

TIME A-WAITING.
I could see the shimmer of ice. I sent down to tell the captain, who came on deck directly.
"It is no use, Mr. Brown," he said; "you must put her about."
"Wait one moment, the mist is lifting more, it will be quite clear directly."
The mist was, indeed, lifting rapidly. Far to the north and west we could see the ice stretching away in one unbroken field. I was trying to see whether there appeared any break in the ice toward the west, when the captain, seizing my arm with one hand, and pointing straight ahead with the other, exclaimed:
"Good heavens! there is a ship there."
The mist had risen like a curtain, and there, sure enough, about three miles ahead, was a ship seemingly firmly packed in the ice. We stood looking at it in silence. There was some meaning after all in that mysterious warning, was the first thought that suggested itself to me.
"She's nipped bad, sir," said old Shiel, who, with the rest of the crew was anxiously watching our new discovery. I was trying to make her out with the glass, when the flash of a gun, quickly followed by the report, proved that she had seen us. Up went the flag, union downward. We needed no signal to know her distress. The captain ordered the second officer off into the boat. I watched him as he made his way over the ice with a few of the men toward the ship. They soon returned with eight of the ship's crew. It was a dismal account they gave of their situation. They might have saved their way out of the ice, but the ship was so injured that she could not have floated an hour. The largest of their boats had been stove in, the others were hardly seaworthy. They were preparing, however, to take to them as a last resource when our welcome arrival put an end to their fears. Another detachment was soon brought off, and the captain with the remainder of his crew was to follow immediately.
I went down to my cabin and tried to think over the singular fate which had made us the preservers of this ship's crew. I could not divest myself of the idea that some supernatural agency was connected with that paper in the desk, and I trembled at the thought of what might have been the consequence if we had neglected the warning. The boat coming alongside interrupted my reverie. In a few seconds I was on deck.
I found the captain talking to a fine, old, sailor-like looking man, whom he introduced to me as Captain Squires. Captain Squires shook hands with me, and we remained talking some time. I could not keep my eyes off his face. I had a conviction that I had seen him somewhere, where I could not tell. Every now and then I seemed to catch at some clue, which vanished as soon as touched. At last he turned round to speak to some of his men. I could not be mistaken—there was the long white hair, the brown coat. He was the man I had seen writing in the captain's cabin.
That evening the captain and I told the story of the paper to Captain Squires, who gravely and in silence listened to our conjectures. He was too thankful for his escape out of such imminent peril to question the means by which it had been brought about. At the captain's request he wrote "Steer N. W." We compared it with the original writing. There could be no doubt of it. It was the same old cramped hand.
Can anyone solve the mystery?
"Power in our Powder," explained the powder mill superintendent, "are the two main requisites in proving powder. The Government is very specific in its contracts. It demands that when fired under service conditions in the gun for which it is intended powder must give to the projectile a muzzle velocity of at least a certain number of feet per second without producing a pressure of more than a certain number of tons to the square inch. For modern guns the velocity required varies from 2900 to 2800 feet per second, and the pressure is not allowed to exceed fifteen tons to the square inch. In some of our guns of the present day the amount of energy stored up in the powder charge is so tremendous as to be almost incredible. The limit of energy upon the projectile cannot be estimated, so vast are the possibilities."
"For example, I may cite the Oregon's 13-inch rifles. Five hundred and fifty pounds of powder in these guns impart to a 100-pound shot a velocity of 2100 feet per second, and the energy of the projectile is nearly 34,000 foot tons. This power is sufficient to lift such a vessel as the Oregon eight feet out of the water."
"These screens between the cannon and the breastworks are electric chronographs 100 feet apart from each other and the cannon, and they register the time of the projectile's flight with absolute accuracy."
"And absolute accuracy is—what?"
"The millionth part of a second."
San Francisco Call.
Judging by Noses.
Generally speaking, noses are divided into five classes—the Roman or aggressive, the acquisitive nose, the aquiline, the turned up and the flat.
Owners of Roman noses have obstinate, aggressive natures and most always want their own way in everything they undertake. Irritability, warmth of affection and fondness for society may also be characteristic of the owner of a Roman nose.
Men successful in the financial world have the acquisitive nose which is curved. It indicates a cautious and keen disposition with defensive powers toward any personal possessions.
The aquiline or Greek nose is the most beautiful of all. It denotes a nature full of refinement and shows that the owner is a lover of the fine arts, has an active disposition toward things in sympathy with his own ideas and is of a congenial spirit.
