HEROISM OF DOGS

Their Habit of Finding Their Way Over Long Stretches.

FROM OHIO TO KANSAS

Bob of the Grenadier Guards Deserved Honorable Mention — One wounded While Defending the Flag —Barry of the Alps Another Hero.

The matter of finding their way over long stretches of territory in order to be with those they love is one of the most inexplicable traits of the canine character. In this connection may be cited the case of a dog of peculiarly affectionate disposition belonging to a family who moved from Ohio to Kansas, a distance of more than eight hundred miles. The route on which the dog accompanied his owners was by rail as far as St. Louis, then by steamboat up the Missouri River to Atchison, thence by wagon road to their destination. After remaining for a few years in Kansas, the owners of the dog returned to Ohio without him, having presented the animal to a friend who lived near the Kansas home.

Some weeks after their occupancy of the original homestead in Ohio, there appeared before their astonished eyes, emanciated and footsore, but in a wild state of joy and excitement at being with his old friends, their canine companion they supposed happy with his adopted family. It was ascertained by letter from Kansas, answering one inquiring as to the dog's disappearance, that he must have traveled between forty and fifty miles a day, in order to arrive within the calculated time. It was impossible for him to have followed the original route to Kansas, as it was, partly at least, by water, and he must have taken the overland trail, which he located in his own incomprehensible fashion, but which had led him unerringly to his home again.

Deserving of honorable mention was Bob of the Grenadier Guards, who participated in the Crimean campaign with that corps; also Patte Blanche (White Paw), a comrade of the English mastiff, who served with the 116th of the line, and received a terrible wound while he was bravely defending the flag.

Unusual distinction was attained by a dog attached to a French regiment, that of recovering the regimental colors, which act of heroism was performed at Austerlitz. The fearless animal was Mustache, entered on the regimental roll as entitled to a grenadier's rations, while the barber of the regiment had orders to clip and comb him once a week. Mustache received a bayonet thrust at Marengo, and by order of Marshal Lannes the dog was decorated with a blue ribbon, by which a medal was attached to his neck. The dog followed a soldier to Marengo, and was reported missing during the retreat from Russia.

A military mastiff, designated on the rolls as Misere, helped swell the fighting strength of the Sixth of the Guard, and had three white stripes sewed into his black hair. Other famous dogs of war were Loutoute, a Crimean veteran; Mittrailli, which lost its life from a shell at Inkerman; and Moffino, a natve of Milan, which is deserving of special mention. This splendid animal saved his master in Russia, was lost later, and, incredible as it may seem, retraced his way from Moscow to Milan.

At the Great St. Bernard Hospice, almost at the summit of the celebrated Alpine pass, on the mountain road leading from Martigny to Aosta in Piedmont, at an altitude of eighty-two hunderd feet, one of the most elevated permanently inhabited spots in Europe, for generations St. Augustinian monks have reared and trained the great St. Bernard members of the canine tribe. The pass is notorous for the terrific snow storms which sweep over the crest unexpectedly, overwhelming travelers and leaving them bewildered in the treacherous defiles to perish miserably from cold. But for the dog patrols of the Saint Augustinians, not hundreds merely, but thousands so overtaken, would have been irretrievably doomed to death.

More than would fill a volume are the true stories related of this admirable dog; but his exploits one October day, opening at the hospice with skies clear for that climate, closing on a wild, winter ridden scene of bleakest severity, will suffice.

After night had descended on the snow filled mountain, the temperature touching the zero point, the vigilant Barry pricked up his ears, sniffed through the falling flakes outside and bounded forth into the darkness, while the monks eagerly awaited his return.

Day broke on the fury of an Alpine tempest seldom witnessed, and grave fears were entertained by the monks for Barry's safty. Three days intervened before the storm abated sufficiently to allow the monks to sally forth with Barry's mates.

The dog was more than half a mile from the hospice, in a sheltered place where he had dragged an unfortunate wayfarer, stretching himself out on the half conscious man to shield him with his shaggy coat from the snow, and transmitting the heat from his own warm body. Through the instrumentality of the great dog's fraternal care alone the man survived to tell his experience.

EARLY SODA WATER.

