

ICE-CREAM-SHIP.

So Nickname the Splendid Hospital Ship, Solace.

of Vessel and Treatment of Sick and Wounded-Servants of War Allowed.

Surgeon General Van Reypen, of the U. S. Army, is back to Washington from a trip to New York, where he inspected the ambulance ship, the Solace, and the sick and wounded brought up from Admiral Sampson's fleet, 54 in all. The wounded included those who participated in the engagements at Cardenas, Cienfuegos and Matanzas. The men are doing well, and there will be no fatalities resulting. One of the men will lose an arm, as that member was blown to pieces by a shell that penetrated above the elbow was necessary. All the other patients will be more fortunate. Surgical science has made such great advances since the Civil War that there will be no such great loss of limbs and other permanent disfigurements as occurred 80 years ago. The sufferers, both sick and wounded, showed their delight when taken aboard the Solace. It is appointed like a modern hospital, with cheerful words and every facility towards restoring health. Some of the old tars speedily named the Solace the "Ice Cream Ship," as the ice-making machine aboard permitted the nurses to give the sick and wounded ice cream as one of their delicacies. When chicken was served to some of the patients they declared that they were now living in a hotel. The substantial are furnished by the navy, but many delicacies, such as lemons, oranges, jellies, chickens, etc., have been furnished by private contribution, and are looked upon in the care of the sick as almost as essential as solid foods.

Dr. Van Reypen is gratified with the success of the Solace. It is a distinct departure in the care of the sick and wounded, and at the outset was looked upon as rather experimental. During the civil war our sick and wounded were kept in hospitals at the mouth of the Mississippi river, at Key West, and at other points near the scene of action. The intense heat of the south added to the distress of the wounded, largely increasing the death rate. Dr. Van Reypen determined upon a new policy in the present war. He intends to remove all the sick and wounded to the north, the Solace making trips back and forth between the fleet and northern ports. He feels that the experimental stage is now past, and that the plan of an ambulance ship, continually moving the sick and wounded from the scene of action, is an established improvement on the old methods.

The British naval observer visited the Solace at Key West, and said that it was the first hospital ship of the kind he had ever seen. He was impressed with the completeness of the Solace's outfit, and indicated that this modern device for mitigating the horrors of war would attract the attention of foreign countries and be generally adopted.

DESIGNS A NEW SHIP.

Boston Man Plans a Fighting Monitor on Novel Lines-Could Sink Battleships.

Models of a new gunboat, together with those of a monitor and a device for coast fortification, left Watertown for Washington. They are the invention of William H. Bustin, a Boston business man who resides in Watertown. His gunboat, he says, is also a ram and torpedo boat and can easily be converted into a monitor. The craft is designed for speed and would be of about 3,000 tons displacement. He claims its fighting power would be superior to that of any first-class battleship and that, built according to his plans, his gunboat would destroy any man-of-war afloat and escape unharmed.

FEAT OF THE MARIETTA.

The Gunboat Entitled to Credit for Her Run from San Francisco as Well as the Oregon.

In the general admiration excited by the splendid performance of the big battleship Oregon is running from San Francisco clear around South America to join Sampson before Santiago the equally meritorious run of the little gunboat Marietta over most of the same course has been lost sight of. Like the Oregon, the Marietta is a product of a Pacific coast shipyard, and the high character of the work done in constructing this ship is shown by the captain's statement that the little boat made this long 12,000-mile voyage without stopping for repairs. Considering the great disparity in the size of the Oregon and the Marietta the performance of the latter is certainly quite as remarkable as that of the Oregon, even though the time made was not as good.

TO BE A FAIRY GODMOTHER.

Miss Helen Gould Will Pay a Visit to Her Two Nephews in London.

Miss Helen Gould is going across the Atlantic to see her two little nephews, and she will make it a fairy godmother visit. Never before has this very rich and very retiring young woman been abroad. She is as ignorant of the gayeties of the continent as she is indifferent to the gayeties of New York. Miss Gould has not seen Countess De Castellane since her wedding. Even now it is not Miss Gould's intention to go farther than England. It is in London that she hopes to meet her sister and her two little nephews, and after a stay of a few weeks she proposes to return home. Miss Gould means to travel with as little ostentation as a governess, guarded at every point against autors for her hand. It is safe to say that there is not a noble family in Europe some member of which has not asked her to become his wife.

Utility of Fog.

Fogs are said to be great purifiers of the atmosphere. There is a belief that smoke may be turned into a hygienic ally, and may be made to help preserve the public health.

CURES TUBERCULOSIS.

Dr. J. R. Murphy Explains the Results of Recent Experiments Made by Him.

The design of the American Medical Association convention at Denver, Col., was an address delivered by Dr. J. R. Murphy, of Chicago, on "The Surgery of the Lungs," in which he described some successful experiments with his methods of treatment. The discovery was made public for the first time, and its announcement was received with the greatest enthusiasm from the assembled physicians. "Briefly," said Dr. Murphy, "tuberculosis of the lungs, if left to itself, has a tendency to cure itself. In over 70 per cent of deaths from all causes a post-mortem examination will show spontaneously cured tuberculosis, which, in the majority of cases, was unsuspected during life.

"The sore spots in the cavities and on the tissues of the lungs, while in constant motion, as in breathing, are prevented from healing, just as any sore, if constantly irritated, will remain open. "That the air can be withdrawn from the lungs with safety is demonstrated pathologically in the treatment of pleurisy and other diseases in which air and fluid have been drawn off. The very best way to get this effect is by compressing the lung or placing pressure upon it. There are two ways of doing this. One is by removing the ribs and allowing the chest to collapse. The pressure of the side will prevent air from entering and prevent the spread of the disease. A far better way, and one which I adopted after much experiment, is the introduction into the cavity of a gas. The best gas for the purpose is pure nitrogen.

