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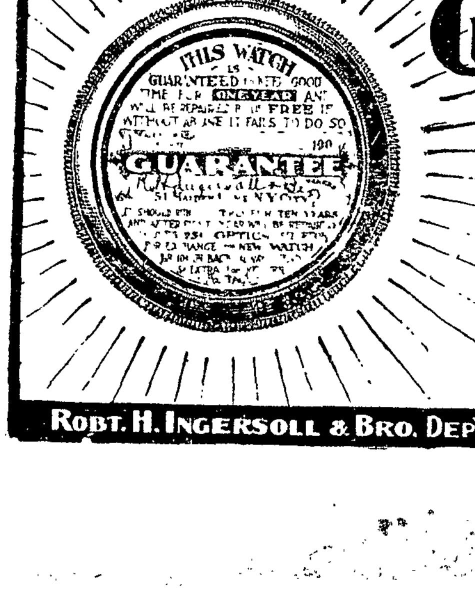

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WHO GETS MOCHA COFFEE?

The Most of It Taken By the Sheiks and Governors of Arabia.

"I don't believe there is a pound of genuine Mocha coffee on this continent," said a coffee merchant, "or that two hundred people in this country have ever tasted it, unless they have at some time visited Arabia and drunk it at the table of some sheik or governor.

"The true Mocha is the finest coffee grown; it has a delicious flavor that makes it as superior to the very best of other brands as silk is superior to cotton, but the crop is extremely limited, and hardly more than satisfies purely local demands. Some Arabian coffee may find its way to this country; it may even be called Mocha, but it is not the real article, I am sure, and none of us have ever had it here, though we do get the best of other brands that are grown in Ceylon and Java, and that means some mighty fine coffee. It is not Mocha, however, for the whole of the true Mocha crop each year wouldn't supply the coffee demands of one ward in St. Louis alone for a period of six months.

"The best and plumpest berries of the Mocha growth, those with the most exquisite flavor, are eagerly taken by the governors and sheiks in the vicinity, and they have to get their orders in in advance, so that they may be sure of their annual supply. The second grade berries go to the wealthier citizens, not of the governing class, and the third, or poorest, grades of berries, which are not much superior to the best Java coffee, are sold to the people, and the demand invariably exceeds the supply tenfold.

"Sometimes a few pounds of this cheapest grade of Mocha finds its way to Constantinople, but it is very very seldom, and I don't believe an ounce of it has ever got any farther west than that. I presume that if, by some hook or crook, a pound of real, plump berried Mocha were landed in this country it would sell for a price that even a Rockefeller might hesitate to pay. We get the best coffee grown, apart from the Mocha, but the local conditions which prevail where the coffee is raised prevent us from obtaining any, and I hardly think the real thing will ever be found in our markets."—St. Louis Globe Democrat.

Buys Coffin Before Death.

While a young woman lay dying at a hospital recently her husband, his brother and several women friends of the family were busy in the task of selecting a casket. At supper time, while the woman was still several hours from dying this unusual mission had been completed. The casket had been selected and put in readiness to receive the body as soon as death occurs.

The women who made up this unusual party of shoppers buying burial goods before death ensued, also examined burial robes at several undertakers, but did not select one. It is said that it was at the solicitation of the dying woman that the unusual haste was made. At one of the undertaking shops visited the woman agreed on one robe, but did not then take it, stating as a reason for waiting that they wanted to make sure it would suit the dying woman.—Kansas City Journal.

School in Forest for Sickly Children.

A new kind of school is about to be started by the authorities of Charlottenburg for the benefit of children who though not exactly ill, are so weakly that they are very liable to be attacked by disease, more especially tuberculosis.

The school, which is to accommodate from 120 to 125 children, is to be built in the depth of the Junfernheide Woods, near Berlin, and the children will remain there the whole day, special arrangements being made to supply them with their meals. They are only to receive from two to three hours instruction daily, and are to spend the rest of the day in taking healthy exercise in the forest. The experiment, if found successful, will result in a permanent school being established.—London Standard.

Port Arthur in Tasmania.

It is Port Arthur in Tasmania, the chief penal settlement in that colony until transportation was abolished in 1853. It was situated on a peninsula connected with the mainland by a very narrow isthmus. The connecting neck was guarded by military aided by a line of dogs tied to lamp posts, and so trained that the slightest noise would arouse them by day or night. A contemporary account of Port Arthur stated that the prison horrors were such that prisoners were driven to the device of committing brutal murders—always taking care to have witnesses—in order that they might be sent up to Hobart town, the capital, and hanged. The last of the Port Arthur prisoners had not died out when the late Max O'Rell visited Tasmania twelve years ago.

