

## THE GREENLAND EXPEDITION.

Dane's Hereditary Interest in the Arctic Regions.

Even since the old Scandinavian vikings visited the frozen north the Danes have had a hereditary interest in the Arctic regions; and the Mylins-Erichsen expedition fitted out to explore Greenland, and to make one more attempt to reach the Pole, is an indication that Denmark does not neglect her colonies. The funds have been raised partly by a government grant and partly by private subscription; and even if the Pole is not reached, a result we can hardly hope for, in view of the many previous failures, much interesting information as to the interior of Greenland should be brought back to Europe. Tradition has it that the country was much warmer when it was first discovered some centuries ago; but it is uncertain whether it really was Greenland that the vikings touched at, or if perchance they reached the eastern coast of America without knowing it. Such a mistake could easily have arisen, for in those days the only means of steering were by the stars and the flight of birds; and it would not be possible to keep a very exact reckoning in this manner. If Greenland, however, is gradually becoming colder, there must be some signs of the earlier period left for scientists to discover; and as the inland of the country is practically a terra incognita, the world will naturally believe, as it always does until it is undeceived, that something wonderful must be hidden there.—London Globe.

### Police in "Boots."

The resourcefulness of the Birmingham police has been vindicated, even if their equipment has been proved to be not all that it might be. We learn from the Daily Mail that the chief constable recently created a panic among the members of the force by ordering a surprise inspection of their kits, an extreme measure for which, apparently, there was no precedent. Two pairs of boots per man were a necessary part of the display, but the policemen knew perfectly well that they could not produce that amount. However, all went well at the inspection, every policeman showing his extra pair—until somebody looked under the table, when it was discovered that only one man really had the necessary extra pair, which was being passed along, much as in a game of "hunt the slipper," from man to man. Probably the Birmingham police are not deeply read students of ancient history, and have never read the old story of citizens who showed the same brilliant array of gold and silver plate night after night in different houses, to convince their visitors that wealth was universal in their city. The transferable pair of boots was, no doubt, an original idea of their own. But the acute chief constable who thought of looking under the table was more than worthy of his men, and we heartily applaud the proposal to raise his salary from £800 to £900 a year.

### Strange Work For Women.

"Girls are displacing men in walks of life undreamed of only a decade ago," said deputy factory inspector of Shelbygan. "Up in my own city girls have been working in the varnish rooms of the chair factories for almost twenty years and within the last ten years many others have found employment in one of the foundries enameling kitchen utensils. Barring the intense heat in the rooms, the work is comparatively easy, though it does seem strange to find women in foundries."

"The bottling departments of the breweries also employ girls in preference to boys, and the work being almost entirely automatic, where other conditions are wholesome, little criticism can be made."

"It was not until I entered upon my present duties that I learned that girls are also being employed in tanneries. I am a tanner by trade, so that it was quite a surprise to me when I saw frail women perform work which fell to sturdy men in former years. These girls are principally employed in the chrome departments. In northern Wisconsin some of our inspectors have found women employed in saw mills."

### Side Lights on History.

Sir Isaac Newton had discovered the law of gravitation.

"I'd like to see anybody get around that," he said.

Consulting the records, and satisfying himself that no supreme court ever had declared it unconstitutional, he proceeded to divide it into sections. Chicago Tribune.

### But He's Keeping Cool.

The fear is expressed that Pary is lost in the Arctic regions. Maybe he has simply struck a fashionable summer resort up there and has had to pawn everything to pay his expenses. —Louisville Post.

### The Bounder.

"Is only proper to advise some youth about this town until he settles down."

### A Little Different.

He—So your father asked you what you saw in me to admire?  
She—Oh, no; he asked me what I imagined I saw.

## HER JUST RULE OF LAW.

Why Native Races Accept England's Control of India.