Which the Bears Used to Drink by the Wissahickon Pike.

Maple Springs Hotel was the last of the famous roadhouses and picnic resorts to be established along the Wissahickon pike, as that thoroughfare was known before the commissioners of Fairmount Park preempted the valley as an extension of the public's pleasure grounds. It was during the civil war that the large frame hostelry came into existence. Thus it was a long needed want for that class of population between the aristocratic patrons of Harry Lippen's Wissahickon Hall and the plebian customers of Tommy Llewyllen's Old Long Cabin was just beginning to be demonstrated when the hotel came under the edict of the State Legislature that no intoxicating liquors shall be sold within Fairmount Park.

Like the other places along the creek, its end was foreshadowed in the withdrawing of the drink selling privilege. Maple Spring was situated on the "Flat," or "Wide," as the site was variously termed, about half way between Wissahickon Hall, at Gyspy lane, and the Log Cabin. The latter resort was known all over the city for its black bears, monkeys and other animals. People would journey out there to see the bears drink mineral water and sarsaparilla out of bottles.

The corks in the bottles were fastened or tied with twine. The bears would grab the bottles between their fore paws, sit up on their haunches and gnaw at the twine until the cork woud pop out and strike bruin on the nose. The manufacturer and bottler of these drinks, John R. Johnson of the Falls of Schuylkill, had orders to charge the bottles intended for the bears with more carbonic acid gas than was contained in the bottles sold over the bar.

Joseph Smith, proprietor of Maple Springs, was a genius in rustic art He would stroll through the adjoining woods gathering the gnarled roots of laurel and other bushes and with a little chipping with a knife would transform the roots into images of birds, animals, snakes and grotesque figures. These he would color and varnish and with them construct picture frames and various kinds of ornaments. He became known as "Whittler" Smith and his show of carved work formed a strong rival to the Log Cabin menagerie. The barroom, reception room and other parts of the hotel, even the porches, were decorated with specimens of Whittler Smith's handiwork, while hundreds of his formed figures were given away to visitors.

Following Smith's proprietorship Maple Springs passed into the charge of Harry Long, who had begun to do a thriving business when the privilege of selling liquor was withdrawn As a soft drink hotel the Maple Springs managed to exist. One day the police of the Manayunk, or Thirteenth district, made a descent upon the place and raided it as a "speakeasy." This incident about closed out the business and it was but a short time later that Long succumbed to a long illness.

The hotel was subsequently torn down and the old flat upon which it stood was made to resume much of its original appearance.—Philadelphia Ledger.

Banner Year In Salt.

The United States Geological Survey report that more salt was produced in the United States in 1906 than in any previous year, and that the value of the product was greater than in any year since 1890. The quantity produced was 3,944,133 short tons, or 28,172,380 barrels, valued at $6,658,350 a gain of 308,-876 tons, or 2,206,588 barrels, over the production in 1905.

In 1906 as in 1905 a large part of the output of crude salt was used in chemical works, as brine. The quantity of dry salt reported in 1906 was 2,603,818 short tons or 18,598,-700 barrels, valued at $6,179,666, an average value of $2.37 a ton or 33.-226 cents a barrel. In 1905 the value was $2.25 a ton or 31.512 cents a barrel on a production of about 500,-000 barrels less.

New York leads in value of output, closely followed by Michigan. The output of Michigan, however, is considerably greater than that of New York. New York got 23.4 cents a barrel; Michigan, 20.3 cents. Ohio ranks next, followed by Kansas. In 1905 Kansas exceeded Ohio in value of output, each showing an increase for 1906.

California, Texas and Utah show an increase and Louisiana and West Virginia a decrease in value of output.

Michigan and New York combined contributed more than two-thirds (67.14 per cent.) of the total salt production of the United States.

The leading States, 1906, were: Michigan with 9,936,802 barrels; New York 8,978,630; Ohio, 3,236,-758; Kansas, 2,198,837, and Louisiana, 1,179,528. These five States contributed 90.62 per cent. of the total quantity produced in the country during the year.

The Ports of India.