The turned up nose is seen everywhere. Its owners ask questions in a childish way instead of finding out things for themselves.
The flat nose is usually the herald of a good natured person apt to be rather vain and shallow, but with intuitive faculties.—Chicago News

WHY YOUNG MEN FAIL.
ONE MAIN CAUSE GIVEN BY SUCCESSFUL NEW YORKERS.
Demand for Youth Who Display a Certain Characteristic—Difficulty of Finding the Right Sort to Fill Places—An Experience in Journalism.
WHY is it that so many young men have difficulty in getting along these days? It is a question which has recently been put to a number of professional and business men by a New York Evening Post reporter. For the most part, the persons talked with (men of position in professions and business) had little hesitation in answering. They answered in a way hardly complimentary to the young men concerned. One after another of them accounted for the majority of present failures by a single word—laziness. Though the importance of intelligence and education as essential factors in a successful career was not overlooked, the general opinion appeared to be that the one indispensable quality was industry, willingness and ability to work. And this, according to the statement of several of the leading business men of New York, is the quality that is most lacking in young men to-day.
The first person interviewed was a successful lawyer in large practice. "Young men complain that there isn't any chance to get ahead in law nowadays," suggested the reporter, and the reply came quickly:
"That all depends upon the young man. I used to be a young man myself, and I have been watching young men ever since that time. I have made up my mind to one thing; that is, that the chief trouble with a great many young men is that they are afraid of work. This is true of every occupation, and I have seen illustrations of it many times in my own profession. Here is a case in point: You noticed that I was interrupted just now by a young man, who came in and asked me a question, and you perhaps observed that I said 'No' rather impatiently. The reason was that the question was too silly for any man to ask who had ever got a place in a law office. In every fact, that young man had had the best advantages. He went for three or four years to one of the finest fitting schools in the country, then he had four years in one of the largest colleges, and afterwards three years in what I consider the best law school. Yet I sometimes think that he does not know any more law now, after he has been some time in this office, than he did when he left home for the preparatory school."
"And the chief reason is because he never was willing to work hard, and there is not the slightest reason to suppose he will begin at this late day. Of course, there are other reasons why young men do not succeed as lawyers than laziness. For example, I know of a man whose legal learning is extraordinary, and who obtained a good place in a leading law firm, but after he had been there a dozen years his employers said that he was not worth \$2500 a year. The trouble in this case was because he could not utilize his great learning, and he could never get on with clients. But, after making due allowance for all exceptional cases, I am convinced that laziness is the chief obstacle to success in the legal profession, as in every other walk of life."
"What do you think is the reason why young men don't get ahead faster in the railroad business?" It is the President of an important railroad, which has its offices in this city, who speaks now. "My opinion is that the great trouble with most of these young fellows is that they are not willing to work as hard as they must if they are ever going to amount to anything. Let me tell you my own experience and observations. It is, let me see, fifteen years since I left college, and decided to go into railroading. The first chance I got was a job at \$40 a month in the office of a railroad out in the Rocky Mountain region. There were a number of other young men in the office. I soon observed that the rest of them seemed to be chiefly interested in seeing how little work they could do in return for their pay, and how early they could get away from the office, in order to have more time for cards, billiards, the theatre and other amusements. I was interested in my work, and after I had done my day's duty in the office I would go to my room and devote the evening to reading railroad publications and studying all the books bearing on railroads that I could find. Of course, my superiors soon noticed the difference between me and the rest of the fellows. It was not long before a hard job of work was to be done, and at all in my regular line. I was given a chance to try my hand, and I did the work so well that I was soon promoted. It was not long after that when I found a better chance in another railroad office, and each change I made afterwards was in advance, until I was offered my present position. All this time I have been working as hard as I could, and it is because I have worked hard that I have got on. The lazy fellows whom I first struck in that office out West have either gone to the dogs, or are pegging along with no better pay than when they used to get fifteen years ago."
A newspaper man, who has had thirty years of experience, and who for a long time was managing editor of an important newspaper, was asked for his views. "I attribute my own success," he said, "chiefly to the fact that I have always worked as hard as I could without running the risk of injuring my health—and that exception has not always held. On the other hand, I can recall a great many cases of men who have never got ahead for no other reason than because they were lazy. It would seem to you that they have little energy a great many young fellows show. When I was managing editor, I discovered that the city reporters on the newspapers did not take the trouble to read all of the local matter which it contained every day, and many of

them were often ignorant of the editorial attitude of the paper regarding local matters. The consequence was that, when a man was given an assignment, it might turn out that he knew nothing about what the paper had printed regarding the matter before-hand, or that the editorial policy of the paper about this subject was, in very hard work to induce reporters to get to the office promptly. Unless they are hauled up sharply every little while, many of them put the paper to inconvenience by being late. I have actually known of cases where young men in vigorous health, who were anxious to secure regular positions on the city staff of an evening paper, were so lazy that they would not get around until nearly noon to see if there was a chance for them to do any work. My opinion is that most folks are lazy, and I certainly know that laziness is the only reason why many young men in the newspaper business whom I have known did not succeed better."
