

NATIONAL GROWTH.

United States Leads the World in Increase of Population.

More Rapid Growth in Western States Than in the East, But All Sections Are Making Good Progress.

The United States beats the world in growth of population, according to a discussion of the increase as shown by the figures of the last census. This discussion is published, as a bulletin, by the census bureau. A general summary of the principal results of the study set forth in the bulletin shows the following facts:

The increase in the population of continental United States, that is, the United States, exclusive of Alaska and the recent annexations was 13,066,841, or 27.7 per cent. Only our country, Argentina, has shown, by the most recent figures, a more rapid rate of growth.

The present rate of growth in continental United States is estimated as double the average rate of Europe. It is nearly double that of Canada, and exceeds by one-sixth that of Mexico and by one-tenth that of Australia.

The rates of increase on the two sides of the northern Atlantic differ much less than they did a generation ago. Among the five main divisions of continental United States the highest rate of increase is found in the western division, and the lowest in the north central. Among the 13 minor divisions the highest rate of increase is found in the Rocky mountain group of states, closely followed by the western south central; the lowest in the northern South Atlantic, closely followed by the western north central.

In the decade 1890 to 1900, for the first time in the national history, the southern states increased faster than the northern. East of the Mississippi river, however, the northern states have grown somewhat more rapidly than the southern, but west of that river the southern states have increased almost two and one-half times as rapidly as the northern.

The growth of the north as a whole, that of the south. In the North Atlantic division the rate of increase has risen steadily since the civil war a notable contrast to the trend in the country as a whole. The western part of the Mississippi river is still increasing faster than east of it, but the difference between the rates of growth in the two regions 1890 to 1900 was little more than one-fifth of what it was 1850 to 1890.

The region east of the Mississippi increased more rapidly from 1890 to 1900 than from 1850 to 1890, while that west of the Mississippi increased in the later decade not much more than half as fast as in the earlier. The population is drawn to the increased growth of the east and the decreased growth of the west may both be controlled with a reasonable degree of accuracy by the westward movement.

The rates of increase in the north and the south during the last 25 years were practically the same. But in the character of this growth the two regions differ widely, there being a relatively uniform increase in the north, south, central and west, while in the south the rate of increase is uneven and a higher rate of urban growth.

Extensive but sparsely settled areas in the western part of Kansas, Nebraska and South Dakota show a decline of population in the last ten years, a fact which, it is said, may be connected with the increase of population in many of the cultural centers of Iowa, Illinois and adjoining states, 1890 to 1900, after loss of population during the preceding years.

Between 1890 and 1900 the percentage increase in the population of all cities having at least 2,500 inhabitants was only about two-thirds of what it was between 1850 and 1890. The increase in the aggregate population living outside of such cities was approximately the same for the two decades.

The most noteworthy result of the census is, it is stated, the immediately evident evidence of the rapid approach to equality in the rates of increase of various parts of the United States. This appears whether the north be compared with the south, east with west, or city with country.

Automobile Freight Trains. The first road in the world constructed especially for automobile freight traffic is nearing completion in the heart of Africa. It will run over mountain and plain for 210 miles, from Tunis to the Congo delta, in the French colony of the Sahara. The British government is planning the road, and it will be built by the French.

Monitors as Long Island. The monitors of the United States navy are being built at the New York Navy Yard. They are being built at the New York Navy Yard.

ZEBRULAS TO REPLACE MULES

Cross Between Horse and Zebra, Native of Africa, Proves to be a Superior Animal.

German papers say the mule will probably be replaced in the twentieth century by a more efficient animal, as it has been demonstrated that the mule, the cross between horse and donkey, is inferior to the cross between horse and zebra, says Consul General Richard Guenther, in a report to the state department from Frankfurt, reports the New York Times.

Formerly the opinion prevailed that the zebra was almost extinct. The opening up of Africa, particularly the eastern part, reveals these fine animals in large numbers.

