

# WOMAN'S REALM

## Must Compensate Servants.

English housekeepers are in a panic over the new law which compels employers to compensate their servants for any accident met with in the course of the employment, even though entirely by the servant's own fault. Even the charwoman, who comes in for a few hours weekly, can claim compensation if she injures herself, and this compensation, if for fatal injury, may mean providing for the servant's dependent relatives.—New York Tribune.

## Literary Women Live Long.

The artistic life is conducive to longevity in men. Apropos of this, it would seem that literature might make a similar claim as regards women. For instance, Caroline Herschel reached the age of ninety-eight, Harriet Lee ninety-five, Mary Somerville ninety-two, Hannah Moore, eighty-eight, Maria Edgeworth and Anna Barbauld eighty-two, Jane Porter seventy-four, Georges Sand seventy-two, and Mary Mitford died in her seventieth year.—London Chronicle.

## Wedding Ring Lore.

In modern Greece there are two rings used—gold for the bridegroom and silver for the bride—which are frequently interchanged by the two in token of union and of domestic equality, the higher value of the ring of the husband, however, still marking his superiority.

The Irish peasantry have a general impression that marriage without a gold ring is not legal.

Among the Anglo-Normans the ring was always worn on the middle finger of the right hand, while in the latter part of the seventeenth century the wedding ring was often worn on the thumb.

Quakers rejected the ring as a relic of pagan superstition, and in the time of the Commonwealth the Puritans endeavored to abolish it for the same reason.—New York Journal.

## Their Ancestry.

Mrs. Donald McLenn, president of the Daughters of the American Revolution, said of ancestry at a dinner in New York City:

"I think we would all, if we had our choice, prefer to be well born. Good children are more apt to come from good than from bad parents. Then, besides, good birth is a recommendation, in everything we consider the source."

"It is like the story of the school teacher. There was a teacher, teaching in a very poor neighborhood, who received daily gifts of flowers from one of her pupils, a ragged little boy. The flowers were of all sorts, sometimes costly hothouse blooms, sometimes simple, old-fashioned garden flowers. As a rule they were somewhat faded.

"One day the boy brought the teacher a great bouquet of mauve orchids. To be sure they were much wilted, but none the less it could be seen that they had once cost a great deal of money. The puzzled teacher, as she took them, said:

"Jimmy, where do you get all these flowers that you give me? You don't steal them, I hope."

"Oh, no, ma'am," the youngster answered, "father's an ash man."—Philadelphia Record.

## Stately and White Hair'd.

Lady Laurier, wife of the Premier of Canada, is described as "a stately white-haired woman, endowed with all the alertness and natural grace of her French lineage." As her photographs indicate a decidedly stout lady of cumbersome aspect, something may be allowed for the proverbial gush of the English journalist. But she undoubtedly possesses the white hair mentioned and has rather more than the degree of staidness inevitable in all large bodies. Though of French origin, Lady Laurier speaks English almost as well as her husband does. Educated at the Convent of the Good Shepherd in Montreal, she remains a strict Roman Catholic, but without bigotry or narrowness. She is proud of her French descent, although she has always had the tact to aim at breaking down any approach to a barrier between the two races in Canada. When the confederate Parliament is sitting Lady Laurier lives at her Ottawa residence in Laurier avenue, a large, square house typical of the style of architecture which prevailed in upper Canada half a century ago. During the session Lady Laurier calls daily at the House of Commons to drive Sir Wilfrid home. The Canadian Prime Minister and his wife are fond of city life and society, but their happiest times are spent at their country home, Athabascaville. This comfortable little two-storied red brick house stands on a knoll in the midst of park land, much of which is left in its primeval ruggedness. Democratic simplicity marks their life when they escape from the heat and dust of the Ottawa season to the calm of this rural retreat, and they receive their guests every day on the piazza with a dignity and hospitality characteristic of Canadianism. Lady Laurier lives among her plants and flowers and domestic pet and is known in all the country around as a kind and delightful neighbor. She has no family of her own, but delights in gathering children around her. She is never seen

## Making Inventories.

By EDWARD WILLISTON FRENZ.

The appraising of personal estates and the making inventories of the contents of stores and private residences is one of those businesses which goes on continually, but so quietly that little is heard of it. The growing tendency of wealthy persons to carry an adequate insurance upon their furniture, books, pictures, and the other things in their homes has given considerable impetus to this industry, and has created a demand for the most comprehensive and exact knowledge an equipment which few women possess, but which is bringing very handsome returns to those who do possess it.

