THE KAISER'S BIG CANAL.

GIVES THE GERMAN NAVY TH KEY TO THE BALTIC SEA.

It Has Two Enormous Locks—Russia and France Equally Anxious—Inner Harbors Along the Canal Big Enough to Accommodate Great Fleets of Trading Vessels.

While the general public see in the opening of the Baltic and North Sea Canal the completion of one of the greatest engineering feats of the century, France, Russia, England and Denmark and Sweden now realize that Germany by building this new waterway has fortified herself so completely as to be almost impregnable.

This seemingly commercial enterprise is of such paramount importance to Russia, that two years ago, by means of a balloon, her officers were enabled to obtain a bird's-eye view of this great engineering work and also of its strategical possibilities to Germany's navy. The information thus gained is most religiously guarded in her War Department.

France, equally anxious to discover what her great rival was doing, sent two or three yachts to Kiel during the summer of 1893 and the French engineers on board procured important information by means of snap-shot cameras. But, unfortunately, the Frenchmen were discovered. They were arrested, imprisoned and only released but a few months ago.

Kiel owes the prominent position which she holds to-day more to her standing as

A MILITARY AND NAVAL PORT

than as a commercial one. The commander of the North German Squadron is stationed there and the majority of the establishment and dockyards of the navy are centred there. The headquarters of nearly all the maritime authorities are located there—the naval constructors, the division of marines, the division of laborers and workmen, the marine schools, magazines, factories for the manufacture of naval uniforms, etc., etc.,

This canal will give the key of the Baltic to Germany, and will bestow on her something of the same position which would belong to Egypt as regards the Suez Canal, were Egypt a power of the first rank. The canal will almost double the efficiency and fighting power of the German fleet. While Russian ironclads in time of war will be labouring through the dangerous waters along the narrow sound between Denmark and the Swedish coast, those of Germany will pass quietly from one sea to the other over this new magnificent waterway.

Perhaps if Hamburg had had her way this Baltic and North Sea Canal would never have been built, for it certainly threatens her paramount position as the great entrepot of German, foreign and colonial trade. But it was not commercial considerations which determined the building of the work. For the primary impulse we must go back to what Moltke said some years ago, "that in the event of a naval war Germany would have to begin by securing herself against the encroachments of her neighbors."

The canal has many points of technical interest about it, but chiefest of them all are the locks, two in number and

GIGANTIC IN SIZE,

which stand like sentinels at either end—one keeping guard over the Baltic, the other over the North Sea.

Of the two the Brunsbuttel lock, near the mouth of the river Elbe, which empties into the North Sea, is slightly the larger. It is of more importance than the lock at Holtenau, near Kiel, on the Baltic, for the reason that it will be called constantly into use. Flood tide and ebb on the Baltic seldom present any marked difference. Such a difference, when it does occur, happens only about twenty-five or thirty times a year, so that the lock at Holtenau will be open practically all of the year. A very different condition of affairs prevails where the canal touches the Elbe. The difference in tide here makes the depth of water vary from ten to nearly thirty feet.

The foundations of the lock at Brunsbuttel are unique because of their size. The walls are built of brick and square blocks of stone, and altogether there are over 100,000 square yards of masonry. It consists of two chambers, parallel and adjoining, each having an available length of 492 feet and a width of 80 feet each. Only one other lock in the world surpasses this in size, the one at Bremerhaven, near the mouth of the Weser, but which is not a part of the system of any great canal.

The Brunsbuttel lock is provided with three sets of gates, and the regulations concerning their use are that they are to be closed every four hours.

HYDRAULIC POWER

operates their mechanism, there being in the centre of the basin light, inswinging gates to relieve the main gates of a portion of the pressure. Pontoons are to be used for making the basins water-tight when repairs are needed.

On the canal, just beyond each lock, inner harbors have been constructed, great scooped out and masoned basins, which will accommodate a large number of vessels. The surface width of the canal is 217 feet and the depth of the side is 19 feet which is quite ample, when it is considered that few of the Baltic trading vessels draw more than 18 feet. In the centre the depth is 30 feet, and so admirably have the sides been constructed that the speediest iron-clad in the world could steam through it at its highest rate of speed without doing any damage. The canal's total length is 63 miles, and the average time set for passing through it, is thirteen hours, this including the delays in the locks. Seven special little harbors have been constructed along its course which will accommodate the largest ships afloat.