Compared with horses and cattle, they possess peculiar advantages, as they are immune against the very dangerous horse disease of Africa and also against the deadly "tick" fly. The question was therefore raised whether the zebra could not take the place of the mule commonly used in the tropics. The greatest credit with reference to the solution of this problem is due to Prof. Cossar Ewart, who has been trying since 1895 to produce crosses between horses and zebras, with a view to developing an animal superior in every respect to the mule.

Three species of zebra still exist in Africa, the so-called "Grey" zebra, on the high plateaus of South Africa, the common or mountain zebra, formerly found everywhere in South Africa, and the "Burchell" zebra, still frequently found.

Prof. Ewart produces crosses from mares of different breeds and zebra stallions of the Burchell kind. The offspring is called zebra, and on account of its form and general bodily condition—especially the hardness of the hoofs—is specially adapted for all transport work heretofore performed by mules. The zebra is much livelier than the mule and at least as intelligent.

The Indian government has already experimented with zebraulas for transporting mountain artillery at Quetta.

In Germany much interest in this animal is manifested. The well-known Hazenbeck is experimenting in this direction, and reports to the state department.

From Germany and America, the zoological garden at Berlin possesses some very fine specimens. The zebra stripes are often well preserved, while the undertone of the skin is generally that of the mother. A full-grown zebra is 14 hands high and the girth circumference about 160 centimeters (63 inches).

The experiments so far have been so successful that it is predicted that the zebraula during the present century will completely supersede the mule.

WOMAN SWIMMER'S EXPLOIT.

Makes Lucke Wager That She Will Swim to Europe and Get the Money.

One of the best of women swimmers at one of the eastern seashore resorts this year was a well-known and well-known woman, blonde and brown, besides possessing the quality of nerve that is so necessary to success. About a month ago she was one of the most successful swimmers ever made, says an eastern newspaper. She was down at Haverhill with a party of friends, and she had been making her appearance in the harbor for the first time in a long time.

"In all of the Europe—here goes!" The manager laughed. "I will wager you 2,000 dollars that you will swim to Europe and get the money." "I will do it," she said, "I will do it." "I will do it," she said, "I will do it."

"Well, you'll swim," said the manager, "and the money will be yours." "I will do it," she said, "I will do it."

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GROWN COLLEGE MEN

Gray Heads Not Uncommon Among Freshmen These Days.

Some with Families Enter with the Determination of Getting a Full College Education—A Pathetic Instance.

"It is remarkable," said a man going back to college as a senior, according to the New York Sun, "how many full-grown men there are in the colleges today."

I have compared notes with fellows from other colleges, and find that it is quite common to see a freshman with gray hair, who will never see his thirty-fifth and possibly his fortieth birthday again. They are chaps for the most part who wish to take a special course or two, or if they start out with the idea of getting a degree they usually give it up and either disappear or devote themselves to one or two branches.

In the technical schools you will find full-grown men honing upon one or two lines, men who are doing well in their business, but feel the lack of college training and have the idea that they can do much better after a year or so of study. Of course hundreds of men feel this way, but only a small percentage of them have the grit to go to college among men so much younger and sit side by side with them in the classroom. Then again, it is not every man who can afford to leave his business for such a purpose.

It is very strange to see these men at work, to note their struggles to master the day's lessons. It has surprised me many times to see men who have done well in their business struggling over a lesson which came as easy as pie to us youngsters. It is one of the best illustrations of the wonderful difference between youth and even early middle life that I expect ever to have presented to me.

I know one man who entered college when over 30 and brought with him his wife and two small children. He had no money to speak of and he was determined to get a full college education.

When I was a freshman a certain man came to college with his son. The boy took full academic and the father was a special. The father was a bustling business man, and I have often wondered how they ever let him come over as a special.

"I would make the full list of boys in recreation. Fortunately for the boy, he and his father were in different classes. The father was a good fellow, though, and when he realized what the bull was that he had made he would laugh as loud as anyone.

