

The root of all the confusion in France, and the chief present menace to the stability of the Republic, is the popular hatred of the Jews. There is no other reason for the rage of the populace, the shrieking of the press and the disorder in the cities, than the belief that Dreyfus, a Jew, did sell military secrets, that he is being protected by a Jewish syndicate, bent on ruining France through its money power, and that the Government so fears that power that it may try Dreyfus again in open court. There can be no other cause for alarm, for it is certain that the power which bought the secrets of the mobilization scheme will not move to Dreyfus' support, the Chamber sides with the people in demanding that there shall be no retrial, and the army, as represented by its generals, insists that the verdict of its court shall stand. There is no reason anywhere for the popular turmoil except the belief, assumed or real, that the Republic is in danger from the Jews, and as the Jews everywhere are only an insignificant minority, that a whole people should rage against them seems inexplicable. It is the more so because the Jews labor under no political or religious disabilities in France, always perform their civic duties faithfully, have served loyally in the army, and have been as French as any other class of the population. Nevertheless, hatred of them has steadily increased of recent years, due in part to the traditional religious prejudice entertained for them by the peasantry, but chiefly to the growing hatred of the money power and, therefore, of the Jews as its most conspicuous representatives.

Whatever the basis of this new hatred may be, whether pity for the poor, or envy of the rich, or belief that wealth is constantly used to buy legislation and influence policies, the fact remains that it has spread throughout France. The conviction of Dreyfus for "betraying" France gave it a fresh stimulus, and when to that was added the efforts of his co-religionists to secure his release, or in the popular view, the efforts of a syndicate of Jewish capitalists to compel the Government to release him, the French public seethed with excitement. And as the disposition of the French when violently excited is to express their dissatisfaction either by changing the form of government or by producing the kind of anarchy under which dictators appear or states disappear, the danger which threatens the Republic is apparent. Should the rage against the Jews continue and result in a violent outbreak, the Government must protect them, not alone because it is its first duty to protect all citizens, but because attack on the Jews will involve attack upon all property, and to do this the army must be ordered to fire. The crisis will then have arrived, for if the army shares the popular hatred of the Jews, it will refuse to obey orders; and as it seems its honor to have been impugned, the real charge of the Dreyfus party being that its courts are mere creatures of the State and so incapable of rendering a just verdict, it may refuse. In that event, the Government will be powerless, while if the troops obey orders, control will pass into the hands of the group of generals who direct the French army for only by their support can the Government go on. The probability is that both the army which has always regarded government by civilians with something approaching contempt, and the property-owners whose wealth is threatened, would then demand a stronger government, and that the Republic would give place to a dictatorship or a monarchy.

RAILROAD MILEAGE OF EUROPE.

According to a recent official report there were at the beginning of 1897, 150,025 miles of railroads in operation in Europe, an increase of 3,144 miles over 1896. Of this increase, Austria-Hungary had 806 miles, of which Hungary had 579 miles. In Russia there was an increase of 555 miles. Germany increased her railroads 579 miles, the kingdom of Prussia receiving 387 miles. The countries of Europe now having the most railroads in operation, according to their area, are in their order: Belgium, 3,582 miles; Great Britain and Ireland, 21,217 miles; Germany, 29,365 miles; Switzerland, 2,209 miles; Holland, 1,608 miles; France, 25,089 miles. The other countries of Europe have the following railroad mileages: Austria, 18,951; Denmark, 1,605; Spain, 7,615; Greece, 590; Italy, 9,349; Luxembourg, 269; Portugal, 1,451; Roumania, 1,784; Russia, proper, 22,455; Finland, 1,484; Serbia, 335; Sweden, 6,073; Norway, 1,201; Turkey and Bulgaria, 1,507; the Island of Jersey, Malta and Man, 68 miles.

Big words have often proved the saw in the hands of the user that severed the limb on which he was perched.

THE FARM.

FEEDING FOR EGGS.

Corn is a prime heating and fattening food, and in cold weather should be fed warm, not hot enough to burn the crops of the fowls, but warm enough to be comfortable. There is little advantage in feeding frosty corn. It requires a good deal of extra fuel heat to warm it, and it can be done more cheaply by the farmer than the fowl.