The canal's course is from Brunsbuttel on the Elbe, opposite Cuxhaven, to a point on the Baltic three and a half miles north of Kiel, running in a slightly northern direction for about half the distance and then turning east. The two ends are practically in the same latitude, and in a straight line are about fifty miles apart. At Brunsbuttel, at the termination of the canal, there is a large and serviceable harbor, 328 feet wide and 1,512 feet long. Here the Elbe tides run high and strong, but with the effective opening and closing of the lock gates, as described above, there will be no trouble in ships getting in and out. The Baltic Canal was built within the specified eight years estimated for its construction, and its total cost came within the appropriation made for it, $37,440,000.

FOR THE BICYCLE WOMEN.

By Heeding These Words of Wisdom She Will Earn and Deserve the Respect of the Community on Foot and Awheel.

Don't be a fright.
Don't faint on the road.
Don't wear a man's cap.
Don't stop at road-houses.
Don't forget your tool bag.
Don't attempt a "century."
Don't coast. It is dangerous.
Don't say "Feel my muscle."
Don't get lost in the country.
Don't boast of your long rides.
Don't wear loud-hued leggings.
Don't "talk bicycle" at the table.
Don't cultivate a "bicycle face."
Don't sit on your pocket oil-can.
Don't refuse assistance up a hill.
Don't wear clothes that don't fit.
Don't wear jewelry while on a tour.
Don't powder your face on the road.
Don't wear rubber-soled cycling shoes.
Don't race. Leave that to the scorchers.
Don't imagine everybody is looking at you.
Don't wear laced boots. They are tiresome.
Don't keep your mouth open on dirty roads.
Don't converse while in a scorching position.
Don't ride where a man would fear to wheel.
Don't carry too many things in your pockets.
Don't wear white kid gloves; silk is the thing.
Don't go out after dark without a male escort.
Don't chew gum. Exercise your jaws in private.
Don't use bicycle slang. Leave that to the boys.
Don't neglect to carry a compact little toilet case.
Don't go out without a needle, thread and thimble.
Don't allow your dear little Fido to accompany you.
Don't think you look as pretty as every fashion-plate.
Don't let your golden hair be hanging down your back.
Don't try to have every article of your attire "match."
Don't appear in public until you have learned to ride well.
Don't ignore the laws of the road because you are a woman.
Don't overdo things. Let cycling be a recreation, not a labor.
Don't wear the gay colors of a race horse jockey. It is bad form.
Don't think that every man you meet on a wheel is a gentleman.
Don't scream if you meet a cow. If she sees you first she will run.
Don't say that the girls who ride with you are not in your social set.
Don't forget to jump off your wheel when you have applied the brake.
Don't cultivate everything that is up to date because you ride a wheel.
Don't go further than a mile from the nearest kerosene can after dark.
Don't emulate your brother's attitude if he rides parallel with the ground.
Don't undertake a long ride if you are not confident of performing it easily.
Don't appear to be up or "records" and "record smashing." That is sporty.
Don't forget that there is a difference between a lady bicyclist and a bicycle lady.
Don't be ashamed to wear dark blue or smoke-hued sun glasses on long rides.
Don't travel without a thin gossamer cloak. It will prove handy in many ways.
Don't go out without some money in your pocket, for it may be a long walk home.
Don't try to salute your friends with great grace while you are on your wheel.
Don't decide that a worn-out woolen street dress will do to wear on your wheel.
Don't wear a sash for ornament. Its end may become entangled in the wheels.
Don't look back to "see what she has got on." Eve's curiosity went before the fall.
Don't do anything on a wheel that you would not do on a fashionable promenade.
Don't stop and discipline small boys who may think it funny to make remarks about you.
Dont't use a brake until you have been thoroughly instructed as to how and when to apply it.
Don't scream loudly for assistance because you see a strange man in a field—it may be a scarecrow.
Don't wait until you are stranded fifteen miles from home before learning the use of your tools.
Don't think the bicycle will reduce superfluous flesh if you insist upon satisfying the bicycle appetite.
Don't go out with a young man who will pedal away for assistance should tramps or hoodlums make trouble.
Don't ride at all if you are in doubt as to the benefits to be derived, until you have consulted your family physician.
Don't make the comparative merits of various bicycles the subject of discussion. It is as dangerous a theme as religion or politics.
Don't think the bicycle a substitute for a baby carriage. There is danger ahead not only for the infant but the bicycle and yourself.
Don't try to scale mountains on your wheel. Only beginners do that, and of course you don't care to appear a beginner, even when you are one.
Don't attempt a curly bang if your hair does not wave naturally. Console yourself with the thought of your appearance on the home trip with straight dejected locks floating in the breeze.