He had any amount of books, but was as simple and as unassuming as a child over it. He seemed to enjoy nothing so much as being in a room full of thoroughly good fellows, although he never lost his dignity, and he never went anywhere near the carousing man. He only stayed a year and within a year after that he died. When they opened his will they found he left two or three hundred dollars to the college."

London Tailors and Credit. Few people have any idea of the amount of money a west end London tailor has on his books, remarks the Tailor and Cutter, an English organ of the trade. Gentlemen will run up a bill of \$1,000 or \$2,000 and pay off perhaps \$250 and increase their indebtedness by a like amount; while, in addition to these, there is the positive loss by intentional swindlers, who manage, somehow to get introduced, run up a heavy bill, and will not pay. Take a case in point: A foreigner called on a well-known firm with a letter of introduction from one of the firm's customers. He ordered some goods and paid for them. He then ordered some more, and introduced ten other gentlemen. The firm in question has not received a penny for any of the goods supplied on the second order, or for those supplied to the ten others.

At His Own Estimate. His height was a slender five feet. He was slender in proportion. But he was proud. O so proud! He stood erect and with folded arms, near the rail of the steamer, and gazed upon the lake in stately majesty.

Presently the captain approached him and touched his arm.

"What is it, my good fellow?" he said, turning his head slowly and with a look from head to foot.

"Would you mind stepping over this way a little?" asked the captain, touching his hat.

"What for, my good fellow?"

"To trim the ship. You are sitting a decided list to port," the Chicago Tribune.

Afraid of Enthusiasm. The Moscow Gazette warns the government against allowing enthusiasm to settle in the district of the Caucasus, as the situation may become the same as that in the Transcaucasus before the war.

THE JOYS OF SUNBURN.

A Luxury of Summer That Is Highly Valued and Enjoyed by Many People.

Among the horses of the sun is Erythroos. He is the "red producer." All of them, according to the Greek and Latin myth, "breathe fire from their nostrils," but it is this one that must be credited with those peach-bloom tints common to late spring and the summer. A half hour out in the open will convince one that the "red producer" is tainting the sunshine with his fiery breath, says the Baltimore American. Hall, Erythroos!

Sunburn to the city youth, and age as well, is one of the luxuries of the summer. It is becoming, to some, some it makes hideous, along with it may come freckles galore. There may be days and nights of discomfort and cold-cream poulticing, but none of these possibilities rob the sunbeam of its charm. It serves an outward and visible sign of a good time somewhere.

"Where did you get it?" addressed to the wearer of a newly borrowed visage will, nine times out of ten, bring out the story of a day, or days, spent away from the town, and there will be a touch of pride in the tone of the narrator. He will talk of tennis, golf, boating, bathing and the like until you're sorry you got him going. There are those who will bewail the fare that is unwittingly or maliciously proffered.

Sunburn, when all is said pro and con, is a distinctive joy of the summer. It speaks of the big outdoor world. It is the seal and sign of avocations which may not be pursued by most for eight months of the year, and those avocations fill out the census of the chief recreative doings of both sexes and all ages. Sunburn is eloquent of fresh air, for the sunshine is the bouquet to the breeze. It is synonymous with energy, and the energy is the tail-tale of life. The dead bleach, the link breathe and burn, dogma to the contrary notwithstanding.

Sunburn burns. The first day's outing is apt to cook the back of the neck, the forehead, the hands and

arms, and the hot breath of Erythroos reaches every exposed square inch. But there are sores of cooling saunas and lotions, with cold cream and witch hazel high on the list, to make sadness and sighing endure but for a night. Everybody knows what a day, even in a nice, sizzling sunshine means in this respect, but safe to say, there will be no fewer cooling-soakers for this fact. Sunburn and love have many things in common, but, at any rate, both are a sweet pain, both know no cure but time.

The season for this is here. Erythroos is surely snorting. Those who have been following golf balls on recent days, who have been at tennis or have chased the baseball about the lot know it perhaps too well. Lay on, Erythroos!

IN THE FAR FROZEN NORTH.

Trip Through Alaskan Wilderness Described by a Department Official.