The business of appraising, or rather of making inventories, embraces the whole range of human knowledge. Indeed, its motto might very well be the old Latin sentiment: "Nothing of human interest is foreign to me." The object is to give a man such a list of the things he owns, and so arranged, so as to enable him, in case of fire or burglary, to tell at once what his loss has been; and in the one event to secure his insurance money, and in the other to recover the goods. The advantage of such a list is so evident to men of large possessions, to collectors of books or lovers of old lace or china, or connoisseurs of paintings, that the business is constantly growing; but to be of even the slightest value the list must be accurate. Here comes in the appraiser's skill, and here is the demand for specially trained women.

No college will impart this training. It must be acquired by actual practice and experience; but an education, if it is good for anything, should have trained the faculty of observation and strengthened the memory, and both these things are useful in this work.

A still more practical equipment is the absolute mastery of some one department of knowledge. It may be books or book-bindings, or silks or lace or etchings or furniture; but it must be thorough in its own field. The expert in book-bindings must be familiar with all the famous binders both of the past and of the present, so that she can make no mistake in the kind of leather used, and can see at a glance whether an ornament is hand-tooled or machine-struck. She will look at the pores in the leather of one binding, and because she finds them in peculiar groups will pronounce it sheep. Another she knows is calf because the pores are evenly distributed.

If her specialty is furniture, she will be able to tell you the characteristics of Chippendale and Sheraton, and the difference between birch and maple, and how bay-wood is treated to make it look like San Domingo mahogany.

Another girl picks up a piece of velvet and says, "This is Scutari. It is made only in one place, on the Bosphorus. I know all about it."

Such knowledge as this is more likely to be acquired at first in the pursuit of a fad than with the deliberate purpose of turning it to financial account; but the possession of such a fad is a good stepping-stone to the business of making inventories. Even then the beginner will usually receive not more than six dollars a week until she has demonstrated her ability. She will most likely be set at work on some task which includes her specialty, but embraces something more, and her success will be measured both by the extent of the knowledge which she displays in her peculiar field and by the intelligence which she manifests in gathering information outside of it. If she has an accurate and comprehensive knowledge of several things she will be able to command from three to ten dollars a day.

The business of making inventories is not yet, and indeed may never be, one in which a large number of girls can find employment; but for the exceptional girl it offers a new and attractive opening, in which there is not only a high standard of payment for the work itself, but excellent opportunity for collateral employment, such as the giving of expert opinion in special cases.—From the Youth's Companion.

## Over Audubon's Grave.

John J. Audubon, the naturalist and bird lover, is buried in Trinity Cemetery, on Washington Heights, on the One Hundred and Fifty-fifth street side, near Broadway. There has been erected over his grave an Iona cross, the arms of which are connected by a circular band of stone, making apertures of the four corners at the intersection. In one of these apertures a nest last month. This fell under the eye of a caretaker, who got a pole and dislodged the nest. The birds flew about disconsolately for a time, then went away. So far as any one knows, Audubon did not turn over in his grave, neither did any of the carved birds on the shaft cry out.—New York Tribune.

## Had Heart Like a Shoe.

Samuel Culp, the man with the freak heart, which was frequently discussed in medical journals, and was an object of interest to the medical world generally, died suddenly to-day of heart disease, aged twenty-four years. The heart was shaped like a shoe, and was unusually large. The least exercise made him ill. While a student at the University of Pennsylvania, from which institution he was graduated with honors in chemistry two years ago, he was subjected to X-ray examinations by eminent physicians, but all their treatments were in vain.—Reading Dispatch to the Philadelphia Press.



## Great Worth to Automobile.

It is an old story—this talk of good roads and their great worth to a country. France and Britain and other European countries realized the fact centuries ago, with the Romans having been the first to construct highways deserving of the name. Various causes have delayed and interfered with good roads in this country, and spasmodically, we have accomplished comparatively little except in a few States like New Jersey, Massachusetts, Connecticut and Rhode Island. Though the one to benefit most, the farmer as a class has been antagonistic rather than favorable to the improvement of the roads, accusing first the cyclists and now the automobilists of working for good highways for their own selfish use, losing sight of the fact that all vehicle owners would have the same opportunity. It may be that the farmer feared that the coming of good roads might—and did, of course—mean increasing cycling's army and consequent annoyance to the owners of horse-drawn vehicles, who seemed to think that the roads belonged to them and there was no call to share with any new conveyance. The same attitude is taken in reference to the automobile except in sections where the farmer himself has become an owner and is comprehending the great boon to him of the motor-driven vehicle.