Patti in London.

Adelina Patti has again won the hearts of Londoners with her glorious voice, and this too after an absence of twelve years. They find her acting infinitely better and her lines and middle notes quite as sweet and mellow as they were twenty years ago. As high as $30 was paid for one stall on the night of her reappearance, and this is considered a very practical test of her attractions.

PRACTICAL FARMING.

Hauling Hay from Soft Ground.

On many farms there are marshes and other soft pieces of land into which the wheels of the ordinary hay rack cut deeply Poling hay from such land is slow and tedious work. Oxen can often be taken upon land where narrow cart wheels cannot go. A wood sled fitted with such shoes as are figured herewith can thus be used fo hauling off hay. An inch thick board is

sawed repeatedly across one end, as shown in the upper sketch, and is then forced into the shape desired. Strips of joice are fastened to the upper side, leaving just room enough between them for the side of the wood sled to set in. A bolt slipped through the joist and through the side of the sled at the front and rear holds the shoe on firmly. An ash board makes a serviceable shoe of this sort and one easily bent into shape.

Salting Hogs.

Hogs need salt as regularly and as fully as any other stock on the farm, and as with other stock in nearly all cases the better plan is to keep a supply where they can help themselves rather than to depend upon giving them a small supply at stated intervals. If they are obliged to go without for some time and then have access to all they can eat at once, there is always some danger of their eating too much. A better plan than that of giving salt alone, even when a supply is kept where they can help themselves, is to take ashes and salt and mix well together, put in a box in a corner of the feeding place and replenish before the box is entirely empty. The hogs will help themselves and will keep healthier and thriftier than if the salting is only done at intervals.

The Uncertainties of Farming.

Every business has its uncertainties That of the farmer has more than some others and less than have many. He can not predict the yield of his crops. The severe frosts of May last were entirely unexpected. Now large regions are suffering from drought and attacks of insects while other large regions which, last year, suffered much from these causes, have favorable weather and promise of large crops. He can not predict the prices for his crops. It remains true that supply and demand finally control prices, but there are many disturbing conditions. Speculation temporarily advances or reduces prices. With modern means of transportation the crop condition in even a considerable part of the country has less influence in fixing prices than have the crop yields of even distant countries.

The recent remarkable advance in the price of wheat was not anticipated by many. No one knew, no one now knows, whether the highest point has been reached. There is an unfounded opinion that "speculators" have absolute control in such matters. Now, as always, the speculators are divided. One part hopes for an advance; the other seeks to reduce prices. Both classes pay earnest attention to all possible means by which an intelligent forecast of the probable harvest in this and other countries may be made. Reports of good rains depress prices; reports of drought advance prices. After years of waiting, years which brought loss to many and failure to some beef cattle breeders and feeders, we now have good prices for good fat cattle. This advance has been confidently predicted by intelligent men year after year.

During last fall and early winter the evidence seemed conclusive that prices for hogs would advance more than they have. The advance in prices for sheep and lambs came sooner and was more marked than the writer had anticipated. There is large difference of opinion among intelligent farmers as to the course of prices for horses during the next few years. The writer believes the prices for good draft horses will advance within two or three years.

This last opinion is dependent on a matter of great importance in affecting prices for farm products—the general prosperity of the country. The impossibility of certainly predicting this adds to the uncertainty of the farmers' business. There are good indications of a revival of business in general, but no one can say positively whether these are to be fulfilled.

Because of these uncertainties it has never seemed wise to me to go so far as many do in advocating specialty farming, either for a locality or for the average individual farmer. Under favorable circumstances the specialty farmer secures larger profits than does the one who has a greater diversity of crops, but he runs more risk of loss. Special fitness of land, of location, or of the man frequently makes it wise to give almost exclusive attention to the production of one crop, but this is not true as a rule. The safer practise is to select two or three leading lines and also give attention to some minor industries. Trying to do a little of everything is even less advisable than is having an exclusive specialty, if this has been well selected.

One line of argument might as well be abandoned once for all. This is the claim that it is impossible to overdo some particular agricultural industry. We may as well accept the fact that any agricultural product, for the production of which any considerable part of this country is well fitted, can be so abundantly produced that the supply will exceed the demand. For years it was insisted, with elaborate arguments to sustain the position, that it would be impossible to over-supply the demand for horses; but this was done. For many years it has been held rank heresy to suggest the possibility of overdoing the dairy business. Certainly the present condition of the dairy business is such as to make it wise for those not engaged in it to consider very carefully before deciding to become dairymen.