The success of our rule in India is perhaps more misunderstood than even in the days when Macaulay turned out his inaccurate, but still instructive, essays on Clive and Warren Hastings, says the London Globe. We are prone to think that we hold India by force. Without force we certainly could not hold it, but as certainly we do not hold it by force. Lord Curzon showed this in his speech to the Hardwicke society. If we remain in India, it is mainly because the millions who inhabit the peninsula are willing that we shall abide there. The acquiescence is due to no admiration for either our religion or our character. East is still East, and West is still West, and probably none of the conquerors of India has touched the souls of the populations that inhabit it less than we have done. Nor can we find the explanation of this strange acquiescence in the material prosperity of the country.

It is true that we have done a great deal to ease the lot of the toiling native; but we have not yet freed him from the scourge of famine, and our taxation is not to his taste. Why then, we ask, this acquiescence? Lord Curzon gives us the answer. Our system of law and jurisprudence, imperfect as it may be, is the one thing that stands between nationalities of millions of souls and anarchy; for we alone of the modern rulers of India have brought some sense of security to every dweller in the land. The excellencies of our legal and administrative system in the peninsula may be ascribed to an enlightened view of our own self-interest. Mohammedan and Hindoo, however, are well aware that, as they never obtained such blessings from the governments that preceded our own, they would be unlikely to obtain them from any conceivable Hindoo or Mohammedan regime that might arise on our disappearance. Indeed, the words that Macaulay wrote in the days when John Company bore sway probably in their essence represent the native Indian feeling today more truly than at the time when they were written.

"A hostile monarch may promise mountains of gold to our Sepoys, on condition that they desert the standard of the Company. The Company promises only a moderate pension after a long service. But every Sepoy knows that the promise of the Company will be kept; he knows that if he lives 100 years his rice and salt are as secure as the salary of the Governor General; and he knows that there is not another state in India which would not, in spite of the most solemn vows, leave him to die of hunger in a ditch as soon as he had ceased to be useful. The greatest advantage which a government can possess is to be the one trustworthy government in the midst of governments which nobody can trust."

The creeds and races of India today can trust the British government as they could never trust each other, so that without loving their conquerors they are willing to obey and to defend them. So our rule in India reposes on the same foundations on which the Roman Empire rested. Like its prototype, it has given (in Mohammedan words) "to much-tortured nationalities a tranquil evening after a sultry day." Whether the Pax Britannica will effect more than this, whether the fact (of which Lord Curzon reminded us) that today the working of this great system of law is largely in the hands of the native Indians points in the remote future to an intellectual reconciliation between Eastern and Western ideas, it would be idle to speculate.

Let us assume that the establishment of an alien order and justice is our sole gift to our strange dependency, the fact itself will give us a place second only to that of Rome amid the imperial nations of the earth. Had we not been an imperial race, it is certain that we could never have kept India. At the same time in considering our success, let us remember that our very difficulties have in a way been our advantages. For example, had the climate of India been more favorable than it is to our race and the native population less dense, the temptation to attempt colonization would have been irresistible, and if this had been tried, the blackest phase of the Irish tragedy might have been reenacted on a colossal scale. Supposing again that the natives of the country had been a white race professing a Christian faith of a different type from our own, we should never have troubled to understand them and so should have ridden roughshod over their prejudices, until we had excited in them an exasperation that would have blinded them to the better qualities of our rule. Fortunately for ourselves the faiths and civilizations of India were so strange to our ideas that we felt instinctively from the first that here we were face to face with a problem, in the solution of which prejudice must have no place. The realization of the problem called forth our imperial qualities.

### Plausible.

"What was it the poet said was 'sorrow's crown of sorrows'?"  
"I don't know. Maybe he meant the aching crown you have the morning after you try to drown your sorrow."

Always in a melting mood—the ice

## LONDON TRAFFIC TIDE.

John Burns on the Future of Great City Streets.