A man who did conscientious work as commissioner several years ago with the Government's Office of Public Road Inquiries was James W. Abbott, who not long since expressed his views in these columns, dwelling particularly upon the results that should follow a national association of all automobile bodies, saying that the time had come for the automobilists to make the roads question their question. But all interests that would be peculiarly benefited by road betterment should have representation. In the Pacific Rural Press of California the Abbott article was reprinted with these comments: "The policy or statesmanship of Mr. Abbott's suggestion lies in confidence that the automobile is the coming agricultural vehicle and motor. Therefore, though now initiative is needed from other interests, as he suggests, the effort will continually recruit itself from the ranks of agriculturists until what is a most conservative element may become an effective promotive agency."

The various automobile bodies—N. A. A. M. A. L. A. M. A. C. M. A., A. A. A. C. A., and A. M. L.—are now perfecting an organization, but it certainly seems most advisable to invite the membership of all other associations interested in the building and use of the roads, especially the agricultural element, which should be consulted and be called upon to have a strong voice in the proceedings—or at least have opportunity.—The Automobile.

## Government Experiments.

The question of a "binder" for the expensive stone roads is agitating the minds of the United States Government road officials. Automobiles traveling at high speed create a strong suction that gathers up the top of the roads and in a short time leaves the body of the road exposed. This is called "traveling" by road experts.

For the motorist as a class, the dust question undoubtedly has another side than that presented by the wearing out of the roads which are much used by automobile drivers. There can be no possible doubt that a great deal of the prejudice existing in the minds of farmers and villagers toward automobiles and their drivers and users is due to the dust raising qualities of motor cars.

Many automobilists are of the opinion that the motor car fraternity is being unfairly treated when charged with wearing out the roads so fast and raising dust. They say that farm wagons and buggies have raised dust ever since there were roads in this country and no one ever seemed to become much exercised over it. They point out also that trolley cars are responsible for raising a lot of dust.

Experiments have been made in different States, some with oil and some with tar as a surface dressing, in an effort to discover some method of treating road that would prolong their usefulness and reduce the dust nuisance, but in a great many instances the work has been done hastily or without proper planning and supervision. Oiling the roads has undoubtedly been done with more intelligent planning in California than in any other State, and that State has many more miles of highways that have been treated with oil than any other in the country.

The Government is now making experiments with a gneiss rock that is wholly free from feldspar, the factor that makes for mud and dust in road materials. Germany has tried the experiment of coating the dustless sand of the seashores with tar and using the composition on her highways. Its expense is against it. The new discovery which is claiming the attention of the Government contains no dust, if its promoters are to be believed, and is not affected by the rain or sun. Such a sand would be the salvation of the asphalt and other high-class roads that are now suffering from overtravel.—From Recreation.

## DUG BY A METEORITE.

Hole 400 Feet Deep and Three-Fourths of a Mile Wide Made.

In Coconino County, Arizona, about five miles south of Sunshine Station, on the Santa Fe Railroad, is a very remarkable eminence rising above an almost perfectly level plain, and known locally as Coon Butte or Coon Mountain.

This so-called mountain consists of a circular ridge from 130 to 160 feet in height, surrounding an almost circular depression in the earth about 400 feet deep and approximately three-fourths of a mile in diameter. From the bottom of the depression to the crest of the ridge surrounding it the distance is from 530 to 560 feet.

The depression has a general resemblance to a crater, and a superficial glance conveys the impression that it was really the crater of a volcano which became extinct ages ago. Geologists, however, soon observed that the ring around the crater-like depression is not composed of volcanic outpourings. The hole is found to penetrate from twenty to forty feet to red sandstone, then from 250 to 350 feet of yellowish limestone, then a light gray sandstone and finally a brownish sandstone, in which it terminates.

These same level strata, formed when the land was covered with water, extend over the plain in all directions for many miles. The theory that the so-called crater could have been formed by a volcano may be set aside as impossible.

Another theory was that this remarkable hole was the result of a steam explosion, but the latest investigators have found many reasons for believing that this explosion is incredible. The vast amount of steam required to do this work could be stored up only in regions of volcanic activity. There is no evidence that such a region ever existed.

Daniel M. Barringer, geologist, and B. C. Tilghmann, physicist and chemist, have been giving a great deal of time to investigating this phenomenon, and have just printed their results. They have collected an astonishing amount of evidence in favor of the theory that this great hole in the earth was produced by the impact of an iron body falling out of space and moving, of course, at terrific speed.

