

Health Department.

Care of the Eyes.

There are many physicians who never think of attributing to the eyes many of the ailments with which their patients are afflicted. It is declared by eye specialists to be a demonstrative fact that many so-called nervous diseases are caused entirely by defective vision in some of its forms.

The extremely complicated and sensitive structures of the eye, once it becomes disordered, is a source of the most acute pain, and produces more ills than the average mind will believe. The most excruciating headaches, nausea, giddiness, and a generally dull, dazed sensation, increased after being out either for shopping, calling, or at any place of amusement.

Worn out and discouraged, the sufferer calls in a doctor, who talks about nerves and lack of assimilation, and half a dozen other things as wide of the mark as possible, leaves medicines or a prescription, pockets his fee and goes his way.

The patient is no better; then there is talk about some obscure malady and the possibility of an "operation," that fat plum for the average medical man. And maybe there is a fatal termination to a long course of treatment, based on a faulty or absolutely mistaken diagnosis.

Whenever these symptoms occur go to a first-class oculist. Take no guesswork, and refuse any but the best counsel. It will pay to have the eyes carefully examined and to get a prescription for glasses.

Hundreds of persons are being treated for nervous troubles when they have no thing in the world the matter with them save strained eyes. Nerve medicines are of no use whatever as long as the cause exists.

First set the eyes right. Then take medicines if they seem to be indicated. It is often the case that certain diseases affect the eyes. Then constitutional treatment is necessary. This the oculist will advise if it is best.

It is well worth while, after failing to find relief from medicines prescribed for nerve troubles and general debility, to consult a good oculist. It is safe to say that in the majority of cases his advice will go far towards setting things right, and may be the means of avoiding much suffering.

Relative Values of Meats.

All who have engaged in physical labor should have an abundance of highly nitrogenous foods, and can vary their diet by combinations of all healthful dishes that are obtainable. Underdone beef and well-cooked mutton are the meats they need. Pork should be eaten only by those who have constitutions of iron, who work hard in the open air, and never know what an ache nor a pain is. There is not a disease that human flesh is heir to which pork may not cause, nor a pain it may not produce. A well-known New York physician, referring to pork, has said:—"It is the parent of dyspepsia, neuralgia, headache, sleeplessness, biliousness, constipation, hypochondria, and every other physical ill." If it must be eaten be sure that it is thoroughly cooked. The red and dark meats are more stimulating and more readily assimilated than white meats, owing to a property called osmazone contained in the fibrous tissue. It is that principle which gives to meat soups their aroma and taste, and the darker the meat the more osmazone is present. It is almost absent from veal and all young meats, and from the white flesh of poultry.

Baby's Health.

A medical journal gives the following advice to mothers:—Never feed a baby simply to keep it quiet. Four hours between meals is a good rule for babies. The frequent feeding of infants is often the cause of their stomach derangements. If the baby vomits don't put anything except water into his stomach for four hours. Weigh the baby once a week. If he does not show an increase in weight each week something is wrong. Baby's morning bath is both a luxury and a necessity. It should be given quickly when the stomach is empty. Teach the baby to be regular to his meals, and you will confer a lasting blessing upon him as well as yourself. During the hot weather take the baby out. Pure open air is more necessary to babies than to adults. During the hot weather do not neglect to offer the baby, several times a day, cold water to drink. Remember that it gets thirsty as well as yourself. In proportion to its size it needs more water than you do.

Double and Single Beds.

Fashion has given its sanction to the use of the single bed; and large numbers of so-called "twin bedsteads" are now in the market, many of them made of costly woods rich with carving. They are so designed that, when placed side by side, the effect is that of one wide bedstead, whereas a separate spring mattress and bed-clothing are provided for each one. The double bed is generally pronounced unhygienic; and medical journals have been condemning it for some time past, one writer claiming that injury to one or the other of two people sleeping in this way is sure to result in time. Particularly is this true with regard to the young and the aged.