The six great ports of India which received merchandise and distributed it for consumption and re-export in 1906 were Calcutta, $141,470,130; Bombay, $126,048,055; Karachi, $31,449,985; Rangoon, $31,100,295; Madras, $28,896,990, and Chittagong, $1,027,030.

Fraulein Richter has been appointed lecturer of philology at Vienna University, the first instance of a woman receiving such an appointment.

AUTO FIRE ENGINES

Milan Has Them Since The Year 1901.

FIRST A BENZINE CAR

The Second Trial Was With An American Car of About 7 Horsepower. —In 1905 the Fire Brigade Bought An Orion Car of Italian Make.—

Vice-Consul Ernest Santi of Milan reports as follows on the mechanical progress of that Italian city in fighting fires:

The first automobile fire engine tried in Milan in the year 1901 was a benzine car, 10 horsepower, and was fitted with first-aid material and with places for four firemen. The second trial was made with an American car (the Oldsmobile) of 7 horsepower for the use of the chief officers, and with a Panhard car for four firemen, which was at first used as a first-aid car, but was then rebuilt into an engine by using the motor of the car when not running for pumping purposes.

In 1905 the fire brigade bought an Orion car of Italian make and fitted it with a piston pump with a delivery of 790 quarts of water, and driven by the motor of the car when not running. These first trials were satisfactory, but their continuance showed that some most important changes would have to be made so as to get a perfect working of the engine.

In 1906 the Milan department bought two large automobiles, Bianchi cars, made in Milan. These two 18 and 24 horsepower cars were intended for carrying the men to fires, but the system was of little value, as the crews arrived so far ahead of the horse engines that they had to remain idle for some time until the slower apparatus arrived. For this reason on one of the cars a small pump was fixed, worked by the motor when the car was not running. An Italian-made pump was built especially for this service so as to fill the smallest possible space, while, being a piston pump, it delivered the water as high as an ordinary fire engine. The pump is two feet long, one and one-fifth feet wide, and one and three-tenths feet high, everything included. It has two cylinders coupled together with two connected pistons. The pump weighs 175 ½ pounds. Starting is effected by the same lever by which the motor is worked. The interlocking mechanism of the wheels during the working of the pump is closed in an aluminum box, with an oil bath, and supported by spherical bearings. The disposition of the pump is such that the car itself did not have to be modified in any way. The handle for the aspirator is on the posterior side, next to the benzine tank, and the handle for the pressure tube is under the right forward seat. The air tube for the pressure mechanism is fixed to a corner of the car.

The maximum velocity of this car on a plain is forty-four miles per hour, although as a rule it runs generally at thirty-seven miles, with a cargo of four men, one officer and chauffeur, together with hose and first-aid material. Experiments have shown that the maximum delivery of the pump is about 500 quarts per minute, and the mean delivery 450 quarts.

The Milan fire brigade has also experimented recently with a steam automobile pumping engine bought recently from a firm in Saxony. The chassis, a U-shaped frame, resting on springs attached to the axles, carries the boiler, the motor, and the mechanism for the propulsion of the car, and for the pump. The rear wheels have a diameter of three feet. The front wheels have solid India-rubber tires, while the large wheels have double solid tires. A special friction differential apparatus allows one wheel to go forward and the other to work backwards, to be guided in places where the streets have sharp curves. The motor propulsion of both the pump and the car has two cylinders, with the so-called Stephenson disposition. The pump is a two-cylinder machine. The fuel can be either coal or petroleum, but petroleum is found much more convenient, as the stoker only turns the tap on and the flame is immediately working. The feeding of the boiler can be effected in three ways —by the injector, by a hand pump, and by a special steam pump. There are two water tanks, a small one on the rear of the engine next to the boiler, and a larger one under the seat of the chauffeur.

Five firemen and a stoker can be accommodated on the car, which, so laden, can run at a mean speed of fifteen and one-half miles per hour, although on a smooth road and with no obstacles in the way of other traffic it has run easily at the rate of twenty-two miles. Experiments have shown that the car can deliver 950 quarts of water per minute at a sufficient height. The machine when running requires 30 horsepower and the pump 25 horsepower.