The body must have been a very large meteorite or a small asteroid, and in making this deep hole it not only ground an immense quantity of rock into fine particles of almost impalpable dust, of which a large part of the crater rim is formed, but it was itself to a large extent broken into shivers by the terrific force of the collision.

Bohrings have revealed many small fragments and splinters of it to a considerable depth, but no large piece has yet been found beneath the floor of the crater. On the other hand, about fifteen tons of the meteoric iron have been collected from around the crater and sent to the various museums of the world. Several thousand pieces have been discovered scattered all around the crater and to a distance of two and a half miles from it, and there are millions of particles of it scattered far around the crater.

Like other meteoric objects coming to us from the skies, these countless fragments contain iron, nickel, uranium and platinum.

A double compartment shaft is now being sunk in the exact center of the crater. Unless insurmountable difficulties are met it will be sunk to such a depth as will show whether or not any large part of the body lies buried several hundred feet below the floor of the crater.

## Onions Peeled by Lightning.

The greatest freak of the lightning in the storm of Sunday, July 7, in Hancock County, is reported from West Brooksville, where onions which were in a bag were neatly peeled. Such accommodating lightning as this would be more welcome than the usual variety. "The incident suggests," says the Ellsworth American, "the possibilities of that future day when man has succeeded in taming lightning to his own uses. Then we may expect to find each well-appointed home equipped with its own lightning apparatus, which would not only furnish light and heat, but would peel the onions and potatoes, sweep the floors, make the beds, wash the dishes, hunt buffalo bugs, kill the flies; in fact, do all the drudgery of housework, including the semi-annual housecleaning. And the servant girl problem would at last be solved."—Kennebec Journal.

## Hetty Green's Son First.

The first corporation charter under the new and rigid Texas law was issued to-day to E. H. R. Green, son of Mrs. Hetty Green, of New York. The new law requires that fifty per cent. of the capital stock must be paid in money and all stock subscribed before a charter can be issued. These facts are to be sworn to.

Green launched the "Cash Oil Company, of Dallas." Some of the wealthiest men of Dallas are his associates. He has obtained control of 10,000 acres of land at Cash, in Hunt County, where large deposits of petroleum have been discovered.

The excitement in that locality is intense. Green is sinking wells and hundreds of other men are prospecting.—Dallas Dispatch to the New York World.

For 365 days in the year John Bull drinks rather more than 21,168 barrels of beer every day; and even so he is a few thousand barrels down in his previous year's average.

## BUSINESS CARDS.

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## LABOR WORLD.

The number of wage earners employed in Virginia cotton mills in 1905 was 6619, receiving \$1,647,729 a year.

Union men at Toronto, Canada, assert that plumbers are being brought from England to take the place of the strikers.

Leaders of the American Federation of Labor threaten to bring an action against the Associated Employers for conspiracy.

Eight hundred union barbers in Chicago have been granted a new schedule of wages and working conditions by their employers.

Wages of the Durham and Cleveland (England) blast furnace men will be advanced one and three-fourth per cent. for the current quarter.

The newly instituted Pittsburg (Pa.) local of Material Drivers was organized recently. This is a branch of International Teamsters' Union.

A new organization of vehicle painters has been organized at Chicago, Ill. It is known as the Chicago Carriage, Wagon and Auto Painters' Union.

The Provision Trades' Council, of Chicago, Ill., and vicinity, represents more than 15,000 individuals employed producing or handling provisions.

At least a thousand men are needed in the coal mines of Wyoming and Utah alone, where labor is so scarce that Japanese are drawing as high as \$170 a month.

The Amalgamated Society of British Engineers will, after this year, cease attending the Trades Union Congress, and absent itself for at least four years.

Suit was begun in the Supreme Court, of the District of Columbia, to restrain the American Federation of Labor from carrying on a boycott against a manufacturer.

Valuable Elderberry Patch.  
Elderberries are being cultivated by the Pennsylvania Railroad on ground worth \$90,000 an acre.

Alongside the approaches to the Union Depot is a long stretch of ground that the company could not keep green, because of smoke and soot. Finally, elder cuttings were planted, they thrived, and now are in fine blossom.

The ground is among the most valuable along Liberty avenue, a sale across the street last week being at the rate of \$50,000 an acre.—Pittsburg Dispatch to The Philadelphia North American.

The African necessaries of the French government amount to \$385,000 square miles and those of Great Britain 2,774,000 square miles of Egypt.