There is a common and taking answer to words of caution such as these. This consists in repeating, "There is always room at the top," "The very best is never plentiful," etc. It is true that a few cattle have sold at high prices each year during the depression. It is true that a small percentage of the horses now sold brings high prices. It is true that a considerable number of dairymen are now getting such prices for milk, or cream, or butter as gives them a large profit. The question for each farmer to ask is whether it is probable he is so situated that he can expect to secure these exceptional prices.

SHOULD WIVES OBEY?

The New Woman Seems to be Settling It Quite Irrespective of Her Marriage Vows.

Much is said both wise and otherwise, in reference to the obedience which a wife vows to yield to her husband. Brides boast that they have evaded the word "obey" and substituted "go gay," "say nay," or some other similar sound.

After her wedding a lady of this kind remarked to the minister who had performed the ceremony; "Now I call you to witness that I entertain no intention of obeying." The minister answered, with a sad, sweet smile: "Ah, madam, you little know the blessedness of obedience."

Of course, no one worthy of attention believes that it is a wife's duty to obey when her husband wishes her to act contrary to the dictates of conscience. As little is she expected to conform to a standard of obedience and service such as was laid down in a conversation overheard between two children who were playing on the sand together.

Small boy to little girl: "Do you wish to be my wife?"

Little girl, after reflection: "Yes."

Small boy: "Then pull off my boots."

THE IDEAL WIFE.

On a great many points, however, concerning the pecuniary or other interests of the family the husband will usually be the wisest, and may most properly be treated as the senior partner of the firm.

A woman may like to have her own way, but she has little respect for the husband who gives in to her in everything. The ideal wife claims the liberty of being herself and managing her house, but she never refuses loyalty to an affection which supports and protects her. Despotism and obedience are indeed terms that have no meaning in a matrimonial alliance of the right sort.

The word "obey" had not as great terrors for the Queen of England when she was going to be married as it has for the "New Woman." When arranging about the service the Archbishop of Canterbury asked Her Majesty whether it would be desirable to omit the word "obey," and she answered; "I wish to be married as a woman not as a Queen."

At a negro wedding, when the clergyman read the words "love, honor and obey," the bridegroom interrupted him and said: "Read that agin, sah! Read it once mo' so de lady kin ketch de full solemnity of de meaning. I'se been married befo'."

WIVES RULE WELL.

As a rule, however, when the reins get into the hands of wives the domestic coach goes much more comforably even for the husbands themselves, and we are not surprised that so many wives consider their husbands creatures that have to be looked after as grown-up little boys, interesting, piquant, indispensable, but shiftless, headstrong and at the bottom absurd.

A husband is continually liable to say and do foolish things or to offend people from want of tact. It is a wife's duty to prevent him from doing so. Nor will he object to be wound up like a clock and made to go right in reference to such matters.

What can be pleasanter than for a husband to be well managed, and at the same time allowed to fancy that he is managing himself? Only the other day I heard one woman passing in the street say to another: "He's a man who would be nothing without his wife." When a woman has a husband of this kind it is her duty to guide him rightly instead of allowing him to come to nothing or worse.

On one occasion a Scotch minister knocked at the door of a house where a husband and wife were quarrelling. When admitted he inquired: "Wha's the head of this house?" The man quietly replied: "Sit yersel' doon, mon, sit yersel' doon; we're just trying to settle that the noo."

A Tree Hitching Post.

It is often desirable to use a tree for a hitching post, but there is danger that the horse may gnaw the bark, or rub his harness against the tree. The cut shows a

device to obviate both difficulties. The horse thus hitched can neither reach the tree nor move in either direction by it. Another safe contrivance to prevent horses from gnawing trees consists of a staple to which are attached three or four links of a chain, a half-inch rod thirty inches long, then three or four more links, with a snap at the end.

What They Get.

Teacher—If sixty men work sixty days at sixty cents a day, what do they get?

Boy—Get mad 'nough to strike, I guess.

A Long Sermon.

Mrs. De Goode—What did the minister preach against to-day?

Mr. De Goode (wearily)—He preached against time.

ARMENIA IN DESPAIR.

COLLECTING THE WHOLE YEAR'S TAXES IN ADVANCE.

Reports That the Reforms Demanded Will Be Executed by Turks a Bitter Blow—Prisoners Taken to Constantinople.

