Princess Margaret's rooms. And now comes the disappointment! What is surprising people most is that the princess did not insist on going to Glenveigh considering the many evidences she has given of her great fondness for Mrs. Adair.

Mrs. Francis Francis of Chicago, who took a place called "The Hall"—a lovely mansion close to Frome in Somersetshire—on a yearly agreement a couple of seasons ago, has now decided to keep it on permanently. She is now entertaining on a liberal scale and a number of her American friends motor down from London almost daily. Mrs. Francis is an enthusiastic cyclist and motorist herself as well as an accomplished horsewoman, and it is a common thing for her to divide the journey to London—about 105 miles—between her motor and her horse. The horse is put up at some intermediate hostelry and is picked up next day when Mrs. Francis is returning from town. She does all her own shopping and comes regularly to London to make her purchases.

As soon as the holiday season is over it is her intention to make extensive alterations at "The Hall" and bring the place up more to modern requirements. Electric light is to be introduced and a scheme of decoration more in keeping with her American ideas will replace the present one which she feels is somewhat antiquated.

SOCIETY FAVORS THE HARP.

A revival of the harp as a favorite "society instrument" is impending and many women whose ambition it is to be always up-to-date in the matter of fads are this season taking lessons. It is something more than a coincidence that the return to popularity of the instrument in which our grandmothers delighted follows the vogue for the elbow sleeves and bracelets that characterized early Victorian attire. In those old days books devoted to feminine accomplishments invariably included the recommendation that "the woman who has got good arms should learn to play the harp." When long tight sleeves came into fashion, hiding feminine arms, shapely and otherwise, harp playing went out of fashion. And now that short sleeves again admit of the free display of shapely arms, harp playing has been taken up as the best method of calling attention to their beauty. But unfortunately pretty arms do not by any means always indicate musical talent. And meanwhile the harp in the hands of misguided devotees of fashion who insist in practising for several hours daily, adds fresh terrors to town life.

LADY MARY.

ANCIENT SURGERY ASTOUNDS WORLD.

(Continued from page thirteen.)

everything?" I said, faintly. "They sawed your skull open lengthwise before breakfast by scraping away with a bit of stone, and if you did not feel better at dinner time they went at it transversely to give you an appetite for supper?"

"Oh, the sincipital T, which was the most frequent operation, was far simpler than trepanning. It appears to be caused by incisions or cauterizations on the periostium, or outer lining of the bone from which the skull derives its thickness. Where the periostium is cut the skull stops thickening, while the the development continues elsewhere, so that the scars appear very bad, although the bone was not cut through. Take this skull in your hands."

"Oh, thanks! You may keep it."

"Well, look at it, then. The patient was operated on several times, so that he must have had no trouble in resisting the effects. He has the sincipital T, and furthermore a trepanning to one side of it, and a cauterization a little further away."

"Then these prehistoric surgeons were equipped with instruments for burning as well as cutting?"

"Certainly. For cauterizing they may have used sharp pointed instruments heated red hot, as we use today, sometimes they would appear to have used for broad cauterizations, wads of burning wood. For their cutting they had instruments of flint or obsidian quartz so delicate and so perfect that a modern surgeon might use them for the most delicate operations. The object of these instruments has long puzzled scientists, and can only be explained by surgery."

"And are these operated skulls found in all parts of the world?" I interrogated.

"They may exist elsewhere, but until now I have been able to find the marks only on skulls coming from a very limited region comprised between the Seine and the Oise rivers, and a distance some 35 miles south of Paris. Skulls are more abundant in other sections of France, but they do not present these signs."

"Then prehistoric surgery originated in Paris, or did the ancient residents send for foreign surgeons to come to them?"

"Surgeons may have traveled a great deal," said Dr. Manouvrier, "and it is even possible that some may have come from the Orient to Northern Gaul in the neolithic period. But what could have been given to them in form of remuneration, or what exchanges could have been made? And how is it that they stopped by-gone on no one on the way? These questions render improbable the hypothesis of itinerant surgery and confirm the belief that surgery must have been native as in the Paris region where operations were performed many hundreds of years before the alleged authors of surgery were born."

