cent. in gold coin, or gold certificates, upon the amounts of their bids, and to pay in like coin or certificates an additional twenty per cent. at the expiration of each ten days thereafter, until the whole is paid; but they may at their option pay the entire amount of their bids when notified of acceptance, or at any time when an instalment is payable. The first payment, however, of not less than twenty per cent. must be made when the bidder receives notice of the acceptance of his proposal.

"The denominations of the bonds will be \$50 and upward, and bidders will, in their proposals, state the denominations desired, whether registered or coupon, the price which the bidder proposes to pay, the place where it is desired that the bonds shall be delivered, and the office, whether that of the Treasurer of the United States, or the Assistant Treasurer of the United States, where it will be most convenient for the bidder to deposit the amounts of his payments.

"The bonds will be dated February 1, 1894, in order to make the proposed issue uniform as to date with the existing issue, but interest thereon will begin November 1, 1894, and bidders will be required to pay accrued interest at the rate of five per cent. on the face value of their bonds from November 1 to the date of date of payment. The total issue of bonds, in pursuance of this notice, will not exceed the sum of \$50,000,000.

"The Secretary of the Treasury hereby expressly reserves the right to reject any and all bids. All proposals should be addressed to the Secretary of the Treasury, Washington, D. C., and should be distinctly marked, 'Proposals for the purchase of five per cent. bonds.' Blank forms for proposals may be had on application to the Secretary of the Treasury.
J. G. CARLISLE,
'Secretary of the Treasury.'

CASSIUS M. CLAY MARRIES.

The Eighty-four-Year-Old Kentuckian Weds a Girl, Aged Fifteen.

General Cassius Marcellus Clay, of Kentucky, has just done one of the most astonishing things of his sensational career. Driving to Richmond from Whitehall, the home of the Clay family for generations, he went to the County Clerk's office and secured license to marry a fifteen-year-old girl, Dora



CASSIUS MARCELLUS CLAY.

Richardson. He was accompanied by the girl's brother, Daniel, who gave his consent as guardian. She has no other relatives. The ceremony was performed at Whitehall, where General Clay has been spending a solitary life for years, abandoned by his kindred. The girl is an orphan, and belongs to a poor family in the neighborhood. General Clay has been educating the child, but his great age kept people from supposing that he would marry her. He is eighty-four years old, although surprisingly strong in body and mind. She is of quite ordinary appearance and intelligence.

General Clay, the "Old Lion of Whitehall," as he has been called for years, has had the stormiest career of any man in Kentucky. He is a distant relative of Henry Clay, but his branch of the family is more aristocratic one. He was born upon his farm which his great-grandfather bought from the Indians. Cassius, a large slave owner himself, became an Abolitionist in early life, when to do so required a man to take his life in his hands. He was repeatedly assaulted, and killed three men with his own hands before the war, but he never ceased to speak and write his abolition sentiments. He boasts that he first suggested to Lincoln to issue the Emancipation Proclamation. Lincoln made him Minister to Russia during the war. He took an active part in public affairs up to a few years ago. He has lived all the time upon his splendid Blue Grass farm, upon which he raises the finest Southern sheep in Kentucky. His nephew, Cassius M. Clay, Jr., is a Democrat, and one of the leading candidates for the nomination of his party for Governor.

LIBERIA OPENS FIRE.

One of Her Gunboats Kills Twenty-Five Persons at Settra Kru.

A dispatch from Sierra Leone, West Africa, says that the master of the British steamer Ambric recently notified the Liberian officials at Monrovia of his intention to land a cargo at Settra Kru. The officials forbade him to do so on the ground that Settra Kru is not a port of entry, and it would be a breach of the revenue law to land cargo there. The master defied the officials, whereupon a Liberian gunboat fired at the boats landing the steamer's cargo, killing twenty-five persons.

REV. DR. CHARLES H. PARKHURST.



The Rev. Dr. Charles H. Parkhurst, the preacher and reformer, of New York City, has been elected an honorary member of the Union League Club. Dr. Parkhurst's name was added to the number there were just a dozen of such members. Dr. Parkhurst makes the only obituary to be thus honored, and it was done as a tribute to his efforts in behalf of God's government and civil reform in connection with the Lexow Investigating Committee of the New York Legislature.

NEWSY GLEANINGS.