Under the direction of the war department, an INSA, W. G. Gungor was the guide and surveyor of the Alaskan route, from Valdez to Eagle City, Alaska, when the country was an unknown wilderness, where no white man had ever set foot.

"Our party," said Mr. Gungor, according to a Washington report, "was out of touch with civilization from February to November, during which time the Spanish-American war was fought. We knew nothing of the conflict until we reached Fort Miles, 75 miles below Dawson City."

"Our party consisted of five men—Lieut. P. G. Lowe, U. S. A., Stephen Birch, surveyor, two army packers, myself, 11 pack horses and three burros, which we took as an experiment. They only lasted 100 miles, when they were abandoned. The Montana pack ponies were the only ones that could stand the strain even in the summer time. In winter only reindeer and dogs can endure the cold."

"Our expedition had to cross the Valdez glacier, an extremely hazardous undertaking on account of the numerous crevasses and fissures of from four to ten feet in width. To get over them we used snow bridges, roped together, as they do in Switzerland. Many people have since lost their lives in following this perilous trail, but since then a route has been found by Capt. Abercrombie around the glacier, and no more lives have been sacrificed."

"Within two years a railroad will penetrate the new gold fields at Tanana, that are just now causing a sensation among miners of the previous metal. Valdez, with the most beautiful harbor in the world, and surrounded with mountains 5,000 feet high, will be the future capital of Alaska. The territory has a future splendid beyond the imagination of its most enthusiastic citizens and in dollars and cents will give greater returns than any territory ever owned or ever to be possessed by the United States."

Antiquity of America. America is older than the old world, and its aborigines are remnants of races of men that inhabited the earth before the present old world races rose to prominence. The land distribution was different in those days. There was communication between what are now the north of America and the north of Asia, and the climate was much warmer in these regions. Evidence of these facts are being found every day in both continents. The latest evidence is that collected by the Jassup expedition into the unexplored heart of Siberia, which recently returned to New York after a two years' exploration. Boston Herald.

AIRSHIP LEGISLATION

Will Be Needed When Flying Machines Become a Success.

Important Additions to International Law Will Be Called For—Subject for Future Law-makers.

"I wonder if the inventors who are worrying their brains over the solution of the problem of aerial navigation ever give the legal side of the subject a thought?" said an attorney, according to the New York Tribune. "Probably not, and probably few lawyers have ever thought of their profession in connection with flying through the air; and yet, if we assume that the means of locomotion through the air are equally perfect with those on land and water, it becomes evident at once that there will have to be considerable new legislation to protect both the public and those who engage in the business of transporting passengers and freight through the air. One of the first questions to be settled will be the right of way. Would an aerial line passing over a definite course, at whatever altitude, be a nuisance to an owner of subjacent land, and therefore entitle him to damages for the injury or to compensation for the taking of his property? If not, then at what proximity would traffic begin to infringe on his rights? These are important questions and would have to be settled by the lawmakers before a chartered company could run an air line between any two points."

It might be that the aerial navigators could be sued for trespass, as common law looks upon the ownership of land as extending to the sky. Consequently a statutory law would have to be passed abrogating the right of the property holder under the common law. Then, too, there is the danger of something falling from the airship, or sky train; and if any less of life should ensue, or there should be any damage to property, the law must be so framed that the property holder could recover adequate damages to and for his neighbor.

Would the flying machine become a common carrier it would call for some important additions to international law. Would traffic in air craft over the high seas be governed by admiralty and maritime jurisprudence? Would the air craft be subject to the same laws as govern ships upon the high sea? In time of war would the three-mile limit be preserved or extended? Would property captured in mid-air by the enemy be treated as lawful booty, as if taken on land, or would it be regarded as a prize to be captured by the sentence of a competent tribunal? Would an aerial buccaner be regarded as a pirate? Would letters of marque be given to air craft in time of war, and would the law of nations exempt them from punishment as common pirates? Would the federal courts have jurisdiction over such cases, as they have jurisdiction in all admiralty and maritime cases?