One of the leading life insurance company Presidents, whose opinion was requested, held the view that: "While there are pathetic exceptions, I think it can be regarded as a rule that men who fail in life fail principally because of indolence. Genius without industry, I find, accomplishes very little in this world; while industry without genius accomplishes a great deal. Some men—Emerson, wasn't he?—has defined genius as the infinite capacity for taking pains; and it is this infinite capacity, that, in the long run, proves successful."
"It is true that there are some corporations that are guilty of nepotism and favoritism; that promote rather the sons and the nephews and the cousins than the men who have demonstrated their fitness for advancement, but these corporations always have to pay dearly for it. I think that all business men now recognize the principle that the most expensive habit they can acquire is to disregard merit."
A bank president who, in his earlier years, was a newspaper reporter, talked in a similar strain. "The great mistake that young men make," he said, "is in keeping too close watch on the time of day. They begin to put on their overcoats ten or fifteen minutes before the pointer reaches the hour when they are free to leave the office. The majority, therefore, never worry about anything except the particular work they are required to do."
"They pay little attention to the men just ahead of them, and make no attempt to familiarize themselves with their work. The result is that when a vacancy occurs I have no one in my office who can fill it. There are many opportunities for promising young men during the year, but I usually have to go outside to get the proper persons for them. It is not because the average clerk is not capable, it is because he is lazy. He is fearful of giving more time to his employer than the regulations require. Legally this custom may be all right; but it is the most fatal error the young man can fall into."
Increase of Population.
Some interesting statistics in regard to the increase of population have just been compiled by Sir Robert Giffon, a distinguished English expert on this subject. He shows that England now has possessions on all five continents, and that a quarter of the population of the entire earth is subject to her suzerainty. The extent of territory owned by England amounts to 13,000,000 square miles, and on this immense tract is a population of 420,000,000. During the last twenty-seven years the English realm has increased 2,854,000 square miles, and within the same period 125,000,000 have been added to the population.
Since 1871 the population of the United Kingdom—England, Scotland and Ireland—has increased from 32,000,000 to 40,600,000. At the beginning of this century England, Scotland and Ireland had a population of 11,000,000, and France of 26,000,000, yet to-day the proportion of population in both countries is almost alike. Russia has increased her population by 60,000,000 since 1870, the result being that she has now a total population of 130,000,000. Germany had a population of 20,000,000 at the beginning of this century; now she has between 50,000,000 and 60,000,000, of whom almost a quarter is the result of the increase of births over deaths. Germany, too, is making vast strides as a colonial power, and her population in those distant possessions already amounts to a considerable number.

GOOD ROADS NOTES.
Road Mending.
WITH the opening of the riding and driving season, and especially with the reappearance of bicycles, we shall hear much of good roads. It is wished that in this country we might see as much as we hear of them. Where the highways are improved they are valued, and people who use them are never again willing to go back to the kind of trough of sand and mud that passes for a turnpike in many parts of this country. The good roads movement has not ceased from moving, and cheering news comes, every now and again, of the laying of asphalt in cities and of macadam in the country, yet so little is done in proportion to what ought to be done, and must be done, that one loses heart, now and again, and fears that for the next century this country is doomed to travel over almost the worst roads in all the world. A traveler who has just reached the East, on his return from a wheeling tour of nearly three years around the world, reports that he found the roads in Illinois worse than those in China, which were heretofore supposed to be the meanest that could be found in any land that had roads at all.
One of the chief causes of the slowness with which reform progresses will probably be found in the fact that in our country districts the farmers discover that good roads do not stay good forever. They appear to think that their whole duty is done when a proper foundation is laid and it smoothed by a roller. They do not think in this wise of their houses or their churches or their farms. They know that buildings need repair; they know that fields need plowing, and they gather the stones and stumps out of them every now and then; yet the road that passes their doors and is used by hundreds of thousands of persons, is buried in snow in winter, receives no attention from them whatever. They do these things better abroad. They first make a road with a clean, broad, properly graded surface, then they appoint men whose daily business it is to go over it and make repairs.