"I have been working on this subject for three years, but during the past year I have tried it in five cases of advanced tuberculosis with unqualified success. As a result I can say with safety that, unless the lung is entirely gone, a permanent cure can be effected."

EARTH IN CONSTANT TREMBLE

Quakes of Daily Occurrence in One California County - Great Damage Done.

Mendocino, Cal., is the shakiest county on earth at the present time. For the past two months earthquakes have been of daily occurrence and a great deal of damage has been done. No one has been able to keep count on the number of shocks that have been felt, but some idea of the condition that prevails can be gained from the fact that during a single night about two months ago 153 distinct shocks were felt. The damage done has run into the thousands, and it has kept the resident busy making repairs. The seismic disturbances have been felt all over the county, but the center seems to be on the coast between Mendocino city and Greenwood. All along the coast between these two points chimneys have been demolished and roads destroyed. The track of a logging railroad that runs up Albia river was badly damaged in places, the rails twisted, and bolts snapped off as if they had been cut by a chisel.

The roads in this section are mostly mountain grades, and they have slid out in many places so that they are absolutely impassable. The road commissioner for the district has been kept steadily at work for over two months repairing old roads and rebuilding new ones where they could not be repaired. An immense amount of timber has fallen in the redwood forests and great trees block the roads in every direction. At Tom Bell gulch, about 12 miles east of Mendocino city, the earth has been quaking almost continually since the big shock felt on this coast over two months ago, and it was at this place that 153 shocks were counted in one night. People living in the tall redwood timber have been frightened down to the coast, and many of them on the coast have moved out of their houses for fear they would be thrown down over their heads.

DOGS PROVIDED FOR.

Quicker Provision in Will of a New Yorker - Heirs to Get Property After Dogs are Dead.

By his will the late Anton Seidl, of New York, made provision for all of the dogs owned by his wife. The dogs are thus provided for in Section 3 of the will: "In case my wife Augusta shall die before my death, I bequeath the use and income of the real estate now owned by my said wife in Middletown, N. Y., to Bertha Seiffert during her lifetime, provided, however, said Bertha Seiffert shall properly care for the dogs owned by my wife, and after the death of said dogs I give the aforesaid real estate to the heirs of myself and my wife Augusta in equal shares, according to the laws of the state of New York."

A Sacred Duty.

The Gallas tribe in Africa is reported by a Belgian authority to regard it as a sacred duty to kill cows on every possible occasion, with a view of discovering a certain volume of sacred rolls which a cow once swallowed.

THE CARRIER PIGEON

Not Yet a Factor in the Present War with Spain.

System for Sending of Information of Our Warships to Washington Proposed, But as Yet Has Been of Little Use.

The war was expected to develop the usefulness of the carrier pigeon service in communicating with ships at sea and cotes at naval stations, but so far the system does not seem to have been made much use of, or, if so, the results obtained have not been satisfactory, says the Washington correspondent of the New York Tribune. Some of the finest birds which have records abroad were secured by the government several months ago from the famous pigeon cotes in Germany and distributed among the principal stations along the coast.

The most important of these stations is Key West, where there are a large number of birds capable of keeping the patrol vessels off Havana in prompt communication with the commandant, but so far fast yachts and torpedo boats seem to have been used exclusively in transmitting messages between the two. Just prior to the war several successful trials with carrier pigeons were made from Havana to Key West, the birds having been liberated by officers of the regular merchant steamers. The flight of a bird in at least 100 miles, although the navy department has a record of a bird that was caught 500 miles out at sea from New York. This pigeon was secured abroad for the government and escaped from its cage in New York and at once started for home, 3,000 miles away. Five hundred miles at sea it lighted on a ship and was brought to New York and returned to its cote.

The coast line signal service, through which the navy department is kept informed of the movements of ships proceeding up and down the coast when close enough in shore to be sighted, is provided, as a rule, with pigeon-cote equipment, but so far there has been no necessity of using them.

WOULD ANNIHILATE SPACE.

Railroad for Carrying Freight That Would Bring New York Within Ten Hours of Chicago.

All arrangements have been completed for an experiment in Jersey City of a railroad scheme which the inventor believes will ultimately bring Chicago within ten hours' travel of New York. The scheme was invented by J. H. McGurty. It is an overhead electric railway on which the inventor has been working for many months. Experts from all parts of the country have been invited to witness the experiment. Mr. McGurty claims that by his system mail packages and light freight can be sent from one city to another at the rate of 120 miles an hour. The scheme is to build a railroad on an elevated structure 30 feet from the ground, with a gauge of three feet. The cars will be 20 feet long and 4 1/2 feet broad.

The motive power will be something on the plan of the third rail system, and each car will be fitted with storage batteries and other devices calculated to develop great speed. By the use of the new system its inventor claims that newspapers published in New York at three o'clock in the morning may be on sale in Buffalo four hours later, and in Philadelphia 35 minutes after they are shipped. Each car is intended to carry two tons of freight.

Mr. McGurty says that should a train be delayed in transit through any cause whatever a cleverly contrived automatic device will acquaint the dispatcher at the terminal with the exact location of the accident.

Mr. McGurty claims that the mechanism in the power house will be so fixed that the maximum speed can be developed in half a minute or less if necessary. He also claims that the speed will not be affected by up grades.

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Bulletin Financier.

Mardi, 13 septembre 1893.

COMPTOIR D'ESCOMPTES (CLEARING HOUSE) DE LA NOUVELLE ORLEANS.

RESUME DES MONTAGES.

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Bulletin Commercial.

Mardi, 13 septembre 1893.

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