The Armenian revolutionist prisoners who were betrayed by the Turkish government at Tchiboukla, on May 19, were taken from the prison at Van, very early on the morning of Sunday, June 2, and started on their way to Constantinople. This was done under the orders of the sultan. No one knew that the prisoners were to be transferred until they actually had left Van, the order having come from Constantinople late Saturday night. Instead of being dragged along on foot, the men were mounted on horses.

The men had been in hiding in the mountains waiting for re-enforcements, making plans for carrying on their work, and the weather having turned cold and wet they went to the house of Hahto, head man of Tchiboukla, to warm themselves and dry their clothing. Hahto was supposed to be friendly to the Armenian cause, as he was not a Turk, and great numbers of his fellow countrymen had been massacred by the Turkish government in the Mosul district in 1892. Upon arriving at Hahto's house the men stacked arms in the corner and gathered about the fire. While they were squatted about the fire Hahto's scribe, a Turk, called his master out of the house and insisted that they be handed over to the Turkish government. The scribe threatened to denounce Hahto to the government unless the men were betrayed. Hahto then called together a force of Kurds and Yezides and ordered them to make the capture. The villagers went into the room one by one and took part in the conversation. At a signal they seized the guns and commanded the men to surrender under pain of instant death. Taken completely by surprise, the revolutionists made no resistance. Of the fourteen members in the party only one escaped. Each man had a Boidin rifle and six of the party had revolvers. There were large numbers of cartridges and some material for making dynamite bombs and a gelatine copying pad for making duplicates of letters.

TORTURED ON THE TRIP.

The prisoners were taken to Sevi the next day by soldiers and were marched sixty miles to Van, where they arrived Wednesday evening. Their arrival was watched by a large number of Turks and Armenians. On the way they were beaten by gun butts and prodded with bayonets and otherwise maltreated. As the English member of the party was unable to walk the whole distance, he was given a horse to ride the last twenty miles of the way. The Englishman told the officials that he was Harry Williams, of London. His father was William Williams, of the same address. He had with him a photograph of a young woman and an English passport made out to Harry Williams on June 15, 1892. He declared that he was the correspondent of a telegraphic agency of London and that his card of credentials was made out in the name of Paul Quesnel. He was, he explained, on his way to the Moush and Sassoun region to investigate the Armenia situation. His thirteen companions were in his pay as guards against attacks by Kurds. The other prisoners told the same story. All were dressed as Kurds, including Williams. At first Williams denied that he could speak Armenian, but subsequently, under the pressure of torture, he admitted that he could. After a week of experimenting with various kinds of persuasions known to the Turkish jailers the governor of Van said that Williams had confessed everything. Nobody believes this. Up to May 30 Williams had been unable to see the British vice consul at Van, although Mr. Hallward went so far as to ask the governor unofficially to let him see Williams, but the request was refused. All of the prisoners were tortured during their stay in the prison at Van.

The situation in Armenia grows more critical day by day. The Associated Press is constantly in receipt of stories of robbery, outrages and murder. The condition of Armenians has been worse during the past six months than it has ever been before. Even in the City of Van soldiers have been placed on guard at the Armenian churches, the officials fearing an uprising.

The Government is now collecting the whole year's taxes in advance, which is a most unheard of and cruel proceeding. The demand is accentuated by beatings and bayonet thrusts. Thousands of poor villagers are living on roots and greens, and on the Moush plains the wretched Sassounlis are literally starving to death. The protests of Great Britain and America have fallen on contemptuously deaf ears. That Turkey has no intentions of carrying out any sort of reforms is shown by the daily increase of pressure now being put upon the helpless Armenians.

Orderly Music.

A colonel in the French army, who had great eye for neatness, but not much of an ear for music, took occasion one day to compliment his bandmaster on the appearance of his men. "The uniforms are neat," said the colonel, "and their instruments are nicely polished and kept in order, but there is one improvement that I must insist upon."

"What is it, colonel?"

"You must teach your men, when they perform, to lift their fingers all exactly the same time, and at regular intervals on their instruments, so—One, two! One, two!"

A Husband's Revenge.

Some time ago the proprietor of a traveling wild-beast menagerie well known in Italy, quarrelled with his wife, and the pair separated. The wife soon afterwards went into business on her own account in the wild beast line. Last week the husband's menagerie arrived in Bologna, and it was followed two days later by that of his wife. The husband was equal to the occasion. He had the walls of the town placarded with the following ambiguous announcement: "In consequence of the arrival of my wife in this town my stock of wild beasts has been increased."