For a morning feed for laying fowls, a mash is an excellent thing. A good one is made of corn crushed, cobs and all, oat meal and bran and all wet up with milk, just enough to be crumbly but not sloppy. Wheat is a fine food for laying hens, and in fact all grains come in for a share of feeding, the idea being to have a change. Hens are almost as fond of a change in diet as human beings are, and the hens certainly do enough better to make it pay. It costs no more to feed a variety than it does to keep on one thing all the time. Some one says that if a hen lays two eggs a week the first egg pays her board, and the second one is profit; this seems a little elastic if made to fit eggs at twenty-five cents a dozen and eggs at five cents, for they sometimes bring no more than that here.

All poultry raisers agree on the point that activity is much to be desired. After the morning mash of oats and bran, or oats and corn, a feed of small grain should be scattered in straw and the hens allowed to pick it out, by scratching and moving about. This gives them some exercise. Ground bone is one of the best things for poultry, and assists in egg production very much. Bone cutters are not very expensive, but all do not feel they can afford to have them. I have seen a woman take the bones upon a stone and break them with a hammer. The hens gathered around and picked up the flying scraps with great activity, proving that they relished that part of the performance, whether the chief actor did or not. Clover is not as fully appreciated as a poultry food as it will be in time to come. The heads are preferable and if wet with hot water they will be devoured with very great relish, and will fill a place left vacant by the loss of the summer grass and other forage the fowls get when running out in the summer time. There is a great deal of nitrogen and lime in clover that stimulate the laying propensities in a hen to a great degree. Almost any kind of vegetables if cooked will be eaten with relish, and green cabbage will be taken greedily.

The main thing to keep hens laying is to have good layers, to feed for eggs rather than for fat, to make a change, to have something to take the place of the green food they get in summer, to have warm quarters, warm enough to prevent freezing the combs. There should always be plenty of gravel. We have sometimes thrown hard coal ashes in the henhouse in winter time and have found them to make a substitute for gravel. Bones and meat are good—and there, that reminds me of a true story, one that came under my own observation. A certain man who was working for another person, owned a stunted calf. That calf was the apple of his eye, the light of his life, the joy of his heart, but lo! one day the apple, the light, the joy, was quenched, for the quadruped died; there was great mourning, but the carcass was given to the hens, and lo, they began to lay and laid so much and so many eggs that these sold to come to more than the real market value of the calf could ever have done. The fowls needed just this stimulus to start them in the good way and they kept it up in a most amazing manner.

While remembering to feed properly do not forget to always keep a supply of drink on hand; the fowls like water above freezing, and they like milk, sweet, sour or buttermilk. Keep the poultry house as clean as you can, the fowls free from lice and trust your hens to pay for their keeping. Wheat is the best single food, if one can have but one kind.

FARMING ON SHARES.

Tenant farming is on the increase. There are several plans. Perhaps the most common is for the tenant to furnish all stock, as well as all labor, dividing equally the crops. Sometimes the landlord furnishes the horses and feed and receives two-thirds of the crop. The cost of fertilizers, when used, is divided according to the share of crop received. The tenant usually has house, garden and firewood free. He must deliver the landlord's share of the crop to the nearest station.

Farming on shares has advantages as well as disadvantages. The owner of the farm gets more money out of it than he could by farming it himself, supposing, of course, that he is not blessed with boys to do the work without hiring help. That is to say, where the owner has to hire extra labor for all the work incidental to raising and harvesting crops, he will save money, as a rule by getting some good man to farm for him for a share of the crop. The trouble often is to get a good man. They are not plentiful. There are more of the other sort. Unless care is taken the owner will bargain with one who is "no good," and who will make nothing, but trouble, for himself or the owner either.

The greatest disadvantage of the tenant system is the difficulty of keeping up the fertility and appearance of the farm when rented. The owner can and certainly should, in the contract, reserve the right of naming the rotation

of crops, require the tenant to haul and spread the manure, and do all the farming in a husbandlike manner. And yet there are many things that could be done to help the fertility, as well as the appearance, of the farm that a tenant cannot be expected to do. After all, whether it is better to farm on shares must depend on the circumstances surrounding each particular case.

WHEAT AND CORN FOR PIGS.