The Gnawing Habit.

The number of fellow-creatures, young and old, who feel impelled to gnaw sometimes is much larger than is generally supposed. The chronic nail-biter is well known, but there are others who either through depraved taste or psychic disease gnaw wood, fur, cloth, etc., to the great detriment of their health.

No Millionaires in Denmark.

There are no multi-millionaires in Denmark, nor awful examples of poverty. The people are well satisfied with the Government of the Lutheran kingdom.—Toledo Blade.

UNWELCOME CHINESE.

Native Chief of Bechuanaland Objects to Their Coming.

Bathoen, chief of all the Bangwaketse tribes of British Bechuanaland, has sent to the colonial secretary at London a remarkable protest against the importation of Chinese labor into the Transvaal.

In it the Gangwaketse chief calls the attention of the British colonial office to the fact that the natives of South Africa get their living by working in the diamond and gold mines, and he asks:

"If the Chinese come into South Africa, what will become of us?" With the money earned in the mines, he says, the natives feed and clothe their children and pay the hut tax; and if "these Asiatics," as he calls them, are allowed to come into South Africa it will be an exceedingly grave matter.

"Poverty," he declares, "will be great, and the government will not be able to get the hut tax from any of us, as there will be no work for us." He, therefore, is opposed to the importation of Chinese into South Africa.

Saw 42 Revolutions.

Thirty years ago when visiting San Domingo in an official capacity, he was taken in hand by a newly appointed Minister, who undertook to show him around.

Coming to the courtway of a prominent building, the guide pointed to a doorway and remarked, as complacently as if he were indicating the name of a streets: "That is where our last emperor was shot."

In the course of his sojourn he came upon an aged man, held in high esteem by the community because he had been witness of a quite exceptional number of revolutions and lived to tell the tale.

"How many have you seen?" the visitor asked.

"Forty two," the patriarch modestly replied.

It appears that when a boy the old man had seen Louis XVI and Marie Antoinette carried to the guillotine. Emigrating to San Domingo, the tale of revolutions rapidly ran up till it exceeded 40.—Cornhill.

An End of Labor.

"There was pathos in the answer to my question regarding the absence of a woman, from whom I formerly bought vegetables in one of the city's market houses," said the Housewife recently. "I had not been to this particular market for nearly two months, and I looked in vain for the woman when I went there. The stall was occupied by a new firm and a new face was behind the counter.

"I asked the old man in the next stall where the woman whom he had know very well had gone. He told me she was dead, and when I expressed my surprise and sorrow he said:

"'Oh, I guess she is happy now. And besides, she doesn't have to tend stall any more.'

"All the narrowness of His life and hers and the almost total absence of enjoyment caused by the long hours necessary to their business were summed up in this short reply."—Philadelphia Press.

Evidence of Negro Blood.

There are a few certain signs by which the presence of negro blood in a person of white skin may be detected. These are generally known among Southerners, but Northern people are in ignorance of them and can be easily imposed on by a designing octoroon. (This statement does not include those who are willing to be imposed on.) The sclerotic coat of the eye of the genuine white person is, normally, a bluish white. If the person is bilious it is slightly creamish in appearance. In the full-blooded negro and in all mulattoes of no matter what degree—quadroon, octoroon, musto, Mustafina, cabre, griffe, quitsalvi, tresalvi, etc.—the sclerotica is decidedly yellowish. Another sign is the deep pink-orange color of the lunlae of the fingernails and often the great length and the matrices.

Safety at Sea.

Nowadays, with the cellular system by which modern liners are subdivided, the likelihood of a catastrophe to an Atlantic greyhound is very slight. She may telescope her stem, or drive in her forefoot, but her bulkheads will keep her afloat. It is the old-time steamer or the one with insufficient compartments which goes down when she rams a berg in these Northern waters and carries her whole crew to their death. Of the mysteries of lost ships which leave not a name-board or scanty spread of wreckage to tell some part of their tale of tragedy, how many are due to berg or floe, no man may say, but the grimmest happenings about the Grand Banks are certainly chargeable to this cause.—McClure's.

American Gold in Greece.

It is figured that about 4,500 travellers from the United States have visited Greece during each of the last four years, and that they have left annually about $1,500,000 in that country. This would make an inflow of over $3,430,000 in one year from the United States from these two sources alone.—Milwaukee Sentinel.

Barometer Trees.