MISSOURI has 365 coal mines.
At Hubby, Idaho, hay is \$2 a ton.
NEW YORK CITY has 212,766 families.
BALTIMORE, Md., has a sanitary league.
THERE are 309,000 blind people in Europe.
CINCINNATI gets bread for three cents a loaf.
At Birmingham, Ala., coal is \$1.50 and \$2 a ton.
COTTON sells in Liverpool at 6 1/2 cents a pound.
THE Germans have 525 missionaries abroad.
FRANCE'S annual bicycle tax amounts to almost \$200,000.
TWO THOUSAND oil wells are in operation in West Virginia.
CANTON sells at \$5 per ton at the Long Island pickle factories.
DRAUGHT HORSES are bringing lower prices abroad as well as in America.
TWO wild boars were killed at a hunt on the outskirts of Paris recently.
TACOMA (Wash.) people have subscribed \$5000 for a "midsummer fair" in 1896.
BURLINGAME in New Jersey and in the vicinity of New York show increased activity.
EXPERTS estimate the yield of corn at 1,400,000 bushels on an area of 75,500,000 acres.
FRANCE spent \$24,000 to send a special representative to the funeral of the late Russian Czar.
TWENTY Brazilian artillerymen were shot at Rio de Janeiro for refusing to obey the orders of their officers.
AN electric road will soon be built between New York and Philadelphia to compete especially for local business.
SENATOR STEWART says the Populists in the Senate will not ally themselves with either of the old parties.
NEARLY every grammar school in New York City has an anti-cigarette league, to one of which 700 boys belong.
DR. REVIEWER of Tacoma says the expected revival of business after the elections has not been realized in any section.
EMBARGO on American cattle by Germany works hardships on Hamburg companies who had built ships for the trade.
THE cotton crop of Egypt is officially estimated to amount to 1,375,000 bales, exceeding that of 1893 by three per cent.
CALLED by a protracted debauch, Peter Pepper, a Louisville (Ky.) barber, tore out his tongue and died in terrible agony.
SEALING vessels arriving at San Francisco, Cal., report poor luck this season. Seals are becoming scarce on the Russian side.
THE Pope has authorized Monsignor Sattoli, his American representative, hereafter to collect the Peter's Pence contributions.
THE Government of Brazil has abolished the bonus, which it has been paying the steamship companies for bringing over immigrants.
THERE being no law against the sale of horse-meat in Chicago, the slaughter of horses for that market is assuming large proportions.

TRANSIT OF MERCURY.

Observations of It Made at the Naval Observatory.

The transit of Mercury, as witnessed at the United States Naval Observatory, Washington, was made an occasion of some interest through the presence of a number of distinguished persons. Invitations were sent by Secretary Herbert to the President and Mrs. Cleveland, the members of the Cabinet, and the ladies of their households. Several Cabinet officers drove out to the observatory in the afternoon, but the President and Mrs. Cleveland did not attend.
To other than scientific people there was nothing particularly interesting in the event. Photographs of the sun were taken continuously from the time of its first contact with the planet until the latter had disappeared from the sun's surface. But however little interest the transit had from a popular and scientific standpoint, it was of the greatest importance to astronomical science. Astronomers have known for a long time that the daily running of the earth was somewhat uncertain; that is, the earth and the moon do not keep time together. The motion of Mercury, however, as observed in its transit, can be utilized in showing whether it is the earth or the moon which is not exact in its movements. Professor Harkness, who had charge of the observations, said that it may be six months before all the data necessary to make the determination are worked up.
The beginning of the transit was observed at 10:37 a. m., about two minutes later than expected. The last observation was made at 4:13 p. m., when Mercury disappeared from the surface of the sun. No more transits of Mercury will take place during the present century. Recent transits have taken place on November 12, 1861; November 6, 1863; May 6, 1875; November 7, 1881, and May 9, 1891.

ROBBERY IN OLD STYLE.

Instead of the Express Car, Bandits Hold Up the Sleeper.

Missouri, Kansas and Texas train No. 13 was held up by the Cook gang near Muscogee, Indian Territory. The two Wagner cars on the train look as if they had been through a battle. The bandits intimidated the passengers before entering the cars by firing a fusillade through the windows. The robbers secured over \$500 in money and about forty watches and other articles of jewelry. The Wagner conductor and train conductor were relieved of a little over \$40 each.
The express car was being guarded by four men when it was stopped, and they opened fire at once, driving the bandits back. The robbers continued for a few moments to withdraw to the rear of the train. The train crew thought they were well rid of them, when the firing began on the Wagner cars.
Wagner Car Conductor Murphy was compelled to carry a gunny sack by the robbers, firing a fusillade through the windows. The robbers secured over \$500 in money and about forty watches and other articles of jewelry and dropped them into the sack. They were rather lenient about it, not demanding a show-down from any one, but appearing satisfied when the passenger appeared to have dropped the first roll he had his hands on. The Wagner passengers were all in their berths and the cars were quite dark.