A New Cure for Insomnia.

A correspondent sends the following as a remedy:—Just go to bed, and take the most comfortable position for sleeping. If after forty winks you are not asleep, then try forty more. The great difficulty with victims of insomnia is, that they always fail to thinking of the events of the day. This may be prevented by persistent counting, but that is itself a mental effort, and wakes one up. Not so, however, with winking. I defy anyone to think of anything else while engaged in this simple exercise.

Ventilating Buildings.

It is extremely difficult to ventilate buildings where there are too many animals

for the air space. Not less than one cubic foot of air space should be allowed each pound live weight, and two would be better, says Prof. I. P. Roberts. It is probable that much of the tuberculosis which is present in the country is due to the vitiated air of the stables which lowers the vitality of the animals so greatly that they are unable to resist the germs of disease when introduced into the system; while animals in the open, properly cared for, have such a superabundance of vitality that they are able to lock up these germs of disease by encysting them in the white corpuscles of the blood.

THE DECLINE OF WAR.

Indications Point to a Long Period of Peace Between the Great Nations.

The decision of the great powers to do everything possible to localize the war in the east and throw all their influence on the side of peace is another evidence of the growing distaste for war on the part of civilized nations. We may be still far from the time of universal peace, and in Europe especially another great war seems not improbable; but war is no longer the normal condition of mankind. Commerce has taken its place, and the expansion of international trade must tend still further to lessen the influence of the fire-eaters to be found in every country. Not a few important incidents have recently been made public showing in an unmistakable fashion the drift of the times. Arrangements have been made for the introduction into the British House of Commons and the American Congress of a measure providing for a treaty under which for the next twenty-five years all matters in dispute between the empire and republic should be submitted to arbitration. A representative of the Peace Congress is now on his way from England to Washington to urge Congress to support the measure in the world's interest of peace. Should it be adopted there would be

AN END OF WAR.

between the two great branches of the Anglo-Saxon race, for after an experience of peace lasting over a century it is hardly among the possibilities that war would again be waged.

Scarcely less hopeful is the outlook for the continuance of peace between Great Britain and France, whose furious struggles for supremacy kept Europe in a turmoil from the days of St. Louis until the banishment of Napoleon to St. Helena. Prior to this event there had been almost continuous war between the peoples of France and England from 1792 to 1815. Again, looking back a few years, there was war between France and England from 1778 to 1783, because of the aid furnished by France to the American colonists. Twenty years earlier, from 1756 to 1763, the great wars occurred which resulted in the loss of New France to the French Crown. In the decade preceding this the French King assisted Prince Charles Edward in his attempt on the British Crown, and the forces of England and France fought for supremacy in India. From this time, looking back over the pages of history, there was scarcely a period of twenty years during which the two peoples were at peace. Yet for the past 80 years there has been no war between England and France, nor are there questions at issue between the two nations of such a nature as to excite the apprehensions of diplomatists.

Of even more value as indicating the growth of the peace sentiment is the fact that western Europe has enjoyed profound peace for 24 years. Notwithstanding the existence of more perfect war machinery than at any previous period in history, over half of the nineteenth century has been

PASSED IN PEACE.

by the great powers of Europe. But for the twenty years' war period following the revolutionary outbreaks of 1849, and which ended with the final discomfiture of the third Napoleon, Europe would have had almost a century of unbroken peace. This gradual lengthening of the times of peace and shortening of the periods of war may in some measure be due to the fact that the increase in transportation facilities and in the efficiency of the machinery of war ensures a more speedy issue in the conflicts undertaken. There is not a little in this contention, but it does not account for the peace feeling that is constantly being manifested.

The probability is that the wars of the future will be waged chiefly between those nations least in touch with western civilization, and that in process of time, by the mere strength of its position among the nation, the Anglo-Saxon race, not only on this continent but throughout the world, will be totally exempt from the horrors of war and from the fear of attack.

Criminal Statistics.