The remarkable small brigade, as well as the low fire loss, in Milan, the population of which is nearly 600,000, is explained wholly by the strict inspection laws and by the stone and cement construction required by the laws.

The difficulties of sending wireless messages during the hours of daylight have been overcome to a great extent.

HELPING COLUMBIA STUDENTS.

More Than $100,000 Earned at Outside Work in 1906.

The Committee on Employment for Students at Columbia begins with the opening of the university this month the twelfth year of its existence. The committee was established by suggestion of Seth Low when he was president of Columbia. In a recent report of the secretary of the committee are published figures of earnings of the first year and of the latest.

In 1895 the students who were helped earned $2,411. In 1906 the total reported amounted to $104,-240.39. Reuben A. Meyers, Columbia, '02, who until recently devoted all his time to the secretaryship of the committee, commenting on the work says:

"Experience indicates that a person can find employment in New York sooner or later at any task for which he possesses marked ability. The unskilled, the mediocre, the crude, the inadaptable, will have a more difficult time of it, and they must content themselves with the less skilled and consequently the less renumerative forms of employment.

"The plan of having the students report the sums earned through their own initiative, in addition to the income the committee secured for them, has materially increased the efficiency of the committee, for in this way suggestions are received which can be developed with profit for other students. The innovation at first met with some opposition on the part of certain students who had not yet outgrown the schoolboy feeling of antagonism toward the authorities.

"As soon as the objectors realized that we were all trying to help one another and that the university wished the information in order that it might better aid young men in a position similar to their own they immediately expressed their willingness to co-operate with the committee. There are still students, however, who do not report their earnings, and there probably always will be considerable sums earned concerning which the committee has had no information.

"The query suggests itself, is the work of the committee worth while; is a young man justified in making the sacrifice necessary in the majority of cases to work his way through? The only real test as to whether the university's efforts in behalf of the students are wasted is the conduct of the students whom it has assisted and the service which they have rendered for the betterment of society.

"The reorganization of the committee dates back only three years, and consequently the time is too short to furnish a basis for accurate judgment. Ten or fifteen years after graduation, when the men are fairly well started on their life work, will be the proper time to express an opinion on the general utility of the work."

Blackfish Oil.

Few of those who read of the stranding of a school of blackfish on the Falmouth shore in Buzzards Bay and of their subsequent purchase by William F. Nye of this city had any idea of what sort of creatures blackfish were or what there is about them that makes them valuable.

Blackfish oil is the finest in the world for delicate mechanisms, such as watches, clocks and chronometers, and the monopoly in petroleum enjoyed by the Standard Oil isn't in it for a moment with that enjoyed by William F. Nye in the manufacture of watch oils. The watch of the conductor who has charge of the train across the continent, the watch of the bearded official who controls the destinies of the trains across the Siberian deserts are oiled with oil made in New Bedford; while the same oil is used in lubricating the mechanism of the clock in the Strasburg Cathedral, the necessary supply being furnished gratis by Mr. Nye in commemoration of a visit to that city some years ago.

Mr. Nye makes blackfish oil, but the credit for the discovery of its superlative merits belongs to a Fairhaven man, Ezra Kelley. A Provincetown sailor saved some blackfish oil free from the oils of other species of fish. Ezra Kelley, a repairer of watches and ships' chronometers, tried it and found it the best he had ever used. He began using it in chronometers brought to him for adjustment. The whale ships carried these chronometers to foreign ports and there took them ashore for adjustment. The repairer noticed the excellent quality of the oil and made inquiries. Mr. Kelley sent samples abroad and soon built up a considerable business. It remained, however, for Mr. Nye to push the trade into practically all the countries of the world.

There is hardly a railroad in the world but what has an account with Mr. Nye. Every one has noticed the bells at unprotected grade crossings which signal the approach of a train. These bells are operated by a delicate mechanism, which of necessity is exposed to extremes of heat and cold. The best of oil is required to keep them in good condition, and that oil is manufactured in New Bedford. At the time of the Centennial Exposition at Philadelphia Mr. Nye offered a prize of $1,000 to any one who would produce an oil other than fish oil that would be the equal of fish oil. The offer is still standing. —New Bedford Cor. Boston Herald.