The fact is that London lacks administrative unity in matters of traffic, roads and streets, says the Pall Mall Gazette. If parliament is to take a hand in its administration—and this is unnecessary—there should be a minister for London, who knows its moods, its difficulties, its river, its subterranean movements, traffic, life and work. Its labyrinthine drainage system is excellent, and admittedly the best in the world, because there is no local veto, police control or government meddling. Greatest of all absurdities is a local chancellor assuming the role of arbiter on subjects without his legal purview and beyond his civic knowledge. See what Charing Cross station stands for—parliamentary ignorance of London utility and beauty; and its exemption, through the past influence of railway directors in parliament, from the general building act now reveals at cost of life and property, the danger of favored and privileged treatment.

What is the good of having a wide, beautiful street like Regent street if its approaches and thoroughfares are to be made a dumping ground for railway delivery vans? What is the benefit to London traffic of widening the Strand if it is to be filled up with publicans' gigs, actors' motors and newspaper vans, or, as Kingsley is rapidly becoming, a rendezvous for Covent Garden wagons, or else a pest by reason of gangs of betting men, who seem to prosper in the sunshine or police tolerance in the purloins of Old Drury?

But for the admirable police work at congested points and the inexhaustible good temper of the London driver and his amazing skill London would be impossible. But what London needs is imagination, initiative, resource, inventiveness and experiment in its too numerous governors, and the abolition of its Orientalized police bureaucracy, who find transient and perfunctory diversion on the road to superannuation in looking upon London as if it were a province of Bengal or a vilayet of Bulgaria, instead of being, as it is more truly, a suburb of Battersea and, incidentally, of course, the greatest city in the world.

The chief necessity, pressing and inexorable, is the rapid extinction of the London omnibus. I shall be sorry to miss the patient horse and, given its uses, the good vehicle. Above all I shall be sorry to see the disappearance of the cheerful, if obsequious and therefore overworked driver. But he has to go. His horses, their inseparable dirt and insanitation, their ugly pest-house stables, their rivalry in obstruction—all these and his 4,000 mobile obstructions to the other vehicles have to go.

In their place London needs, and in the next ten years should get, 500 miles of electric conduit tramways, similar to and improvements upon, the London County Council tramways, that last year carried 170,000,000 people and are as pleasant to passengers and beneficial to staff as they are profitable to ratepayer.

As for the motor omnibuses, their cost, noise, maintenance, ubiquity of movement and mobility of obstruction discount them for London use, except as feeders for branch lines of Council tramways. The tube railway is already at its incomparative maximum and will not be seriously extended, because of cost, smell and potential risk and probable danger.

All who are responsible for the movement of London's 5,000,000 horses, its 20,000 public vehicles and the annual conveyance of its 7,000,000 of population each 200 times per annum, have a serious, responsible and pressing duty cast upon them. That duty is to see that a wise public expenditure in the widening and better planning of streets shall be followed up by some sort of public instruction, so that every class of vehicle and person, while moving about freely, shall not thereby impede or congest the great flow of traffic that is London's greatest feature, the foreigner's wonder and, in its never-ending length, strength and size, the marvel of all who see it.

### Thirty on the Wire.

The origin of the word "thirty," used in newspaper and telegraph offices to designate the close of report for the day, has never been satisfactorily explained, although it has been used as long as newspaper men can remember. There are several interesting versions of the original source of this symbol, a few of which are here given: A compositor of some notoriety in his locality dropped dead while seated at his case. The last types he had set were the figures "30." A correspondent in Brooklyn for a New York city newspaper in the time before the telegraph or telephone was in use had a contract to furnish a certain amount of copy daily, which he sent across the river by ferry. To let the editor know when his report had ended for the day the correspondent agreed to furnish thirty sheets of copy each twenty-four hours. An old editor in New York named G. W. Thurtell for years always marked his final sheet before going to press with his name "Thurtell." From this, it is said, evolved "30," which has since been universally employed. —Kansas City Star.

When a man borrows trouble he puts up his peace of mind as a collateral.—Los Angeles News.

## IBSEN'S STRENUOUS YOUTH.

He Was Student, Writer, Artist and Good Fellow.

