

REAR ADMIRAL DEWEY'S SWORD OF HONOR.

Of all the presentation swords which the United States Government has given in times past to its heroes of the army and navy, none equals in artistic beauty and skillful design the sword of honor soon to be given Rear Admiral George Dewey.

The cost of the sword will not be far from \$10,000, which was appropriated by Congress last May to defray the expense, also, of manufacturing a set of bronze medals for the officers and men of the Asiatic Squadron.

With the exception of the steel blade and the body metal of the scabbard the sword will be made entirely of pure gold, of twenty-two carats fine; the grip will be covered with fine sharkskin bound with gold wire and inlaid with gold stars. Above the sharkskin the handle terminates in a richly carved and enameled gold collar and knot. A narrow band of oak leaves unites the sharkskin to the collar. Then come the arms of the Admiral's native State, Vermont, with the motto, "Freedom and Unity."

FARM WAGON BY TROLLEY.

A Special Truck to Carry It When Rails Are Reached.

A great many different schemes have been proposed, and some of them have been tried, for lessening the work of carting farm produce into town. The traction engine is used for that purpose to a considerable extent in England, although in America very little hauling is done therewith. Then again there has been a good deal of talk of laying broad, guttered rails on the common highway for the wheels of the ordinary wagon to run in.

In some parts of the United States there are trolley lines reaching through the rural regions and carrying not only passengers, but also mail and express matter.

A Toledo man, named Bonner, has devised a special truck which is designed to run on a street railway and to carry a farm or express wagon. Inasmuch as the ordinary vehicle would not fit the truck, Mr. Bonner thinks it better to have his own wagon as well as his railway truck. He has obtained a franchise from the city of Toledo for running his wagons through the streets.

After the city service is fairly started Mr. Bonner will endeavor to secure rural patronage. Of course, it will be

GOOD ROADS FOR CUBA.

THE ISLAND IS A NATURAL PARADISE FOR WHEELMEN.

The Picturesque Beauty of the Scenery Is Sure to Attract the Attention of the American Cyclist—The Militant Apostle of Better Highways Is General Stone.

It might seem a trifle premature to consider Cuba as a favorite resort for wheelmen. The island is not now blessed with many roads available for anything more than mule trains, but the militant apostle of good roads, General Roy Stone, has shown in Porto Rico what a little Yankee energy can do for the improvement of highways and, of course, the same can be done in Cuba, and doubtless will be done now that the island has ceased to be a colony of Spain. For one thing, the picturesque beauty of the island, enhanced by the charm of its semi-tropical verdure, is sure to attract the attention of American wheelmen, and when wheelmen get their eye on a country it is certain that the condition of its roads will speedily improve. In the case of Cuba, however, wheelmen will find that their task will be not so much the improvement as the creation of roads, for practically no roads worthy of the name exist, and even the streets of the cities and towns are in a wretched condition. Were the patient native mule endowed with speech like his kinsman of the Balaam story, he would undoubtedly cry out against what passes for a street in a typical Spanish town. It will sound a little strange to read of century runs being made in Cuba, but the thing may happen, and that, too, before many years.

In the winter, with the improved sanitary conditions that will soon obtain in the Cuban cities, the island will become a favorite resort for a multitude of Americans. The beautiful Isle of Pines will probably become one of the most popular places in the West Indies. Even in the midst of their fierce fighting our sailor and soldier boys were struck by the charm of the country around Santiago. Scattered about in the sugar districts of Cuba are splendid sugar plantations owned by Cubans and Americans, whose owners, under a decent and stable government, would soon open up the country by good roads, and other improvements. Then there is the centre of the island, as yet practically unexplored and unknown, but said to contain great forests of valuable woods. It will not be long before this terra incognita will be opened up under the stimulus of American enterprise. Towns will arise, railroads will be constructed, and then about that time along will come the wheelmen, not long after which we shall hear of this, and the other bicycle path or path running, it may be, through a grove of palm trees, while the air is laden with a tropical fragrance and the stillness of the forest is punctuated with the notes of strange birds. If the adventurous American wheelman fails to take advantage of this new and delightful experience, we have very much misjudged him.