An American firm from Chicago is opening the [illegible]

GREATEST RACE HORSE

Velocity Owned by Mrs. H. V. Jackson, An American.

HAS WON $112,000

He's the Idol of the English Horse Lovers—Was Bought From a Roscrea Hotel Keeper At $90 When He Was a Yearling.

To be the owner of the "greatest race horse in the world" is a distinction that has come to an American young woman as result of a racing season in Great Britain and France.

The possessor of this unusual honor, which carries with it an entree into the exclusive racing "set" in England, of which King Edward VII. is the head, is Mrs. H. V. Jackson, of Imane, Roscrea, County Tipperary, Ireland, and East Orange, N. J.

The horse which the English turf experts, with one accord, acclaim the king of all race horses, on form, is Velocity, who crowned his remarkable turf career by defeating in handy style for the great Doncaster Cup the greatest horses of England and France.

It is now conceded by English turfmen that the greatest two horses are Velocity and Orby, the latter owned by Richard Croker. This reluctant admission has only been wrung from the Englishmen, who are, more than anything jealous of their prestige on the turf, after one of the most remarkable racing campaigns in English history, when they have been forced to see their own colors lowered in the great Derby and the equally coveted Cambridgeshire in a single season by American-owned horses, the champion in the first great stake being Richard Croker's Orby, while the Cambridgeshire was one of the many trophies won this year by Mrs. Jackson's Velocity, whose owner has the distinction also of being the first woman in England to win the Cambridgeshire.

No one is more proud of the remarkable career of Velocity than King Edward, who has been a witness of all his great victories and a liberal backer of him every time he has started.

Velocity won for his fair owner $112,000 in purses alone, while she and her friends have won large sums in wagers on his remarkable performances. Immediately after the Doncaster Cup race Mrs. Jackson was offered £25,000, or $125,000, for Velocity by the representative of the Argentine Government. This was almost equivalent to the horse's weight in gold, but the tempting offer was refused, as Velocity was then only five years old, and, as he comes of a stock that has scored the greatest performances in the aged class, Mrs. Jackson was unwilling to cut short his great racing career. Her refusal to do so won her much commendation from the turfmen of England, who expected that next year Velocity would perform even greater wonders on the turf than he has accomplished up to this time.

Mrs. Jackson, who was formerly Miss Mary Nevins, a daughter of the late Thomas Nevins, the millionaire banker of East Orange, who several years ago bought the Irish estate of the Earl of Clare, and a sister of Thomas A. Nevins, owner of the famous Old Hundred and Cobalt Central mines, has a beautiful estate near Roscrea, in County Tipperary, Ireland. She bought Velocity from a Roscrea hotelkeeper for $[illegible] when he was a yearling.

His great speed was [illegible] soon after he had been [illegible] Mrs. Jackson's stable and [illegible] two-year-old form he has [illegible] most of the great turf events in England and the Continent, nearly always as a winner. He won, among other famous events, the Grand Prize at Ostend, the Chichester Stakes at Goodwood, the City and Suburban, the Doncaster Cup, the Cambridgeshire and the Chesterfield stakes. The Earl of Chesterfield is chairman of the English committee of the Cobalt Central mines, of which Mrs. Jackson's brother is the majority owner.

"Tell the Earl," she said one day to her brother, "that I have decided to win the Chesterfield with Velocity out of compliment to him."

This was before Velocity's victories had placed him in the first rank, and despite his Irish performances he was not well known in England.

"That is a rash promise," replied the Earl, "for he will have to beat the best horses in England."

The Chesterfield was an easy gallop for Velocity and the best horses in England were almost distanced by the great colt. The Earl of Chesterfield, together with the King, were among the first to congratulate Mrs. Jackson.

Throughout England at the present time Velocity is invariably spoken of as the best horse in the world. This title is conceded to him by D'Orsay, of Sporting Sketches, "The Scout," of the London Daily Express, and the other leading turf authorities.

Moral Atmosphere Pure.

A Cornwall paper, pointing out the advantages of a holiday in Cornwall, says: "Down here the moral atmosphere is as pure as the physical—quite healthy and bracing. There is not a theatre in the whole of Cornwall."

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