GREATER NEW YORK.

Preparing a Measure for the Proposed Consolidation.

The Greater New York Commission, on motion of J. S. T. Stranahan, settled upon President Andrew H. Green, the New York financier who has been the leader in the movement to unite the City of Churches and New York, the work and responsibility of preparing a measure for the proposed consolidation for submission to the Legislature.



ANDREW H. GREEN.

Mr. Green accepted the duty and will begin work immediately upon a general plan of consolidation, which will be passed upon by the Commission and the details decided upon later.

STORM IN EUROPE.

Many Lives Lost and Enormous Damage to Property.

Floods raged in various parts of England. In Buckingham the houses in the lower portion of the town were flooded and the roads blocked. The Avon overflowed its banks at Bath, and thousands of persons were consequently imprisoned in the upper stories of factories and dwellings.
The gale along the English Channel was the most violent experienced this year. The Channel steamers report having had fearful passages. The war ships anchored at St. Malo, France, were in serious danger, and put out to sea flying distress signals. Cherbourg and other ports were crowded with damaged craft.
The steamer Preussen was torn from her moorings at Hamburg, Germany, and damaged many other vessels with which she collided.
The storm was very violent in Paris. Much damage was done to chimneys, roofs, and windows and injuries due to falling chimneys and several more were injured. The velocity of the wind, as reported on the Eiffel Tower, was eighty-two miles an hour. Deaths and injuries due to the storm were reported from Nantes, Rouen and other towns in France. Telegraph and telephone lines were blown down in France, Belgium and Germany.

The loss of property and lives stock by the floods in Devon, Cornwall, Dorset, Somerset and elsewhere in England is enormous.
A terrible wind, rain and hail storm prevailed in Brussels, Belgium, and vicinity, doing enormous damage to property and involving considerable loss of life. So far, 2726 deaths are reported. During the storm the roof of a factory at Ath was carried away, killing four persons.
The hurricanes which prevailed along the German coast of the North Sea did a great deal of damage and considerable loss of life was reported.

KILLED BY EARTHQUAKES.

Violent Shocks in Bolivia and Along Chile's Northern Coast.

There have been violent shocks of earthquake along the northern coast of Chile and in Bolivia.
One hundred people have been killed by the seismic disturbances within a radius of forty miles from La Paz, Bolivia. The cathedral has been rendered unsafe. One tower was thrown down.

THE ST. LOUIS LAUNCHED.

MRS. CLEVELAND CHRISTENS AMERICA'S GREATEST SHIP.

The Queen of Our Merchant Marine Slides Gracefully Into the Water at the Cramps' Shipyard, Philadelphia—The President's Speech—The New Greyhound's Dimensions

The new steamship St. Louis, of the American Line, was successfully launched at Cramps' ship yard, Philadelphia, Penn., at 1:02 p. m. The affair was witnessed by fully 50,000 persons. Mrs. Cleveland, wife of the President, christened the vessel as it glided down the ways. Though the steamship is 120 feet longer than any that has ever been launched at the yard, the feat of getting her into the water was accomplished without a hitch.

Mrs. Cleveland was accompanied by the President and a party which included many of the members of the Cabinet and their families, who came on a special train, which reached the yard at about noon. In the party were Secretary Herbert, Attorney-General Olney, Secretary Morton, Mrs. Greenham, Mrs. Lamont, Secretary and Mrs. Carlisle, Mr. and Mrs. Thurber, Ambassador Bavard and Mrs. Bayard, Assistant Secretary Hamlin, Rear Admiral Walker and Miss Walker, Commodore Melville, Matthews, Dewey and Chadwick, Captain Ewell, Inspector-General Dumont and General Frank Armstrong.
The party that came from St. Louis to witness the launching included: C. W. Fairbridge, Mayor of St. Louis; William C. Boyd, President of the Merchants' Exchange; L. D. Kingsland, T. B. Boyd, President of the St. Louis Exposition; Representative E. W. Cobb, George H. Morzoff, Secretary of the Merchants' Exchange (D. R. Francis, ex-Governor of Missouri, and a number of others, most of whom were accompanied by their wives and daughters.