General Roy Stone has already spent some time in Cuba, but his duty there has been simply to advise in the building of temporary military roads for the use of the army. But it may well be that these temporary roads will become the nuclei of permanent roads, just as the points near Santiago at which engagements with Spanish troops have taken place may become interesting towns and villages with American names in the new Cuba which is to be. Indeed, it is inevitable that this American invasion of the island is going to make many changes in its geography and topography. While the more important places will, of course, retain their names, American industry and commerce will create new centres of life and trade and develop to their fullest extent the splendid opportunities for growth and progress that have been so shamefully neglected by Spain. But to revert to our first thought, Cuba is a natural paradise for the wheelman, and when he finds it out he is going to see that good roads are built.—New York Tribune.

Captain Sigsbee's Lost Dinner.

Somebody aboard the auxiliary cruiser St. Paul got a fine dinner that wasn't intended for him, and Captain Sigsbee was the loser, says the Philadelphia Record. While the St. Paul was making the run from Montauk Point to New York, the captain's cook prepared for him a fine pair of mallard ducks, of which Captain Sigsbee is especially fond. Orders had been given to the cook to be particularly careful in the roasting of the birds, and he brought them forth from the oven nicely browned. The captain, upon the bridge, had had his mouth set for them all morning, and occasionally fancied he could smell them cooking. Just a few minutes before dinner time, while the cook's back was turned, somebody whisked those two luscious birds out of the galley, and disappeared with them. The St. Paul is a big ship, and the thief had ample opportunity to hide himself while he got on the outside of the roast duck. At any rate, he was never caught, nor was there any clew to identity. Captain Sigsbee was obliged to content himself with a can of sardines.

False Report.

"I was very sorry to hear that you had failed, Jones," said his next-door neighbor. "It was a slander, sir. I did not fail. It was my plans that failed, sir. Had they succeeded I could have paid every dollar I owe and had a handsome fortune left."—Detroit Free Press.

HAWAII'S DEVELOPMENT.

Our New Territory by No Means a Wilderness Sheltering Savages.

People are beginning to ask practical questions about the nation's new domain in the Hawaiian Islands. There is a widespread inquiry as to opportunities presented in the islands for fortune-getting. Many of these inquiries betray the supposition that Hawaii is nearly an untrod wilderness, given over to half-naked savages in

Fong's principal business connections are in China, and he does a large import trade from there.

Small groceries and bakeries in Honolulu are largely in the hands of Chinamen, and their little provision stores are dotted all over the island. They are also the purveyors of fruits and vegetables for the Honolulu householders. The country about Honolulu is much taken up with their immaculately kept gardens. A pocket handkerchief would more than cover any neglected or unfruitful portion of these gardens. They labor in them minutely and assiduously, crowned with broad, pagoda-like hats, carrying huge cans



HAWAIIAN COUNTRY RESIDENCE.

an aboriginal state of simplicity and heathenism. There is much picturesque material in the native life and customs, which invites the descriptive writer to turn aside and dwell upon it. It thus receives undue prominence. As a matter of fact, the native element is a constantly dwindling influence, not only by reason of the decrease in numbers of the race, but also of the increasing ratio of the foreign population and commercial and industrial improvements. With a total population in all the islands of much less than 100,000, it is easily seen that a small change in the absolute numbers may work vast changes in proportions. Thus, the introduction in the last few years of only a few thousand Japanese laborers has awakened grave fears of a new predominating influence in the affairs of the islands. But the little brown men have thus far proved themselves as quiet, contented and law-abiding as had the Chinese, who comprised the largest part of the male population after the growth of the sugar industry had invited the use of their labor.

But it is surprising how little effect all of these alien elements have in changing the prevailing Anglo-Saxon character of the little country's institutions. All matters, industrial, commercial, social and political, centre in Honolulu. And Honolulu is a New England town transplanted into the tropics and embowered in palms instead of elms. The selection of the site of Honolulu was not merely fortuitous. The deep bay, with the entrance locked by a coral reef, opening away from the prevailing trade winds, makes it the one secure harbor in the group, as it did when the New England whalers first made it their rendezvous for their annual expeditions. Even Pearl River Harbor itself, which is counted so valuable as a naval coaling station for the United States, offers its promise to the skilled eye of the engineer rather than to the heart of a mariner seeking refuge from immediate storm. Honolulu alone boasts of finished wharves, to which seagoing craft can come and unload and load their cargoes. The so-called "esplanade" in Honolulu presents a scene of bustle and activity at any time, with a fair showing of sailing vessels tied up to its wharves. The shipping and commission houses are the most powerful element in the business of the islands. The majority of them are American, but there are some strong British and German houses as well. Many of the plantations are owned and financed by such Honolulu houses, who may be also in the import business and own the bottoms in which they import dry goods, lumber and supplies of all kinds and export sugar. There are vessels thus owned which come out from Boston or from Liverpool and go on to China and India as traders. The