During the year 1893, there were 6,766 charges for indictable offences in the several courts of Canada, against 6,002 during the year previous, or an increase of 764 over 1892. Of the above number of charges in 1893, there were 2,033 acquittals, 9 detained for lunacy, and 74 receiving no sentence for several causes, such as "Nolle prosequi," "jur" disagreed," "bail forfeited," etc., as compared with 1,996 acquittals, 9 detained for lunacy and 63 receiving no sentences in 1892.

Divided by sexes, the convictions stand thus: 343 females, or 7.4 per cent. of the total convictions, in 1893; as against 289, or 7.2 per cent. in 1892. By ages, 14.4 per cent. of the total convictions belonging to the young offenders, under 16 years in 1893; against 17.7 in 1892. The following figures show the educational status of the convicted, 18.9 per cent. being unable to read or write in 1893, against 20.3 in 1892; 71.2 per cent. having an elementary education, in 1893, against 74.3 in 1892; 1.9 per cent. having a superior education, in 1893, against 2.3 in 1892. According to the returns of 1893, there were 2,521 moderate and 1,738 immoderate drinkers of the 4,630 convictions for indictable offences; against 2,151 moderate and 1,740 immoderate drinkers in 1892. 75.5 per cent. of the total convictions have been furnished by the cities and towns, and 24.5 by the rural districts in 1893, against 79.4 and 20.6 respectively in 1892.

THE CHIGNECTO RAILWAY.

IT IS AN EXTRAORDINARY ENGINEERING WORK.

How the Vessels Will be Carried—Two and a Half Hours From End to End—The Tariff for Lifting and Hauling—The Mechanical and Commercial Aspect—A Big Advertisement for Canada.

The great engineering work which has been several years in progress, and which is designed to facilitate maritime communication between the Northumberland Straits and the Bay of Fundy, is aptly characterized by the word extraordinary. The scope of the enterprise is already well known. Vessels bound, say, from Quebec or from Charlottetown to St. John or Boston will make for the northern terminus of the railway and vice versa. There they will be hoisted on to a huge truck in a sort of cradle, capable of being adjusted to the varying outer services of the hulls of the vessels which will be carried. The railway is quite straight, laid with steel rails 110 lbs. to the foot (two pairs), 4 ft. 8 1/2 in. gauge, and 16 feet apart. The ties are put very close together, and the heaviest gradient is 1 in 500. At each end of the line vessels up to 2,000 tons will be raised 40 feet out of the water on sixteen-wheeled trucks resting upon hydraulic elevators. Two locomotives of extraordinary weight and power will at once begin to haul, and away the ship will go.

SEVENTEEN MILES OVERLAND

to the Bay of Fundy or to the Northumberland Straits as the case may be, and at the terminus it will be set afloat again to resume its voyage. It is estimated that with everything in good condition, a ship of ordinary capacity will be taken out of the water at one end and transported to the other and placed in the water again in two and a half hours. The tariff for lifting and hauling the vessels is proposed to be fifty cents per ton for the cargo and twenty-five cents per ton for the hull. This is to be the source of revenue. It is presumed by the promoters that it will pay vessel-owners to use the railroad. A vessel of a thousand tons, carrying a cargo of a thousand tons will pay \$750 as its fare across the isthmus. There are two ways of looking at a great undertaking of this kind, the mechanical or scientific, and the commercial. These aspects are quite distinct, and it is possible for the Chignecto ship railway to be an engineering success though it may not reap a due financial reward. The ships may be lifted and carried all right, but there may not be enough of them to pay the expenses of handling combined with the interest on capital.