After feeding corn alone, dry wheat alone, wheat soaked alone, and equal parts of dry corn and wheat, the Indiana experiment station finds that pigs fed exclusively on shelled corn in cold weather made a gain of 1.16 pounds per day; those fed on whole dry wheat made a gain of 1.02, while those fed on soaked wheat, gained 1.05. When fed half corn and half wheat whole, they made a gain of 1.12. The great difference, however, in these feeds is apparent when it is shown that it cost 11-2 cents to produce live pork with whole shelled corn, but with whole wheat it cost when it is shown that it cost 11-2 cents with whole wheat soaked. To produce a pound of gain with the mixture of wheat and corn it costs almost 3 cents. It was found that the influence of food on the organs and fleshy parts of the body did not seem to be materially different with the different grains. Where corn was fed alone, the bones were somewhat softer than when wheat was fed alone, or where wheat and corn were fed together.

GOOSEBERRIES AND CURRANTS.

Both of these are much neglected, yet few small fruits are easier to grow and none more easily handled. The markets never seem to be glutted with good gooseberries and currants, but if such should be the case they can be shipped long distances, or held several days in a moderately cool place. Their season for marketing is quite extended.

The chief enemies are mildew of both gooseberry and currant, and leaf spot of the currant, both of which can be combated by selecting an open location with free circulation of air and thinning by judicious pruning. Applications of bordeaux mixture and potassium sulphide do much to keep these diseases in check. Downing and Houghton are the best gooseberries and should be planted together for cross fertilization. Victoria, Red Dutch, White Grape, Fay's and Cherry currants are the best varieties of currants, but the two latter are more susceptible to the attacks of mildew and leaf spot, than the others named. Thorough cultivation and plenty of manure to keep all plants in a vigorously growing condition are great preventives of disease. It is generally the weak, sod-bound plants and trees which attract diseases and insects.

CAN HORSES COUNT?

Two Curious Horses That Seem to Know Something About Numbers.

Proofs of the horse's power of counting are curious. Dr. Timofieff mentions a peasant's horse, which, when working, invariably stopped to rest after the twentieth furrow. It did not matter how long the field happened to be, nor how tired the animal might feel, it never stopped until the twentieth furrow had been made, and so exact was the count that the farmer could tell the number of furrows by noting how often the horse had halted.

In another village there was a horse which reckoned distances by posts, and knew what hour it was by the striking of the clock. Dr. Timofieff was driving from one town to another, and at the twenty-second verst, two-thirds of a mile, one of the horses stopped suddenly. The driver got down from his seat and gave the animal a measure of oats, at the same time explaining to the passenger that the horse was accustomed to being fed every twenty-fifth verst.

This time it had made a mistake, but it could not be blamed, as it did not judge of the distance traversed by its own fatigue or hunger, but by counting the verst posts along the road. It had mistaken for some of these posts three others which greatly resembled them, but which merely served to mark the boundary of the state forest.

The same horse was also fed in the stable at noon, and Dr. Timofieff himself observed that whenever a neighboring church clock began to strike the animal raised its head and listened attentively. When the strokes were less than twelve it put its head down sadly, but it displayed every sign of joyful expectation when it heard twelve strokes and knew that dinner time had arrived.

A CONVENIENT CUSTOM.

In Holland bills are often paid through the medium of the post office. It enables a man living, say, in Rotterdam, to get a small bill collected in any provincial town without the often expensive and tedious interference of a banker or agent. For that purpose he hands his bill to the nearest post office. It is sent to the place where the money is to be collected. After the collection a draft is forwarded to the payee by the office where he deposited the bill and where he gets his cash and the bill duly receipted on payment of a small commission, which is payable in advance.

HE WASN'T SO WARM.

Didn't you find it rather cold wheeling to-day? asked Mrs. Bevel Gear, when her husband came in from a run. Well, I wasn't scorching, replied Mr. Bevel Gear.

MAGNETS TO BE EMPLOYED

TO RAISE A SUNKEN BATTLE SHIP TO THE SURFACE.

The British Ironclad Victoria to be Thus Reclaimed—She Lies at the Bottom of the Mediterranean Sea, Having Been Sunk There Several Years Ago in a Collision.

A feat which will assuredly be one of the most wonderful science has yet attempted has been proposed to the British Government.

It is to raise the great battle ship Victoria, which at present lies at the bottom of the Mediterranean Sea, by means of monster magnets.

The suggested experiment on the part of the British Government is of special interest at the present time, in view of the sinking of the American battle ship Maine in Havana Harbor.