Queens County has spent millions of dollars for macadam, and it has secured the best roads in the State of New York. If they are allowed to go to ruin the work will all have to be done over again at a tremendous expense. A road mender can keep at least a couple of miles repaired; and his pay will not be more than a couple of dollars a day, unless he is in politics. It is wiser to pay this sum than to have a bill of thousands of dollars to meet at the end of some years. In Europe the menders watch the highways just as track walkers watch the railroads. Whenever a heavy rain has started a little channel in the pavement it will widen and deepen with every succeeding rainfall until that part of the pavement is torn beyond repair. A little tamping with gravel, a stone put in the channel, a shovel of earth here and there, a cart run obliterated, a loose stone thrown aside now and then will keep the road in serviceable condition for a life time. The way not to do it is finely illustrated in Prospect Park, where a couple of men of intelligence and a little more diligence than we see in public service would make further repairs needless; but absolute neglect follows the surfacing of every path and drive. The stich in time that saves nine is never applied. It is not sufficient to make good roads. It is just as important to keep them good.—New York Mail and Express.

A FORGOTTEN MERC.
Major George Croghan and His Defense of Fort Stephenson.
It is noteworthy that the reputation of our great soldiers was in every case built up of long as well as brilliant service. In no case has it been the result of any single deed, however heroic. In fact, others have performed single deeds of heroism surpassing in brilliancy, perhaps, any single deed of any of these great soldiers. In such cases, as a rule, these heroes are known only to the reader of abstract history. A single instance will serve to illustrate:
Just where the town in Ohio perpetrating the name of the first Republican candidate for the Presidency and the home of a more successful subsequent candidate for that high office, is now situated, was a wretched stockade called Fort Stephenson. Its armament consisted of one gun and a garrison of 160 men, commanded by Major-General George Croghan, a young officer of twenty-two. He was born not far from Louisville, Ky., in 1791, and came of fighting stock, for his father had been an officer in the Continental Army and his mother was a sister of George Rogers Clark, graduating from William and Mary College in 1810, he entered the army, was in the battle of Tippecanoe in 1811, and a year later was made captain in the Seventeenth Infantry. With this rank he served under Harrison in 1812 and 1813, and so distinguished himself in a sortie from Fort Meigs that he was appointed an aide-de-camp with the rank of major, and assigned to the defense of Fort Stephenson.
Last Tecumseh and the Indians who were coming across country from Fort Meigs should make a flank attack, Harrison had authorized Croghan to burn the fort and retreat. This he did not do. "We are determined to maintain this place," he said, "and by heaven we will!" Harrison, thereupon dispatched an officer to relieve him. But Croghan went to headquarters, carried his point, and when, on August 1, the English commander summoned him to surrender, sent back a stout defiance. The next day the bombardment began, and toward afternoon an assault was ordered. The English soldiers, in three columns of 120 men each, were to attack three sides. The Indians were to storm the fourth; but as they came out of the woods into the open a steady and well-directed fire from the fort drove them back. The British troops, thus left to fight alone, came on bravely to the very gates, made every possible effort to get into the fort for two hours, and then retreated with all of the officers and one-fifth of the men killed, wounded or missing. The wave of enthusiasm which rolled over the country as the result of this victory equaled anything of the kind seen in our day; but who to-day knows anything of the personality of Major Croghan?—Frank Leslie's.

CHINESE SMUGGLING.
Business in Canada.
Montreal is the headquarters of the Chinese smuggling from Canada to the United States. The Canadian Pacific railway, by means of its steamers and its limited transcontinental express, keeps pouring the Celestials into the city, and the Chinese companies keep showing them out across the line at a good round sum per head, to be paid in weekly installments when the travelers have succeeded in establishing themselves in some United States town. The company patronizes two different classes of people to carry out their schemes successfully. The more advanced patronize the "Border Smuggling Trust," as it is known, and which is said to consist of a number of United States border lawyers and Chinese interpreters. These people agree for a certain stipulated sum to see all the Chinamen which their employers may send safely to the United States, with the proviso, however, that they are to suffer a short time of preliminary imprisonment. The consignors are to send one or more photographs of the men shipped and, with the aid of these, spurious relatives are faked up, who at the proper time are brought forward to swear that the man who was arrested when he entered the United States has lived there for years, and has only been on a trip to China. Their testimony is backed up by the man's certificate, which, however, is not his, but belonging to a man who actually has gone to China and has sent back his certificate. The fact that to the American nearly all Chinamen look alike facilitates this fraud. Often certificates are short and their scarcity compels even the more advanced representatives of the Chinese companies to turn to the men who still carry on the smuggling business in the old romantic style, with all the dangers attending the work. Men and women are engaged in this, and the Chinamen are sometimes driven and sometimes railroaded into this country in disguise. Whole freight cars by some private arrangement have at times been chartered for the purpose of smuggling in whole crowds of Chinamen at the same time; but driving is considered the safest way.