FRANCIS WARRINGTON DAWSON.

LORD KITCHENER.

Lord Curzon has resigned as viceroy of India, because the British government has given Lord Kitchener full control of the army in India. The keenest excitement prevails in official circles in the great eastern dependency. The people declare that India cannot afford to lose "either of the great men, Lord Curzon or Lord Kitchener, who dominate her affairs." Lord Curzon has been viceroy of India seven years (the usual term is five years). Kitchener has been commander-in-chief in India three years.

STREET SCENE IN LODZ

This is a view of the streets of Lodz, where so many of the revolutionists have fallen in battle with Cossacks. Lodz is in the Province of Piotrokovo, Russian Poland. It is situated about 40 milese by rail from the capital of the province, on a branch of the railroad that connects Vienna and Warsaw. It is the first town in point of industrial importance in Poland and ranks second in population and wealth. The recent outbreak of the people has ruined the commerce of Lodz and almost the town itself.

AGRICULTURAL CONDITIONS IN SERVIA AND BULGARIA.

Servia and Bulgaria are among the least known countries of Europe, and perhaps the most picturesque. The Servians are a small nation, but a stalwart, peace-loving people, able and ready to defend themselves when called upon to do so, industrious, devoted to the land of their birth, but lacking in education, self-contained to an extreme, and until recently unaffected by the improvements in methods met with in many countries. All this is in course of change, even though the beginnings are small. From the center, as represented by the Servian agricultural department, the Belgrade Agricultural Society and the Servian Co-operative Union throughout the country—but more especially where intercommunication by rail or river offers special facilities for transport—the need for adoption of methods more conformable with modern conditions is being realized. Many difficulties have to be overcome, but something more than the first steps have been taken. At one time the roads in Servia were very bad indeed, so that transport was slow and expensive. Considerable improvements have been made, even though a really good road is the exception, but gradually the country is finding that such means of communication are essential to development. In the northern parts of the kingdom, within reach of the Save and Danube rivers, the need was not felt to the same extent as in the interior. For the latter, proposals are assuming definite form for an extension of the limited railway system, which when carried out will open up the country and bring its farmers within reach of the great western European markets.

Within the last few years a great change has come over the Servian farmers. Shut out by a ring of surrounding nations from easy contact with the western world, save by the Danube and Black sea, isolated by nature with lack of intercommunication, impoverished by taxes as a result of the fierce struggle for national existence, without manufactures or wealthy families, the lot of the Servian people was hard in the extreme. The Servians are all peasants on one level and great wealth is unknown among them. As a result, they fell into the hands of those parasites who fatten on the needs of their fellows, and who drained them of the results of their labor to pay for loans granted in the time of stress. Despair destroyed the incentive to work, for slavery in any form is fatal to industry. But in the hour of darkest night light appeared, the Servian peasants are progressing steadily, and increasing in resources and in comfort.

The explanation is that co-operation among agriculturists has made remarkable progress within the last eight years. A better field for combination could scarcely have been wished. Trade was small. There were no established commercial enterprises to offer serious opposition. The only difficult problem to solve was how to free the peasant from his indebtedness to shop and money-lenders who had enriched themselves at his expense, often charging 50 to 100 per cent interest for temporary loans. By the establishment of credit banks, this was accomplished, as in other countries. The result has been to relieve the farmers from that incubus of debt which crushed them to earth. The government made grants which enabled the pioneers to agricultural organization to offer easy and cheap means of making the peasants freemen in a pecuniary sense. The results have been remarkable, and the progress greater within the last few years than in any period of the nation's history. The value of combination was so evident that its extension into other branches has followed. In Belgrade are the central offices of the Servian union of agricultural co-operative societies (formed in 1895, presided over by M. Lozanitch, formerly minister of agriculture and minister of foreign affairs, and for two years Servian minister in London, who is devoting his efforts to the extension of co-operation in the country, and who has already seen a vast change as a result. As in the case of many continental nations, the example and influence of Germany have been largely followed, and up to the present the trade is chiefly with that country.