Before going into the details of the British Government's plan it is necessary to say something about the sunken battle ship. In the minds of most people the incident of its loss is still fresh. The British fleet was steaming in double column up the Mediterranean. The sea was as calm as a mill pond, and the thought of a ship going to the bottom was furthest of all things from the minds of those in the fleet. The order came from Admiral Tryon, the officer in command of the ship, for the execution of a maneuver that had always been a favorite one with him when the vessels were practicing difficult evolutions.

It was simply a turning right about face of the entire fleet, by the simple process of the leading ships swinging bow in toward each other and continuing to turn until side by side again with the bows pointed in an exactly opposite direction to that in which they had before been steaming. It was the simple wheeling inwardly of two parallel ships, turning as on a pivot until they had turned to be where they had been when beginning the maneuver, but with the direction reversed.

The only thing necessary to be careful about was to see that the space in which the maneuver was to be made was of sufficient width to keep the ships from colliding, when turning in preparatory to moving in the opposite direction.

It is generally supposed that the short-sightedness which led an Admiral of Tryon's experience to direct the maneuver when every one in the fleet could see that a

COLLISION WOULD RESULT.

Was caused by his staying too long over the wine at the mess table. Even the most charitably minded were forced to place some such construction upon the want of foresight that caused so terrible a disaster. As the Admiral paid for his recklessness with his life, however, it is perhaps as well to pass lightly over that part of the catastrophe.

The ships had only half completed the wheeling process when the massive sides of the Victoria were crumpled like so much paper by the ram of the Camperdown, and into the hole thus made water poured so suddenly that although the sailors of the fleet made the most heroic efforts to save life, 20 officers and 336 men went down with the ship.

She lies at the bottom of the Mediterranean, in 450 feet of water of the harbor of Tripoli. All attempts to raise any portion of the equipment of the great ironclad have been futile. It is too deep down for divers to reach her. The value of the equipment alone is immense, for the Victoria was a modern steel armored fighting ship, 350 feet long, and armed with 110-ton rifles.

To raise the mammoth ship the British Admiralty is considering the following method: Above the spot where the Victoria is known to lie they will moor a fleet of wrecking pontoons. The chief instruments to be used will be monster magnets, which will be let down from the sides of the pontoons attached to great chain cables.

The magnets will sink until the attraction of the steel sides of the Victoria will draw them toward the ship, to be attached in a strong embrace by the mysterious force that every school-boy has tested on a small scale. What the diver cannot do, because he cannot get down deep enough to attach chains to the

SUNKEN FIGHTING MACHINE.

The magnets will do by the power of the attraction that electro-magnets have over steel. When one magnet has been lowered and the points are firmly attached to the sides of the ship, another will be dropped at a little distance, and this process continued, the magnets being lowered at regular intervals from each other until the sides of the battle ship are firmly joined to the pontoons by the chains that are attached to the magnets.

So large will these magnets be that the lifting capacity of the magnetic power will be no less than 100 tons to a magnet. That is to say, they will stick to the armored sides of the Victoria with force enough for each to bear the pressure necessary to lift 100 tons weight. The weight of the wreck is estimated at 7,000 tons, so that it will be necessary for no less than 70 of these monster magnets to be used in connecting the lifting machines on the pontoons with the wrecked battle ship.

The wonderful methods of science were never more strikingly exhibited than they will be in this experiment. Science will give eyes that will penetrate to the bed of the sea, and will be able by means of delicate instruments connected with

THE GROPING MAGNETS.

To tell exactly where these are in relation to the wreck, and when they touch the armored sides with sufficient sticking power to make the test a success. A delicate electrical dial on the pontoon will record the depth at which the magnet has sunk, and the power with which it has attached itself to the battle ship will be shown in the same way.

If it is shown that the force of the magnetic influence is not sufficiently great to stand the strain that will be put upon it when the work of raising the ship begins then the magnet will be broken away from the insufficient embrace and a new spot on the ship's sides played for until a firm hold is obtained.

When all the magnets have been thus fixed the work of raising the wreck will be begun. On the pontoons are to be powerful hydraulic rams and dynamo machines, and these will get to work on the lifting process. Each lifting cable will be attached to the lifting pontoon by means of a sheave on the head of a hydraulic lifting ram having a stroke of 12 feet, which would give an effective lift of 24 feet. Each hydraulic cylinder on the pontoons would be connected with all the others, and a balancing accumulator would prevent any rope getting more than a normal strain of 100 tons.