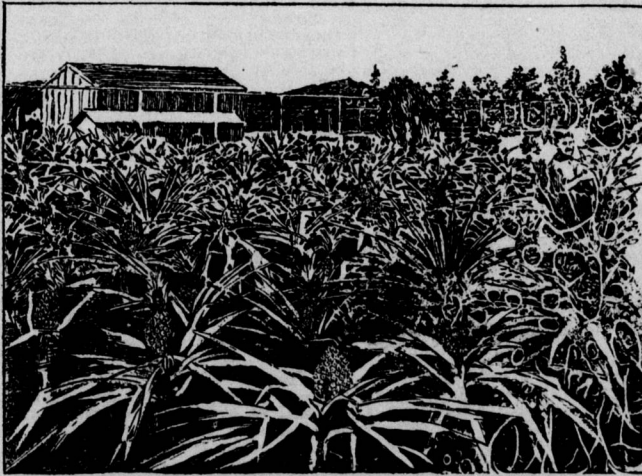
dealers are mostly native fishermen, and one may see here nearly all the uncouth monsters of the sea—the dying splendors of the dolphin, and the demoniac squid, which is a favorite article of diet with the natives. Fresh fish of choicest flavor can always be had from these native dealers, who form mullet ponds by building sea walls of stones, and have some skill in cultivating the fish. An ice factory affords ample supply for refrigerating purposes and for cooling drinks, the need for which is by no means pressing, as the temperature is rarely oppressive and is tempered during the larger part of the year by the northeast trade winds. The demands upon the time and energies of business men are not excessive. Life flows easily and equably in the little community. Many residents of Honolulu own cottages on the sea beach at Waikiki, only a few miles from Honolulu. The surf comes in over the coral reef and breaks on a shelving, sandy beach. A noble grove of coco-nut palms fringes the beach and shades the cottages. Here the well-to-do residents of Honolulu rusticate; and there is no lovelier spot the world around.

Living, on the whole, is rather dear in Honolulu, and there is large dependence on canned goods, both for meats and for fruits and vegetables, such as are not successfully produced in the islands. The Honolulu fish market is one of the sights of the



A NATIVE HAWAIIAN WITCH DOCTOR.

town. The dealers are mostly native fishermen, and one may see here nearly all the uncouth monsters of the sea—the dying splendors of the dolphin, and the demoniac squid, which is a favorite article of diet with the natives. Fresh fish of choicest flavor can always be had from these native dealers, who form mullet ponds by building sea walls of stones, and have some skill in cultivating the fish. An ice factory affords ample supply for refrigerating purposes and for cooling drinks, the need for which is by no means pressing, as the temperature is rarely oppressive and is tempered during the larger part of the year by the northeast trade winds. The demands upon the time and energies of business men are not excessive. Life flows easily and equably in the little community. Many residents of Honolulu own cottages on the sea beach at Waikiki, only a few miles from Honolulu. The surf comes in over the coral reef and breaks on a shelving, sandy beach. A noble grove of coco-nut palms fringes the beach and shades the cottages. Here the well-to-do residents of Honolulu rusticate; and there is no lovelier spot the world around.



PINEAPPLE PATCH IN HAWAII.

young men of the islands consider themselves fortunate to secure business positions with these powerful Honolulu houses, and the young Americans, Englishmen and Germans who have this connection make up an important element in the life of the town. One of the influential figures in the business life of the islands is Ah Fong, the well-known Chinese merchant. Ah

The combined area of the Philippines, the Hawaiian Islands, Cuba and Porto Rico, is 247,749 square miles, or a little less than that of Texas.

During the first seven months in 1898 the gold produced in Victoria, Queensland and West Australia amounted to 1,567,401 ounces.

SCIENTIFIC SCRAPS.

The sea covers nearly three-fourths of the earth's surface.

Air presses on the body of every man with a weight of 30,000 pounds.