AS A GREAT ENGINEERING ENTERPRISE

it is not surprising that this chef d'oeuvre of Sir John Fowler, Sir Benjamin Baker, and Mr. Ketchum, C. E., should have aroused the earnest and eager attention of the scientific world. If it should be satisfactorily completed it will be one of the wonders of the world, before which the Colossus of Rhodes, the Great Wall of China, the Leaning Tower of Pisa, and all the rest of the seven eye-openers will have to lower their flags. Such a work would show that it is our engineers after all who are the conquerors of the world, just as the very idea of making his wonderful railway indicates that those engineers frequently display the spirit of Alexander and sigh for more worlds to conquer. As an advertisement of Canada, it would be unparalleled in the history of publicity, because it would not only be the first of its kind, but the kind is so remarkable that it could not fail to attract universal attention. Everybody on the globe would know of it; every newspaper would expatiate upon it; thousands of people every year would go to see it. For consider what it would be to see a great ship careering across the landscape—it may be, if the wind were favorable, with the sails set—and at all events with its pennons flying and its crew looking amazedly out on dry land instead of the usual expanse of water. A ship looks a big thing in a dry-dock, but it would loom larger still when its keel was

RAISED CLEAR ABOVE GROUND,

and its whole outline stood out clear against the sky. One would think that under these circumstances the Ship Railway Company might derive an income in some way from the influx of sightseers. It would certainly be as much or even more of a sight than the Eiffel Tower, and that strange erection is said to produce a large financial return. It is unfortunate for the enterprise that it does not seem to follow what may be called the line of evolution through which most scientific wonders attain their ultimate success. The making ships amphibious is a big and hazardous jump. Nothing like it has been done. If we look at the development of that great wonder of the nineteenth century, the railroad train, we see it first in the shape of a small tramway laid from the pit's mouth to the dumping bank whereon small tracks with grooved wheels are carrying their loads, half a dozen of them being drawn by a single horse. By-and-by the locomotive begins to make its appearance, first a rude and rough machine, which gradually assumes in the course of years a better shape, and ultimately becomes

THE IRON HORSE OF TO-DAY.

The same species of development is apparent in steamships and in the triumphs of electricity. In the Leyden jar there was the germ of the trolley car, that goes rapidly up hill with its human load. But nobody has yet lifted even loaded coal barges out of the water and transport them over dry land. The question naturally arises whether ships—and loaded ships—will bear taking out of their element and hauling along a railroad? No doubt some ships would, but will all? Will not the strain to which they must be subjected, and which will be devoid of the support which is given on every square inch of the hull by the water, prove rather destructive? If these difficulties can be overcome, and if it can be proved that this portage of ships can be accomplished, the promoters of the Chignecto railway will be able to claim that they are pioneers in an enterprise which may in some localities be of great commercial use.

VITALITY OF SEEDS.

Seeds From 500 to 2000 Years Old Have Sprouted.

How long will seeds preserve their vitality? So many fables have been and are still being promulgated on this subject that a few facts may not be unacceptable. The seeds of the willow will not germinate after having been once dry; and their germinating power is lost in two weeks even if during that interval they have been kept fresh. The seeds of coffee and various other plants do not germinate after having been kept for any considerable length of time. The grains of wheat usually lose their power of growth after a lapse of seven years, though wheat over two centuries old has been found quite capable of being used for food. The stories of "mummy wheat," sprouting after having lain dormant in Egyptian tombs for thousands of years are, to say the least of them, very dubious. No well authenticated instances of such finds are extant, while among other articles sold by the Arabs to credulous travellers, as coming out of the same tombs as the ancient wheat, have been dahlia bulbs and maize, the deposition of which in the receptacle from which they were said to be extracted necessitates the belief that 3,000 years ago the subjects of the Pharaohs were engaged in commerce in America. Rye and wheat only 185 years old could not be induced to germinate, the place of the embryo being occupied by a slimy putrefying fluid. If, however, excluded from light and air, and above all, from damp, seeds have been known to keep for lengthened periods. Seeds of the bean and pea order have sprouted after 100 years' storage in an herbarium, and many similar instances have been recorded. Seeds disinterred from the soil taken from under very ancient buildings and other situations have also sprouted, though the estimates of their age have been all the way from 500 to 2,000 years. They can not, however be considered beyond the range of skepticism.