When the rams have all made their full stroke the lifting cables will be simultaneously held in position by means of hydraulic lifting blocks. The rams will then be lowered and another lift of 24 feet given to the wreck, and this operation will be repeated until by patient work the great battle ship is raised so near the surface as to allow of her being towed to shallower water and then beached.

All this will be the work of a great deal of time, but the consensus of scientific opinion is that it can be performed. When it is considered that the Victoria cost to build no less a sum than \$8,000,000, it is worth the attempt at

AN IMMENSE COST.

As no part of her armament is injured, and the comparatively small-sized hole that sunk her can readily be repaired.

A careful estimate of the cost of raising the battle ship by means of the electro-magnets shows that it can be done for less than \$500,000, so that the Government will be an immense gainer if the work is successfully completed.

In a small way the test of this novel method of raising a sunken battle ship has already been made by the Government authorities, and were it not for the slowness with which the admiralty officials take up any new suggestion, however, feasible it may seem, the Victoria might have been raised long ago.

When the idea was first suggested by an electrical expert the Government officials were sufficiently impressed with it to allow a demonstration to be made with a model ship, the depth of water, the lifting capacity of the magnets and all things being, relatively, the same as those of the forthcoming undertaking. This was successful.

THE WORLD'S COMMERCE.

Great Britain Easily Keeps in the Lead.

One of the leading statisticians of France, M. Jules Roche, has recently compiled some interesting figures bearing upon the growth and expansion of the world's commerce during the past fifty years. The object of the statistician in devoting himself to this task was to expose the contrast existing between France and Germany in the matter of their foreign trade relations.

In the following table the statistician shows to what extent the combined exports of the ten leading powers have quadrupled in value during the period of time under consideration. At the beginning of this period Great Britain headed the list with \$440,000,000 exports; France came next with \$232,000,000 exports; the United States next with \$145,000,000 exports; and Germany next with \$129,000,000 exports. Great figures for 1896 are as follows: Great Britain, \$1,475,000,000; Germany, \$978,000,000; the United States, \$831,000,000; France, \$610,000,000.

Year	Exports
1850	\$1,618,000,000
1860	2,419,000,000
1869	3,583,000,000
1880	5,000,000,000
1890	6,200,000,000
1896	6,465,000,000

From the figures set forth in the above table it appears that the combined exports of the leading powers have quadrupled in value during the period of time under consideration. At the beginning of this period Great Britain headed the list with \$440,000,000 exports; France came next with \$232,000,000 exports; the United States next with \$145,000,000 exports; and Germany next with \$129,000,000 exports. Great figures for 1896 are as follows: Great Britain, \$1,475,000,000; Germany, \$978,000,000; the United States, \$831,000,000; France, \$610,000,000.

BABY ECZEMA AND SCALD HEAD.

Infants and young children are particularly subject to this terrible disorder, and if not promptly arrested it will eventually become chronic. Dr. Chase made a special study of Eczema and disease of the skin, and we can confidently recommend Dr. Chase's Ointment to cure all forms of Eczema. The first application soothes the irritation and gives the little sufferer rest.

MYSTERY EXPLAINED.

The following incident is related in an English journal, but it might have happened almost anywhere:

A lady who kept poultry had, among others, some Andalusian fowls. One day she had one killed for dinner, which proved to be very tough. Rachel, she said to the servant, an elderly woman who had been with her some time, what fowl is this? It seemed to be a very old one. Well, mum, replied she, it's one of them there Andalusians.

Ticket Inspect little girl? Ed ask ma. She always on the rail. Out check your cheeks ar Reginald. No; nie; that's my Both Pleased. have the pleas five dollars the day. Smythe— mine.

Neither is thot Hogan ar along very w all. Flannery—they're too av Matrimonial a married man a battleship. When he gets what did it. Pride, sai 'ting in its er citizen is in got nuffin' mu be proud of. Pat All Right Pat? I thought gave you a job be kilt afore C the sake of la A New V Fader, vas it a ness and sh Isaacs—No. Sh have failed ut have failed at

DURHAM

And Testifie Efficacy

Hotel Clerk Ba The First De Two Boxes of His

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