Ibsen possessed in a marked degree the elasticity of youth; and besides his surprising capacity for writing breezy verses he had not little skill as a draughtsman and cartoonist. Lively and sarcastic, he was still thoroughly good-humored, and seemed in no wise depressed by the primitive conditions of his life at this time.

At our evening meetings, as midnight drew near, if some one had the good sense to suggest that we ought to break up, as Ibsen needed rest—especially as it was known that he used a part of the night for study—he always put us at ease by remarking that there was plenty of time left both for study and for sleep. His working power and physical endurance were phenomenal. With the exception of only the earliest morning hours he was at work by day and night.

During the day he was, of course, busy with his work in the shop. As the drug store at Grimsstad was the only one between Christianssand and Arendal—a stretch of about seventy kilometres—and as the proprietor was engaged in other enterprises, besides being in poor health, the young clerk had few idle moments save at night.

Yet he was preparing for the student examination, his studies absorbing much of his scanty leisure and causing him considerable trouble and anxiety. Moreover, he spent a part of his time in writing, as the thought of becoming an author possessed him more and more.

Add to this his dabblings in draughtsmanship, his occasional efforts as a landscape painter, and the demands of good fellowship upon his time, and it will be seen that his daily schedule admitted few intervals for rest or sleep.

Yet I never heard Ibsen complain of being tired. His health was uniformly good. He must have had an exceptionally strong constitution, for, in his financial condition compelled him to practise the most stringent economy he tried to do without underclothing, and finally even without stockings. In these experiments he succeeded; and in winter he went without an overcoat; yet without being troubled by colds or other bodily ills.

### Professor of "Chic."

Among the amusing cases which have recently been before the Parisian law courts is one which is essentially Parisian. A young man was sent by his father, who owned a chateau in Touraine, to complete his studies in the capital. He had already passed with credit all his examinations at the university and his parents thought it would do him no harm to see the great city before settling down. With a consideration that is not always shown, Paterfamilias gave the young man the handsome sum of £1,200 to keep him out of the hands of the money-lenders. The youth soon made a hole in his capital, aided in so doing by a lady acquaintance, who, meeting the young man on his arrival in Paris, had thoughtfully agreed to act as professor of "chic" to the unsophisticated provincial. And it must be admitted that she did it well. She very soon initiated the young man into most of the mysteries of "fashionable life" in Paris. One day the pupil asked his fair professor to procure him an automobile, which she promptly did, paying £400 for it. But when the inevitable time arrived, when professor and scholar had to say good-bye—that is to say, when the fees ran down and the course of instruction in Parisian chic necessarily came to an end—the motor-car formed the subject of litigation. The young man claimed that the motor-car, having been bought with his money, was his property, while his ex-professor maintained that he had given it to her as a present for her assiduity in initiating him into the ways of the fashionable world of the capital. And in the end the lady won, the court siding with the fair professor, who thus proved to the young man from the country that instruction in the life that is not strenuous is apt to be more costly than one thinks.

### The King's Chauffeur.

The king is probably the only motorist who has ever been regularly driven by a policeman. For some time past his majesty's motor-car has been in the hands of the police, if in that form it may be explained that the king has been employing skilled policemen chauffeurs from Scotland Yard. His majesty, as is well known, is accompanied by policemen wherever he goes. When he is making a motor-car tour it is not easy or convenient to have his police attendants following in a second car behind him, and in the royal car no place could possibly be given to a policeman. The difficulty has been overcome by engaging drivers who combine the positions of police attendants and chauffeurs. The men who have driven the king have been chosen from among those chauffeurs who drive the Scotland Yard official motor cars. At the same time his majesty has been assured of having a chauffeur of tried experience and thoroughly steady character.—London Tit-Bits.

### A Necessity.

"Yes, indeed, Mrs. Flaherty, fish is terribly dear now. We have to go without eating for two or three days before we can afford to observe a fast day."

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