The subject is one that should be lightly discussed, if it is a proper responsibility that the lawmakers of the future should have to bear. It is a subject that should be discussed by the lawmakers of the future. It is a subject that should be discussed by the lawmakers of the future. It is a subject that should be discussed by the lawmakers of the future.

Brain Keeps Watch. A bear as well as a man has a watch, but one is kept on duty at the Camp of Gen. West, in Liverpool near Chester, Pa., and bears a very curious and strange face that may appear in the gate. Tramps are numerous in the Liverpool section, but many a road goes beyond the pale of West's yard, for when the bears get an eye upon him there is a loud growl and a tap at the chest, with which the animal is kept within bounds, just outside a little fence, which has been built for him. As to those familiar to him there is as tame as a kitten. But as he has for a two-year-old, he has learned in many a valuable performance, having been trained to do many things. He is a very good watchman, and he is a very good watchman.

Ballroom to Ladies. Reports have been received stating that the Ottoman government has bought the English concession for a railroad from Haifa to Damascus. This railroad, a narrow gauge line, will extend through Galilee to Mesh by way of Beisan, connecting at Mesh with the Damascus-Merica line. At the beginning of April last five German civil engineers, employed by the Turkish government, arrived at Haifa, and a monument was unveiled in commemoration of the start of the operations. In the middle of April the Damascus-Merica line had reached a point east of the Dead sea, and the coast beyond that collected by the Jassup expedition into the unexplored heart of Siberia, which recently returned to New York after a two years' exploration. Boston Herald.

RESURRECTED LOVE LETTER

One That Made Great Promises Which Never Were Fully Fulfilled.

"My dear," said Mrs. Popperman to her husband, one evening, "I was looking over a bundle of old letters to-day, and found this one which you wrote to me before we were married, when you were young and sentimental."

"What does it say?" "I'll read it," said her idol of my lonely heart. "I thought I'd place thy hand in mine and say, 'Dear love, I'll be thy bride.' I'll fly to sunny Italy, and there, in each soft Italian smile, we'll bask, and sing and dream of raptures not low. Rich and costly paintings by the old masters shall adorn the walls of the castle I'll give you. Thy bath shall be of milk. A box at the opera shall be at thy command, and royalty shall be thy daily visitor. Sweet strains of music shall fill thy ears, and warbling birds shall warble there from thy morning slumber. Dost thou accept? Yes, yes—oh, fly with me!"

"And I flew," said Mrs. Popperman. "But if I had been as fly as I am now I wouldn't have done it."

"Why, my dear?" "Why? The man whom you promised in that letter? When we were married, did you fly to sunny Italy and bask 'neath soft Italian smiles? Didn't we go to Southend and spend two weeks fishing for eels at the end of that mile and a quarter pier?"

"Well, yes."

"And how about the pictures? You know very well that every rich and costly painting in this house is a chromo from the grocer's?"

"Well?" "Thy bath shall be of milk. Do I bathe in milk, or isn't it like pulling teeth every morning to get a copper out of you to buy milk for the baby?"

"Kinder."

"Royalty shall be thy daily visitor. The only daily visitor I have are the tailors and hatters."

"Sweet strains of music shall fill thy ears at evening. Oh, yes. The only chance I have to listen to the sweet strains of music is when you and I go to the opera."

"Warbling birds shall warble there from thy morning slumber. Dost thou accept? Yes, yes—oh, fly with me!"

"It is too bad. All that you said would talk and dream of raptures not low. I married you, and you basked and dreamed of raptures not low. You basked and dreamed of raptures not low. You basked and dreamed of raptures not low."

GIRLS LEARNING TO BOX. It is the first attempt to introduce boxing in the United States. It is the first attempt to introduce boxing in the United States. It is the first attempt to introduce boxing in the United States.

History Repeating Itself. It is the first attempt to introduce boxing in the United States. It is the first attempt to introduce boxing in the United States. It is the first attempt to introduce boxing in the United States.

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