

THE GLADSTONE DELTA.

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I have no agent in Gladstone, but mail orders to my address at Wells, Mich., will have prompt and careful attention.

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NEW IDEA IN ASTRONOMY

An Exhaustive Study of Parallaxes Planned.

VIENNA DOCTOR SUGGESTED PLAN.

Astronomers From Yale University Unite With Four Large Observatories In Europe to Engage in the Work—What Has Been Accomplished in the Past Year.

Dr. William L. Elkin, director of the Yale astronomical observatory, announces, according to a special dispatch from New Haven to the Philadelphia Public Ledger, that plans have been made to devote the heliometer at the observatory to the most novel scheme in the history of astronomical stations in the universities of the world. Five large institutions, four in Europe and Yale in America, have formed a co-operative association to study parallaxes more extensively and exhaustively than would otherwise be possible. Dr. De Hall of Vienna suggested the plan, and the Yale astronomers gladly indorsed it. It will result, it is hoped, in furnishing a large number of well distributed parallax results from which valuable deductions and important stellar discoveries will be made possible.

Professor Elkin's annual report, which was recently announced, describes in detail the experimental work which has been carried on the past year with the heliometer, which has been the principal instrument used at the station the past year. Nearly all that has been done at the observatory the past year has been with the heliometer and cameras. The most important work done has been to secure several supplementary series on the parallaxes of large proper motion stars. Dr. F. L. Chase has observed six such series and Professor Elkin and Mr. M. F. Smith, the observatory assistant, five.

The work of securing the parallaxes of the proper motion stars, which has been in progress for a year, is now entirely completed. When the results are announced late this fall, something of a stir in the astronomical world is expected, as the experiments and investigations have been entirely original in their scope. Definitive results have been reached.

Mr. Smith has just completed the unique task of remeasuring the Pleiades, utilizing the heliometer for this task. It will be remembered that Professor Elkin made the original measurement of the group just 16 years ago. The repetition of the measuring by Mr. Smith will, it is expected, be of practical value in settling the character of the relative motions of the system.

Professor Elkin is busy at present carrying out a reduction of his previous triangulation and introducing the systematic corrections which have been found to be required. This is being done in connection with some further investigations on these systematic divergencies.

Professor Elkin announces that the planned work on Eros had to be given up because of the faintness of the planet and because of the fact that it is too near our zenith to admit of reliable measurements.

CENSUS BUREAU FACTS.

Statistics About the People of the Great Southwest.

The census bureau at Washington recently made public its figures giving the population by sex, nativity and color of the third group of states, including Indiana, Iowa, Kansas and Indian Territory, the results being as follows: Indiana—Males, 1,285,404; females, 1,231,058; native, 2,374,341; foreign, 142,121; white, 2,458,532; colored, 57,960. Of the colored 207 are Chinese, 5 Japanese, 243 Indians and the remainder negroes.

Indian Territory—Males, 208,952; females, 183,108; native, 387,202; white, 802,680; colored, 89,380. Of those classified as colored 36,855 are negroes, 27 Chinese, 117 Indians taxed and 51,897 Indians not taxed.

Iowa—Males, 1,156,840; females, 1,075,004; native, 1,925,933; foreign, 805,920; white, 2,218,067; colored, 13,186, including 12,693 negroes, 104 Chinese, 7 Japanese and 382 Indians.

Kansas—Males, 768,716; females, 701,779; native, 1,343,810; foreign, 126,686; white, 1,416,319; colored, 54,176, including 52,003 negroes, 39 Chinese, 4 Japanese and 2,130 Indians.

Activity in Automobile Patents.

By all odds the automobile section is the busiest of all the divisions of the patent office these days, says The American Automobile. Since all the fashionable world has taken to automobile and this sport is no longer a fad, the inventors of the country seem to have turned their attention to bringing out improvements in motors, carriages and other parts. The number of applications that are being received for patents on devices for automobiles is so great that it has been found necessary to have five special examiners on this work. Four separate divisions have been organized to which are referred patent papers, according to the specific kind of patent that is demanded. One division handles electric mo-

tors, another steam motors, another gas and acetylene motors, and another looks out for the compressed air motors.

Latest In Hammocks.

Wire hammocks are a late introduction and are pronounced to be of exceptional comfort by those who use them. They are light and have a certain springiness like the woven wire mattresses that is agreeable.

LOW FARES FOR WORKERS.

European Railways That Give Reductions to Laborers.

There is some interesting information in a recently published parliamentary report containing the replies to a dispatch which Lord Salisbury sent to the British representatives in Bulgaria, France and Germany asking for information concerning the facilities for locomotion and the special fares accorded to workmen in the neighborhood of the large cities. It appears that on the Belgian state railways a single journey ticket good for six working days for any distance within three miles or a little more costs a trifle over 10 cents. Beyond that the prices increase in a slightly decreasing proportion. For instance, the charge for a 7½ mile journey is not quite 3 cents per trip, or about 17 cents for six. For return tickets the corresponding prices are rather less than double. Seven day tickets can be obtained, but Sunday traveling is slightly discouraged by a rather higher rate. There is a special tariff for greater distances, the maximum being about 62 miles. A workingman, however, can travel 25 miles daily from Monday to Saturday for about 40 cents a week. To claim these advantages he must be engaged on manual, not artistic, work under the order of others. Similar reductions are made by most of the private railway companies, and the fares on light railways and tramways are also lowered—at any rate, before and after certain hours of the day.