The waters of the Grand Falls of Labrador have excavated a chasm thirty miles long.

The molecule of ozone differs from that of oxygen in being composed of a triad of oxygen atoms instead of merely two.

The natives of some tropical countries chew the fibres of green cocoanuts as a remedy for fever. They contain much tannic acid, and are reputed as effective as quinine.

It is well known that ants are fond of the sugary excretions of the aphids, or plant-lice, and that they watch over the herds of these insects, and, when the latter are in danger, carry them away to a place of safety.

A German biologist has calculated that the human brain contains 300,000,000 nerve cells, 5,000,000 of which die and are succeeded by new ones every day. At this rate we get an entirely new brain every sixty days.

Strange Behavior of Snakes.

A curious incident has happened in Milike village, which is at a distance of about four miles from Arrah, India. A boy named Umed Sahai, nephew of Ajadha Pande, was picking mango fruits in his garden when a monkey, which was sitting on the branch of a mango tree just over the boy's head, began to beat him by throwing mangoes at the boy, who looked round, but not finding any one began to cry. The monkey came down and placed two mango fruits at the boy's feet and bowed down his head. When people came around the monkey it ran away.

In Burhivitta village in April last a son was born to one Sonaton. The mother one day left the room for a short time, and, on returning, saw three snakes there. One was holding its hood over the baby, while the other two were lying down, one on each side of the baby. At her sight the snakes left the room. The father of the baby, however, struck one with a lathie, severing the tail off; yet, the same three made their appearance a little while after, and were seen as before. The spectacle is being repeated from day to day for these three months. The snakes, however, leave the room at the approach of any human being. No harm has hitherto been done to the baby, which is splendid in appearance.—Amrita Bazar Patrika.

How to Prevent a Cough.

A physician who is connected with an institution in which there are many children says: "There is nothing more irritable to a cough than coughing. For some I have been so fully assured of this that I determined for one minute at least to lessen the number of coughs heard in a certain ward in a hospital of the institution. By the promise of rewards and punishments I succeeded in inducing them simply to hold their breath when tempted to cough, and in a little while I was myself surprised to see how some of the children entirely recovered from the disease.

"Constant coughing is precisely like scratching a wound on the outside of the body; so long as it is done the wound will not heal. Let a person when tempted to cough draw a long breath and hold it until it warms and soothes every air cell, and some benefit will soon be received from this process. The nitrogen which is thus refined acts as an anodyne to the mucous membrane, allaying the desire to cough and giving the throat and lungs a chance to heal. At the same time a suitable medicine will aid nature in her efforts to recuperate."—New York Examiner.

White Men in the Tropics.

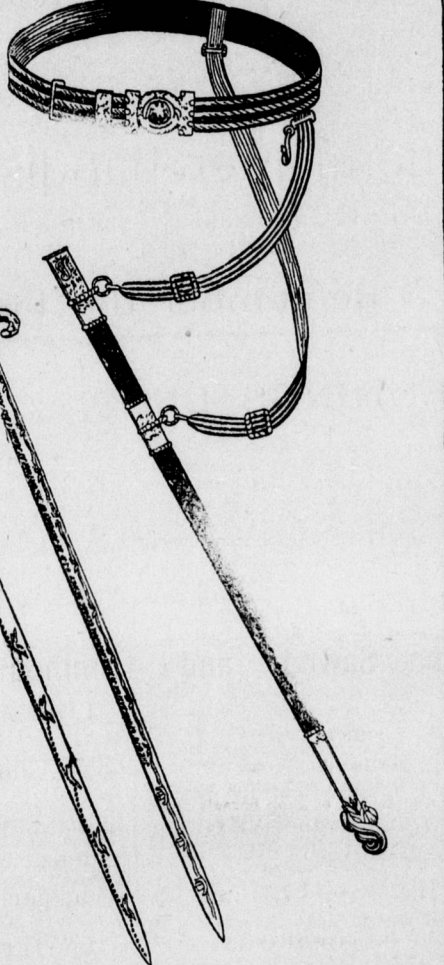
White men do not colonize well in the tropics, and those who do become in the second generation like unto the natives in easy-going ways, and the third generation is as indolent as one could expect. In Jamaica, which has been an English colony for centuries, there are, all told, officials and soldiers and colonists, only 14,600 Europeans. The total population is 633,000. In British Guiana, where the population is 280,000, there are but 2533 Europeans. In Tonquin and Cochinchina, annexed by France, there are fully ten million people, and outside of the French civil and military officers and troops not over forty French planters! The hot regions continue to be the home of the brown and black races, and one famous student of ethnology, an Englishman, predicts that these races will some day dominate in the world's affairs. In British India the white people are but a minute fraction of the population, and we do not believe that there will ever be a large American population, that is, of white Americans, in Cuba or Porto Rico should those islands come under the stars and stripes.—Mexican Herald.