The St. Louis was launched by the President and a party which included many of the members of the Cabinet and their families, who came on a special train, which reached the yard at about noon. In the party were Secretary Herbert, Attorney-General Olney, Secretary Morton, Mrs. Greenham, Mrs. Lamont, Secretary and Mrs. Carlisle, Mr. and Mrs. Thurber, Ambassador Bavard and Mrs. Bayard, Assistant Secretary Hamlin, Rear Admiral Walker and Miss Walker, Commodore Melville, Matthews, Dewey and Chadwick, Captain Ewell, Inspector-General Dumont and General Frank Armstrong.

At the conclusion of Mr. Cramp's speech President Green, of the International Navigation Company, who acted as toast-master, proposed the health of the President of the United States, which was drunk with cheers.

President Cleveland, in responding, said: "I would not be entirely frank if I did not acknowledge the extreme personal satisfaction afforded me by the reference just made to the part which fell to me as a high duty and privilege in the great work of creating an American navy, and at the same time stimulating American shipbuilding. I cannot, however, keep out of mind the feeling that the gratification appropriately given on this occasion is such as must be shared by every patriotic American, and that the important event which has just now taken place is of such national interest that it is fittingly witnessed by the highest officials of our Government. We shall all to realize the full significance of what we have seen today if we overlook the fact that the causes of our congratulation reach beyond actual accomplishment and are not limited to the things already done within our sight. While we may well be proud because we have launched the largest and most beautiful steamship ever built in the Western Hemisphere, and with two exceptions, the largest and most powerful in the world, and while we may find reason for additional pride in the fact notwithstanding general economic, untoward conditions, not encouraging to such an achievement, this vessel has been built on American machinery, American mechanics and of American material. Yet, we must not forget that our greatest cause of congratulation is found in the hope and promise these incidents furnish of the revival and development of American commerce and the renewed appearance of the American flag in foreign ports.

"I hope I shall not be accused of making a suggestion calculated to mar the gratification which this occasion inspires if I remind you that the ship we have just launched is building in fulfillment of conditions imposed in consideration of the relaxation of our registry laws and the construction plant and machinery to build this ship, 'an American plan, by American mechanics, and of American materials,' originated in the necessity for the building of an American navy.

"There should be no more delay in the work of re-energizing American commerce, not only by the inspiration supplied by such events as we have this day witnessed, but by such legislation as will set free American mechanical industry an exuberant enterprise. Commerce is the life-blood of a nation and no country that loses or impoverishes it can reach and maintain a commanding position among the nations of the earth. Our flag not only tells of our existence, but it is a symbol of all that a nation's institutions represent."

The St. Louis is chiefly remarkable in that she is the largest merchant-marine vessel ever built in the United States. She is also the pioneer vessel in what promises to become in time a spirited contest between the present English-built "ocean greyhounds" and those which will be turned out from American yards. When completed, she will take her place among the vessels owned by the International Navigation Company, which include the Paris, New York and St. Paul, the last now undergoing construction in the yards of the Cramp Company.

The construction of the St. Louis was begun on July 27, 1893. More than 6000 tons of steel have already been worked into the steamer, which, when completed, will exceed in length and tonnage both the New York and Paris, and equal that of the largest of the other great transatlantic liners. Her length over all is 354 feet 2 inches; length between perpendiculars, 335 feet 2 inches; extreme breadth, 63 feet; depth moulded, 42 feet; number of decks, 5; depth of water bottom, 4 feet; number of principal watertight compartments, 17; distance of collision bulkheads abaft of stern, 83 feet. The arrangement of bulkheads and watertight compartments is such as to make it practically impossible to sink the vessel.

When completed the St. Louis will have accommodations for passengers as follows: First cabin, 230; second cabin, 200; steerage, 850; crew and employes, 400; total, 1770. To insure the safety of this large number, the ship will carry fourteen Chambers' collapsible life boats, fourteen ordinary life boats, one cutter, one gig, and four metal boats, all on the shaft deck. For the comfort of the passengers there has been spliced in the plans a saloon, 110 feet long by 25 feet wide, which is to be finely decorated. Over the centre of this saloon rises a dome 32 feet long by 16 feet wide, and 25 feet high amidships above the dining-room deck. The dining-room tables will be set fore and aft.
The normal complement of officers, seamen, engine-room, and fire-room hands and attendants will be about as follows: Captain 1, officers 6, seamen 43, firemen 130, engineers and machinists 30, officers 30, stewards and cooks 124, stewardesses 16, cabin de cuisine 2, mail clerks 2, doctor 1, purser 1, printer 1, total 381.