Of local co-operative organizations there are now 420 in existence, varying greatly in their operations, although the larger number are for the purposes of credit. With very few exceptions, these are agricultural, and all are in connection with the central bureau at Belgrade. There are, however, forty distributive societies in small towns and villages, formed for the purpose of providing the members with household requisites at the cheapest rates, on the Rochdale basis; and these have proven very successful. There are five societies which own threshing machines. Others purchase smaller agricultural implements for their members. In no country which I have visited, excepting Russia, is the need for labor-saving machinery more pressing than in Servia, where the methods of cultivation are primitive in the extreme. Encouragement is afforded by the government in the purchase of agricultural machinery and implements by remission of the import tax when these are purchased either by individual farmers or by co-operative societies, thus reducing the cost.

Considerable attention has been paid to the necessity for improved methods of cultivation, not only in the selection of more prolific seed and the introduction of better classes of live stock, but also the use of manures, more especially basic slag, which is imported in increasing quantities year by year. Unlike the Italian Co-operative society, which purchases direct from England, supplies are obtained from Germany. Many experiments have been made as to the use of manures, and the publications of the Central Society are calculated to bring before farmers the importance of increasing production by adoption of those methods which have thus proved most successful. Four creameries stand on the roll, and may in the future be largely increased. Servia is not now a butter-producing country, although efforts are being put forward by the introduction of milk breeds of cattle to stimulate dairying. In the country districts butter is scarcely ever seen, and is expensive even in the towns. Probably the peasants never taste it from one year's end to another, and rely chiefly upon pig fat for the oleaginous element in their food.

Up to the present time practically nothing has been attempted in the sale of produce, which has to pass through the ordinary trade channels. Some years ago, a firm in Servia lost $4,000 in one year in sending turkeys and fowls to London. Such a record makes the peasant prefer to accept a definite sum, even though it be small, rather than run the risk of losing all by striving for a little more. Hence the Central Board has not yet taken up the sale of produce. It is intended to do so soon as possible, commencing in a small way, but the greater difficulties of this branch of operations are realized. The funds for the organization work are obtained in a manner which scarcely falls in with English ideas, namely, from a lottery, which provides a sum of 50,000 francs per annum.

As I said, dairying is not developed to any extent in Servia, though there does not appear any reason why that should be the case. Hitherto there has been small local demand for butter, and such cheese as is consumed is imported. Attention, however, is being paid to the question, and efforts put forward for improvement of the milking qualities of cattle, which, hitherto, have received recognition for draft purposes in the first place, and meat or milk in the second. Following the example of the Hungarians, these animals, which have hitherto been imported, are chiefly of the Simmenthal race. Although superior to the native breed called Kolubara in respect to milk production, they are too heavy in bone and in body to yield the best results in the milk pail. The meat is coarse and hard unless killed young. Hence veal and pork are consumed to a much greater extent than beef.—Edward Brown in Country Gentleman.

GRAND DUKE MICHAEL NICOLAEVITCH.

GRAND DUKE MICHAEL NICHOLAEVITCH.

President Roosevelt has notified the Japanese and Russian governments that he would be pleased to have the plenipotentiaries to meet in the United States on the 1st day of August, or as near that date as possible. The president has received answers from both of the governments that their plenipotentiaries will meet in the United States during the first 10 days of August. It is rumored that the Grand Duke Michael Nicholaevitch will be one of the representatives from Russia. The grand duke is held in great esteem by the czar.

How Hero Calmed Fears and Saved The Lives of His Passengers

IN the New York office of a great steamship line is Capt. Wait, the marine superintendent. Twenty-five years ago he figured as one of the heroes of a shipwreck in the Atlantic off the coast of Liberia. Capt. Wait was skipper of the American, 2,000 tons, running between England and South Africa. The story of that shipwreck reads like a chapter from Frank Stockton. When day broke on the morning of April 23, 1880, the steamer was close to the equator and about 100 or 150 miles from the Liberian coast. Suddenly, in the first morning watch, between 5 and 6 o'clock, there was a fearful crash in the engine-room, followed by a concussion against the ship's side, which for an instant suggested she had struck on a rock. Half-dressed passengers hurried on deck and eagerly inquired what had happened, but were met in the coolest possible manner by Capt. Wait and Mr. Hapworth, second officer, who assured them that it was merely a breakdown of some part of the machinery. The passengers returned to their cabins. The propeller shaft had broken in the stern tube and had burst open the side of the ship. There was no hope of saving the steamer.