THE GREAT WALL TO BE DESTROYED.
It is curious that when China is just on the eve of introducing western methods of engineering she should threaten to demolish the greatest engineering work she possesses; that is to say, the Great Wall, erected 200 years B. C., for the purpose of keeping back the Tartars. It is stated that an American engineer is en route to China in behalf of a Chicago syndicate which is expected to take a share in the contract to be given out by the Chinese government for the demolition of the wall. The Engineer states that on French, two British, and three German firms are also bidding for the work, payment for which is to be in the way of rich concessions.
Cheers From the Wounded.
Charley Reynolds, one of the Kansas boys, relates the following instance of good Kansas nerve: "The firing pin in my rifle broke and I started to the rear to get another gun. About fifty feet behind our line I came across one of Company F's men lying on the edge of the road, shot through the shoulder. We exchanged guns and I started back. The last I heard of that man was his cheering. That appeared nery to me, lying in the road helpless, giving his rifle to a comrade, and then yelling to the boys to go ahead."
MARKETS.
BALTIMORE.
GRAIN AND FLOUR.
FLOUR—Baltimore, Best Pat. No. 1, 4.50
High Grade Extra, 4.00
WHEAT—No. 2 Red, 70 71
COB—No. 2 White, 40 41
OATS—Southern & Penn., 20 25
RYE—No. 2, 40 45
HAY—Choice Timothy, 16.00 15.50
Good to Prime, 13.50 13.00
RTAW—Baltimore, 11.00 10.50
Wheat Flour, 3.50 3.50
Oat Flour, 6.00 5.50
CANNED GOODS.
TOMATOES—Std. No. 3, 70 75
No. 2, 1.19 1.50
PEAS—Standards, 80 80
Seconds, 80 80
CORN—Dry Pack, 80 80
Moist, 70 70
EGGS.
CITY STEERS.—10 1/2 @ 31
City Cows, 9 1/2 @ 30
POTATOES AND VEGETABLES.
POTATOES—Baltimore, 55 @ 60
ONIONS, 40 45
PROVISIONS.
BEEF—Clear ribbed, 7 1/2 @ 7 1/2
Hams, 10 1/2 @ 11 1/2
Mesa Pork, per lb., 12.50
LARD—Crude, 7 1/2 @ 7 1/2
Best refined, 7 1/2 @ 7 1/2
BUTTER.
BUTTER—Fine Cream, 27 @ 27
Under Fine, 26 @ 27
Creamery Hols., 27 25
CHEESE.—N. Y. Fancy, 15 @ 16 1/2
N. Y. Flats, 13 1/2 @ 14
Skin Cheese, 5 1/2 @ 7
EGGS.
EGGS—State, 14 1/2 @ 15
North Carolina, 13 1/2 @ 14
LIVE POULTRY.
Ducks, per lb., 11 @ 11
Turkeys, 11 @ 11
TOBACCO.
TOBACCO—Md. Inferior, 1.50 @ 2.50
Sound common, 3.00 4.50
Middling, 6.00 5.00
Fancy, 10.00 10.00
LIVE STOCK.
BEEF—Best Doon, 4.25 @ 4.75
SHEEP, 4.00 @ 4.00
Hogs, 4.00 4.50
PORK AND BUTTER.
MUSKAT, 10 @ 11
Raccoon, 49 45
Red Fox, 30 30
Buck Black, 20 20
Opium, 22 25
Mink, 20 20
Oiler, 100 100
NEW YORK.
FLOUR—Southern, 2.85 @ 4.20
WHEAT—No. 2 Red, 76 78
Rye—Western, 64 65
COB—No. 2, 41 42
OATS—No. 2, 28 28 1/2
BUTTER—State, 18 23
EGGS—State, 15 18 1/2
CHEESE—State, 12 1/2 @ 13
PHILADELPHIA.
FLOUR—Southern, 2.85 @ 4.20
WHEAT—No. 2 Red, 72 73
COB—No. 2, 40 41
OATS—No. 2, 30 31
BUTTER—State, 25 27
EGGS—Penna. 16 16 1/2