An Opportunity for England.

It is bad for the Chinese that on the heels of the disasters suffered in their naval engagements with the Japanese their Emperor and his Chief Minister should have a falling out which has cost the minister the loss of one of the most highly prized honors. But it may be worse for them, since the report is that the British representative in China has determined to take the part of the minister, and use his authority to sustain him against his master. The cause of the quarrel is said to have been the fault of the minister in allowing the Japanese to get ahead of the Chinese in the war preparations, but there is a suspicion that it lies deeper in a court intrigue set afoot by those who are hostile to the minister's fondness for the European ways of doing things. It is remembered that when the Chinese railway enterprises were under discussion a few years ago this minister, Li Hung Chang, was in favor of them, but baffled by the Conservative element around the throne. Perhaps, and more than likely, one result of the quarrel will be to afford England an opportunity to take a larger and firmer hold on China, and she would be more or less than herself if she did not improve it. But the world will be the better if she should. If there is to be civilization there the quicker it becomes English the better for everybody, unless it be the Russian, and he does not count.

FROM THE FAR MACKENZIE.

News of Depredations by United States Fishermen and Traders.

A report has just been received at Ottawa from the far off Mackenzie river country, which indicates that United States fishermen and traders have been setting the laws of international rights at defiance pretty freely in that section. The information to this effect is contained in a letter dated June 10, from Fort Hope, on the Mackenzie river. It says:

We received letters lately from Pels River post, in which we are told that about one hundred and fifty miles from that post, down the Mackenzie, seven ships had wintered there hunting whales and trading furs, and that during last fall they had killed 110 whales. The nationality of the ships is not given, but they are supposed to be American vessels.

These vessels have evidently made their catches in the estuaries of the Mackenzie river, which are wholly in Canadian territory. The goods, too, which were traded with the Indians were of course brought in by foreigners without the payment of duty. It is said, however, that the Dominion Government has taken measures to ascertain the extent to which these depredations have been carried on. In June last, Inspector Constantine, of the North-West Mounted Police, was dispatched northwards via Alaska. His destination was understood to be the Yukon and Mackenzie river district, but what was the precise nature of his instructions has not been learned.

A Valuable Collection.

England's collection of plate for use at State occasions at Windsor Castle is something fabulous in value. Its display surprised even Russia's Crown Prince himself. It is generally reckoned to be worth about £2,000,000. and it is no unusual thing at a State banquet at the Castle to have plate to the value of half a million in the room. There are two State dinner services, one of gold, and one of silver. The gold service was purchased by George IV., and will dine 120 persons. The plates alone of this service cost over £12,000. On State occasions there are usually placed on the dining table some very beautiful gold flacons, captured from the Spanish Armada, which are now, of course, of priceless value, while the great silver wine cooler, made by Rundell & Bride for George IV., and weighing 7,000 ounces, always adorns one corner of the apartment. As aboard ornaments there are pretty trifles in the way of a peacock of precious stones, valued at £50,000, and a tiger's head from India with a solid ingot of gold for its tongue and diamond teeth.

WHAT UNCLE SAM IS AT.

ITEMS OF INTEREST ABOUT THE BUSY YANKEE.

Neighborhood Interest in His Doings—Matters of Moment and Mirth Gathered From His Daily Record.

Philadelphia has 2,000 miles of regularly laid out streets and 300 miles of street car lines. It produces every hour \$500,000,000 of goods.

Atlanta is called the gate city because it is the central point for railway communication between the Atlantic coast and the great cotton belt.

Durham, N. C., is one of the greatest tobacco manufacturing points in the south. One firm there makes 300,000,000 cigarettes every year.

New York dealers in the photographs of celebrities say that the picture of Mrs. Ballington Booth is among the most popular in the market.

Wootton, the famous country place of the late George W. Childs, is now occupied by George W. Childs-Drexel, who purchased it after Mr. Childs' death.