His Substitute for a Bath.

"Anyway," said a man who is not always where all the conveniences for bathing are to be found, "as between washing my face and combing my hair I should comb my hair. I don't know why this is, but I know that the straightening out of the hair and the incidental scratching of the scalp with the teeth of the comb wake me up and straighten me out more than washing does, and so, one might say, I carry a bathtub with me in the shape of a pocketcomb."—New York Sun.

Food in the Ladrone Islands.

The chief food products of the Ladrone are bread fruit and cocoanuts, which grow spontaneously in every part of the islands. One cocoanut tree will feed a man.



REAR ADMIRAL DEWEY'S SWORD OF HONOR.

(Showing both sides of the blade, together with the scabbard and belt.)

and above this, and spreading toward the top, is the great seal of the United States, with the blue field of the shield in enamel; the shield in the arms of Vermont is also enameled.

The collar is surmounted with a closely woven wreath of oak leaves, the standard decoration for rank, and the intervening spaces between the decoration are studded with stars. On the pommel is carved the name of the cruiser Olympia, and the zodiacal sign for the month of December, when Dewey was born.

The guard is composed of a conventional eagle, terminating in a claw clasping the top, the outspread wings forming the guard proper. The expression of the eagle is one of cool determination, and, while firm, still bearing a message of peace in the laurel wreath held in the beak. The wreath serves as a protection, covering the point of the beak, and at the same time preserves the proper outlines of the guard.

The scabbard will be of thin steel, damascened in gold, with sprays of rose marinus, signifying fidelity, constancy and remembrance. The sprays are interlaced in the form of a series of cartouches, with a star in the centre of each, while dolphins fill the outer spaces. Sprays of oak leaves and acorns secure the rings and tracings of the scabbard; above these, on the front of the scabbard, is a raised monogram in brilliant-cutning the letters "G. D." and immediately under them are the letters "U. S. N.," surrounded by the sprays of rose marinus. The ferrule, or lower end of the scabbard, terminates in entwined gold dolphins.

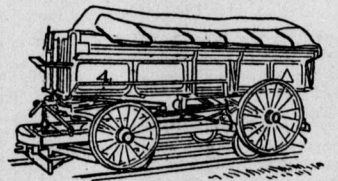
The sword blade is damascened with the inscription:

The Gift of the Nation to Rear Admiral George Dewey, U. S. N., in Memory of the Victory at Manila Bay, May 1, 1898.

The letters are of an ornamental character, and sufficiently large to be dignified. The Phoenician galley, representing the first craft of the world's navies, supplies the rest of the ornament on this side of the blade. On the other side of the blade is shown the flight of the eagles of victory, bearing festoons of laurel to the four quarters of the earth.

Three women are members of the Board of Aldermen at Lincoln, Neb.

necessary for such farmers as wish to take advantage of his plan to have the right sort of wagons and to haul them by horse power near enough to town to reach the trolley tracks. But in Ohio there are numerous trolley roads extending from one town to another and attaining a length of ten, fifteen and even twenty-five miles. If a farmer only lives along one of these routes he will not need to haul his wagons more than a few rods. Indeed, if he has a switch and sidetrack and loads his wagons while they stand on the latter he will have an easy task



NOVEL TROLLEY WAGON.

before him. The rapid development of trolley lines through the rural districts nowadays makes Mr. Bonner's idea an interesting one. There is no telling how far it is likely to become serviceable to American farmers.

What Dusty Rhodes Did.



"At the first call he went to the front."

Letter Carriers in India.

Each letter carrier in India has a run of six miles, and at the end of it is relieved by another carrier, who at once begins his run. Thus the mail is conveyed over unpopulous sections in comparatively quick time.—Cleveland Leader.

Packing an Alligator For Transportation.



He was sent packed like this on the way from Panama to London.