In France and Germany also the genuine workman obtains passes valid during certain hours at a considerable reduction, amounting sometimes to as much as 80 per cent. In France tramway companies are not bound to lower their fares for work people and as a rule have not done so, but the running of special cars for them has been made obligatory in some recent charters. Similar principles are adopted in Germany, and special cheap trains for workmen have been run on several of the London suburban roads for a long time with satisfactory financial results. In this case of course the concessions of the companies are voluntary. It is plain that the only practicable way of relieving the congestion of the tenement districts in great cities is by enabling the workmen who inhabit them to live at a greater distance from business centers, in localities where space is more ample and rents more reasonable, by providing them with cheap regular and moderately rapid means of transportation. Private railroad enterprise cannot be expected to compete in cheap service with those which are controlled or subsidized by the state, but there is a vast discrepancy between the 5 cents minimum of our transit systems and the continental rates.—New York Post.

Eight Hours Enough.

The decision of the New York court of appeals that the eight hour law is constitutional helps to put the city in its right position as a model employer of labor. It is too late to say that a day of eight hours is too short in itself. That is the legal limit in Australia and New Zealand not only for public but for private employers. It is the universal rule in this country in a number of trades. The only reason why it has not been adopted in all is that in some trades selfish employers have been strong enough to resist it.

But no such consideration can apply to a city government. It is the duty of such a government to set an example. The men it employs directly and the men its contractors employ ought to have just such treatment as the majority of its people think should be given to workmen in general.

A government is not obliged to rule itself entirely by commercial considerations. When it puts up a public library, it does not need to grind down its workmen for fear Mr. Carnegie may put up a competing library cheaper. When Mr. Lentillon took the contract for removing the Bryant park reservoir, he knew all about the conditions of the work. He knew that it was not a commercial job he was figuring on, but a public one, governed by the eight hour law. Presumably he took that into account in his bid. Yet after securing the contract at a price that would pay him a profit under the eight hour rule he tried to squeeze another profit out of his men by enforcing the rigors of the competitive grind. Fortunately there are still courts in New York, and he has failed.—New York Journal.

Secretary at Seoul.

Gordon Paddock, the young New Yorker whom President McKinley recently named for the post of first secretary of the American legation at Seoul, Korea, went from New York to Washington the other day to report before going to his new post of duty. Friends gave him an elaborate "stag" dinner at the Union club by way of a goodspeed.

OLCOTT'S LATEST WORK

Famous Theosophist Is Aiding India's Lowest Race.

BUILDING SCHOOLS FOR PARIAHS.

Career of an American Who Has Adopted the Strange Religious Tenets of the East—Has Done Much For Education—Paid Cost of First School.

Colonel Henry Olcott, president of the Theosophical society and the acknowledged leader of that cult not only in the western hemisphere, where its introduction is of comparatively recent origin, but in its home, India, was in Washington recently and delivered two lectures which attracted very large audiences. Philanthropy is the keynote of the life of this really remarkable man, who at the age of 69 is vigorous and active and spends all his waking hours in devotion to the cause of humanity. His latest and most notable enterprise is the introduction of schools in India for the education of the pariahs, the race despised of all the castes in that strange land, says the Washington Post.

Colonel Olcott took no small part in public affairs in America, his native land, before he became interested in theosophy in 1874. During the civil war he was engaged by Secretary Stanton to investigate frauds in the quartermaster's department at various points and conducted the investigations with great dispatch and success. He acted as special commissioner for the navy as well as the war department in rooting out abuses and frauds.

The advance of theosophy and the membership of the society devoted to the Buddhist religion owe most of its success to the efforts of Colonel Olcott. He has provided a constitution for the society which is the broadest that governs such an institution. While study of Buddhism has been the principal occupation of Colonel Olcott for a quarter of a century, his efforts for education in the east have been unexampled in their energy and success. In Ceylon he aroused among the natives a desire for the education of their children which had never before existed and secured their co-operation and assistance in the establishment of schools which are attended by 27,000 pupils.

His latest project is a most interesting one. The pariahs of India are the most downtrodden race in the world. They say they are the aboriginal inhabitants of the country and were overcome by a stronger people from the north. They are the outcast race. A pariah may not remain in the road while a Hindoo passes, but must go aside into the fields. He may not drink from the village well. The attitude of every caste in India toward him is one of abhorrence. His presence in their company, according to their tenets, is pollution. The pariahs are not distinguished by any typical appearance, but they are so downtrodden that they never learn enough to raise themselves, migrate and conceal their identity. In India, too, there is a tradition which is preserved by every caste whereby a man follows the trade of his father and remains in the same place from generation to generation.

The only solution for the enigma of elevating a race surrounded by such conditions was education, and Colonel Olcott has begun the good work. Out of his own small means he established the first school, and the news of his work reaching friends in America and elsewhere in the world, which he has traveled over from Norway to Australia, and contributions were made to the work. There are now 600 or 700 children in these schools, and Colonel Olcott is preaching their cause in his trip through North and South America. His propaganda is a peculiar one, for he never asks for anything. He tells the needs of the people for whom he is working and gladly accepts help, but neither through him nor any member of the society is any one ever dunned for a contribution.

In the exercise of the religion of theosophy, Colonel Olcott is regarded as one of its wonder workers, but his services, which are in large demand, are given, when they are given at all, without price. The journal of the society, The Theosophist, is the sole source of revenue of the president of the society.

Colonel Olcott has gone to Philadelphia, where he will conclude a course of lectures he has been giving in various cities of the United States. He will then go to South America to inspect branches of the society and return by way of Europe to his permanent home, Adyar, Madras presidency, India.

Tuan Dallying With Fate.

Prince Tuan is reported to be organizing another raid on the foreigners in China. The first thing the prince knows, says the Omaha Bee, he will find himself divorced from his head in record South Dakota time.

On June 1 there were 23,531 members of the Modern Woodmen society 40 years of age and carrying insurance to the amount of \$45,969,500.

At the June session of the board of directors of the Modern Woodmen society 219 death claims, amounting to