Lewis G. Stevenson, the son of Vice-President Stevenson, has declined the office of assistant paymaster of the navy, to which he was recently appointed.

In a suit over six geese in Stamp Creek, Ga., when the costs had amounted to about seventy dollars the matter was compromised and settled by dividing the geese.

Governor-elect Greenhalge, of Massachusetts, was born in England. The old Bay State has never before elected a foreign-born citizen to her chief executive chair.

Fifty thousand dollars in counterfeit money gathered in by the officers of the secret service, was destroyed at the United States treasury department, at Washington.

American Tobacco Company reports for the year 1893 net earnings \$4,344,467, against \$4,739,301 in 1892, and surplus after dividends \$1,212,607, against \$1,612,501.

There were 231,000 sheep sheared at and near Casper, Wyo., this season. The season lasted 15 days, and 150 shearers were employed. The price paid was seven cents per head.

Mobile reports the export lumber trade there is increasing, and that mills working are having all that they can do to supply the demand, vessels often having to wait for cargoes.

The confederate Women's Monument Association has been organized at Richmond and a charter is to be obtained. Voluntary subscriptions toward the monument now amount to \$600.

The Metropolitan Telephone company, of New York city, who are licensed under the Bell Telephone company, are now offering the genuine Bell Telephone instruments for sale at \$1.25 each.

Mrs. Peter McPherson, of Muncie, Ind., attended a party at which there were 13 guests. Some one superstitiously inclined, remarked that before many weeks some one of the number would die. Mrs. McPherson at once fell ill and died in 100 days.

A pointer dog has gotten its master, James D. Brewster, of Wetcott, N. Y., in trouble by devouring vegetables belonging to neighbors. A neighboring farmer has brought action against Brewster, "for trespass and malicious mischief by canine proxy.

The most wonderful cliff dwellings in the United States are those of the Mancos, in a southern Colorado canyon. Some of these caves are 500 to 600 feet from the bottom of the perpendicular sides of the canyon wall, and how their occupants gained ingress is a mystery.

Dr. Lewis Swift, who is credited with nine distinct comet discoveries, thinks that "comets are composed of little particles as small as kernels of wheat, each with its own atmosphere surrounding it," but this is about the extent of his knowledge on the subject, "and as to why the tail is sometimes one way and sometimes the other," he says, "I do not think any one knows."

The annual report of the United States Customs house at Niagara Falls for the fiscal year ending June 30, 1894, shows the amount of duties collected there on goods taken over from Canada to have been \$214,576.62; amount of fines, \$750.69; amount of fees, \$7,841.70; miscellaneous, \$3,770, total collections, \$226,955.01. The value of imports upon which duty was assessed was \$5,048,340, and the value of those entered free of duty \$608,317.

Swinging the Arms.

The habit of swinging the arms in walking was being discussed the other day by a party of physicians. Some thought it was an aid in walking, as it balanced the body nicer, while others declared that it was a hindrance, since the motion of swinging the arms absorbed a portion of the energy and caused the pedestrian to tire more easily. Men, as a rule, all swing their arms in walking, while but a few women have the habit. To those who have acquired the habit, however, it is regarded as an aid to walking and they are unable to break themselves of it. The right arm is always moved with the left leg and vice versa. Professional pedestrians move the arms but slightly, always rigidly at an angle, and never allow them to hang loosely at the side.—Indianapolis Sentinel.

Danger Ahead.

He—"I am afraid to bring my friend around here, for fear you will fall in love with him."

She—"Why, is he so much better looking than you?"

An Innuendo.

He—"Pshaw, anybody can make money, but it isn't anybody who can write a poem."

She (significantly)—"You are right. I've just read one of yours."

One Exception.

Artist (with enthusiasm)—"The lines of beauty are always curves."
Little Girl (amazed)—"I guess you never saw a man on a bicycle, did you?"