

sun-dried article has caused an immense demand for them, and, aside from the consumption in this country, large amounts are shipped abroad. The new processes now in use produce fruit that retains much of its original color, and that is as palatable as though it were in its fresh and natural condition.

A large proportion of the evaporated fruit that is consumed in this city and exported is produced in the western part of this state. Within a radius of forty miles of Rochester there are 1,500 evaporators, from the small farmhouse apparatus, with a capacity of twenty-five bushels per day, to the large steam evaporators drying from eight hundred to one thousand bushels of apples every twenty-four hours. These evaporators employ over thirty thousand hands during the fall and early winter months. Large quantities of apples of a quality that was formerly wasted are utilized, and the profits of fruit raising largely increased. The great care and scrupulous cleanliness observed, and the excellent quality of the fruit used, have made the New York evaporated apples famous, and enabled them to command good prices. The product in the state is now estimated at 30,000,000 pounds, worth at first cost about \$2,000,000. In order to produce this quantity of dried fruit no less than 5,000,000 bushels of apples are required, and 15,000 tons of coal consumed. A constant attendance, night and day, of an army of men, women and children numbering 30,000 is necessary. The process of evaporation eliminates 225,000 tons of water, reducing the green fruit to about one-eighth of its original weight, each 100 pounds yielding, when properly evaporated, twelve pounds of fruit.

The fruit is packed in boxes holding 50 pounds each, and is shipped to all parts of the world. Aside from the fact that the evaporated apple can be transported to any climate without deterioration, the advantage in the cost of freight is great. A case of the concentrated product costs 30 cents for transportation to Liverpool; in the green state, the eight and a half bushels required to produce the 50 pounds would cost \$2.25, and in the canned state the cost would be \$2.10. The principal consuming countries abroad are Germany, England, France, Belgium, Holland and Scotland. There is also a growing demand for the apples in the Australian and West African trade. During 1887 there were shipped to

France 18,000 barrels of chopped apples. These were dried without being pared or cored, and were used for the production of cider and cheap wines. The total exports of evaporated apples now amount to 4,000,000 pounds per annum.—*New York Mail and Express.*

Advertising for a Position.

Once I advertised myself as seeking the place of governess to children or companion to a lady, says a writer in the *July Lippincott's*. There was no possible invitation to intrigue in the form of my advertisement, although I never dreamed of avoiding such appearance, never even remembered that a great city is full of harpies snuffing for corruption and scenting it everywhere. Among the perfectly honorable and business-like answers to my advertisements one or two came that made my very hair stand on end. One invited me in covertly insulting language to come and care for his children while his wife was in Europe—if I was less than 21. A second was so appalling that I never read it through and shudder to this day that I ever read so much. None of my business-like answers ever came to anything save one. A gentlemanly person called upon me on Murray Hill. He was very talkative and agreeable, chatted of theaters, churches, popular preachers, Greenwood cemetery, ocean steamers, summer resorts, and new novels. There was nothing to startle me in the visit, although I wondered continually why he did not approach the real object of the interview. Just as I had made up my mind that he probably was waiting for me to introduce it he looked at his watch, suddenly started up as if in consternation, saying: "I beg ten thousand pardons, but I had quite forgotten my train. You will allow me to write you upon the subject of your advertisement?" and was gone. A few days later I received a letter from him, far away in Illinois. He wrote that he had intended to have "some fun" during his late visit to New York, and had answered "heaps" of advertisements in pursuit of that intention. "The minute I saw you, however, I saw that 'fun' was not in your line; but I found you so brilliant and charming that I could not get away, although I sat upon pins and needles during every instant of my call. I am a widower, 37 years of age, with two children, an income of —"

and thus the letter ran on till it came to the proposal of a correspondence, with a view to marriage! Of course I never replied to this letter. I afterward found out from friends in his own city that the man had given me his real name and a truthful account of his circumstances—with one important exception. Instead of being a widower he was the divorced husband of two wives and had narrowly escaped state prison as a bigamist.

The Law Must Be Obeyed.

The Interstate Commerce Commission is to be commended on its determination to hereafter promptly notice and adequately punish every violation of the law. The commission has allowed the railroads all the leeway, and more than is safe and judicious. Its leniency in the past has been taken advantage of by the railroad managers in a manner which makes further leniency impossible. From now on the law must be enforced with vigor. Such revelations of the conduct of the railroad passenger agents as have just come to light in Chicago indicate that the law is being violated so systematically and defiantly as to defeat its entire purpose. Not content with disregarding the rules governing the use of 1,000 and 2,000 mile and "excursion" tickets, the Chicago railroads have been selling tickets to "scalpers" at lower rates than at their own offices to the general public. Chairman Cooley sharply rebuked these practices at a conference of railway managers and passenger agents a few days ago, saying significantly in regard to the issue of tickets at low rates to "scalpers," that "if railroad companies are discovered making such discrimination they may not be surprised if the lowest rates thus made are adjudged to be the highest rates they may hereafter be permitted to charge." The interstate commerce law was enacted in obedience to an overwhelming public demand for some such legislative safeguard against the greed and mismanagement of railway officials. It has a very decided public sentiment behind it. It is a law which the railroads cannot afford to violate. The law is in all important respects an equitable one, designed to protect the interests of both the stockholders and patrons, and benefit both the corporations and the public. It must have a fair and thorough trial. There is urgent need of something which will brace up the moral tone