Among the trees that are most sensitive to the wind are the cherry, the plum, the walnut, the black poplar, the service tree, the ash and certain varieties of pine. Other pines especially the mountain varieties, and also certain firs are very resistant to wind.

CAN'T WORK HOLDINGS.

City Forbids Drilling and so Oil Well is Worthless.

Perhaps the most valuable piece of oil land in the United States is section 12, township 26, north, range 26 east. The oil and gas rights were granted through the instrumentality of Secretary Hitchcock to the Cudahy packing house people, who own also a considerable part of the fee simple to the soil.

When the Cudahys developed their holdings and discovered the enormous wealth in oil and gas which lay below the surface they conceived the idea that a big city nearby would increase their fortunes. So they went into the townsite booming business. As a result the town of Bartlesville grew up and extended not only over their section 12, but also into adjacent sections. Then came trouble for the Cudahys. Their scheme, instead of giving them profit, has brought them incalculable. Bartlesville organized itself into a municipal government, and passed an ordinance forbidding the drilling of wells or the carrying of nitro-glycerine within certain of its wards. These wards cover some of the most valuable parts of the Cudahy holdings. Vast deposits of wealth lie under them, as is evidenced by the great gushers belching forth gas and spouting oil all around. But the ordinance rigidly enforced stops every attempt to get at these treasures.—Kansas City Journal.

Would Take No Chance.

At one of the hotels the other night a traveling man well known for his connection with the sale of divers wares to the merchants of North Texas gave his views on and experiences with the superstitions of the colored race.

It appears that in that neighborhood east of Greenville he had occasion to hire a buggy to go across the country, and with the buggy there was thrown in by the livery stable a negro, who, the traveling man says, was about the color of anthracite. The two traveled across the muddy roads for miles upon miles, and all was going well when suddenly the negro rose in the buggy.

"Look a-dah!" he shouted.

The drummer looked barely in time to see an ordinary cotton tail rabbit cross the road like a streak of gray. The negro prepared to get out.

"What are you doing?" demanded the drummer, catching at the lines as they fell. The negro got out. ... he carefully turned every one of his ragged pockets inside out, backed to the place which the cotton tail had crossed and walked across the imaginary line backward. Then he climbed into the buggy again.

"Dah," he said. "Ain' gwine let no rabbit gib me no bad luck dis trip. No, sah!"—Galveston Tribune.

Music and Flags.

Leaving the carriage, I made my way with some difficulty toward a big American flag, which I could see side by side with a Japanese standard near the center of the throng. Just before I reached it one of the bands suddenly struck up "The Battle-Cry of Freedom." The whole assemblage instantly burst into a thunderous shout of "banzai!" and before I knew it I was holding both hands aloft, in the Japanese fashion, and shouting "Banzai!" with all the voice I had. It was not the battle-cry with which I was most familiar; but if the Japanese were going to carry our flag and play our music, I was ready to adopt their hurrah. A few minutes later another band began to play "John Brown's body lies amoulding in the ground," and I doubt very much whether that old war song, to which so many thousands of American troops have marched, ever stirred the fighting spirit of a stranger or more patriotic assemblage of people than the crowd of bare-headed Japanese laborers, artisans, fishermen and sailors, who held their hands aloft under that forest of flags and shouted "Banzai! for the great Empire of Japan, George Kennan in Outlook.

First Atlantic Steamship.

The first steamship that succeeded in crossing the Atlantic ocean was the Savannah, a vessel of about 350 tons burden, measuring 110 feet in length. She was built in New York city by Francis Pickett in 1818, and was a full-rigged ship, with side paddle wheels that could be unshipped and taken on deck in stormy weather. Under the command of Captain Stevens Rogers, this vessel sailed from Savannah on May 20, 1819, but did not venture on the high seas until the 25th of the month. She reached Liverpool on June 20, after an ocean voyage of 26 days, during 16 of which she used her paddles. Off Cape Clear she was mistaken for a ship on fire, and was pursued by the British cutter Kite. The Savannah afterward visited St. Petersburg, Copenhagen, Stockholm and other foreign ports. Capt. Rogers, having failed to dispose of his vessel to the king of Sweden, started for home, and reached Savannah on Nov. 30, 1819. The engine and boilers were afterward removed and the ship used as a sailing packet between New York and Savannah. She was finally wrecked off the north coast of Long Island.

Russian Missions in Japan.

Eugene Smirnoff, chaplain of the Russian embassy in London, says that the Russians church maintains flourishing missions in Japan and China. All its clergy but one priest and one deacon are Japanese, and the mission is perfectly loyal to the country, and teaches the Japanese that it is their duty to fight for Japan.

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