"It means the boats," Capt. Wait remarked, "but she will float for a few hours yet, so we will get the passengers into the saloon and have breakfast served." This was promptly done, and Capt. Wait took his usual place in his usual cheerful manner, while Mr. Hapworth and the crew busied themselves in getting the ship's boats ready. After breakfast Capt. Wait mentioned, in manner so cool as to be almost casual, that the accident had damaged the ship's side a good deal and that therefore it was better to be prepared for any emergency. The passengers, when they were ready, took their "seats" in the boats. Quickly but methodically and without the least hurry, the eight boats, which were provisioned and manned, were filled, and when every other person had been safely passed over the side Capt. Wait left his ship and joined his crew and passengers. Very shortly after, about noon, the American was seen to sink.

Capt. Wait divided his little flotilla into two sections. Of the first he himself too charge, and Mr. Hapworth became responsible for the other. The part of the sea where the American went down was, of course, in the immediate track of numbers of sailing ships and steamers but as it was also very close to the Liberian coast, it was decided to make for the latter. During the first night at sea the little flotilla became separted. On the following day Capt. Wait and two of his boats were picked up by a brig which took them to Grand Bassa, and thence to Sierra Leone, where they were transferred to a steamer called the Senegal, then on her way to England.

Curiously enough, the Senegal, on her voyage home, was stranded on an island of the Grand Canaries, so that some of the American's passengers had a second unpleasant experience before getting back to England. In the meantime Mr. Hapworth's boat and two others made for the Liberian coast, which they reached on the third day. In consequence of the surf, however, they found it impossible to land, so they headed out to sea again, and two days later were picked up by a steamer called the Congo and taken to Heneriffe and thence to Maderia and from there to England.

This left only the gig and the dingey to be accounted for. The former was heard of in a few weeks, but when nearly 12 months had gone by and the eighth and smallest boat of them all still remained missing the worst was feared. But in a year almost to a day from the date of the catastrophe came the news that the dingey, too, had been picked up within a few days of the accident by a sailing ship on her way to Australia. Thus it was many months before the intelligence could be conveyed to England.—Chicago News.

The Original.

Foley & Co., Chicago, originated Honey and Tar as a throat and lung remedy, and on account of the great merit and popularity of Foley's Honey and Tar many imitations are offered for the genuine. Ask for FOLEY'S Honey and Tar and refuse any substitute offered as no other preparation will give the same satisfaction. It is mildly laxative. It contains no opiates and is safest for children and delicate persons. Sold by F. J. Hill Drug Co.

THE GOSSIP'S BRIDLE.

In the state of Delaware the old time whipping post still flourishes. The whipping post, the ducking stool and the stocks were closely related agencies for punishment in the colonial days, but one member of the same family

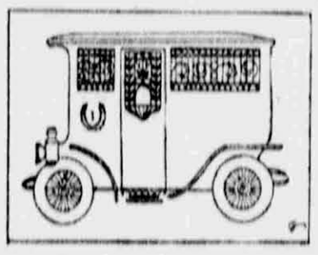
was overlooked. That was the gossip's bridle. The bridle was a steel frame used in ancient days in England to keep shut the mouths of women who talked too much about their neighbors. A specimen of the bridle was sold recently for a high price at a London auction. The frame completely encircled the culprit's head and was fastened at the back of the neck by a padlock.

Baseball Players and Foot Racers

Louis J. Kruger, ex-champion long distance foot racer of Germany and Holland, writes, Oct. 27th, 1901: "During my training of eight weeks' foot races at Salt Lake City, in April last, I used Ballard's Snow Liniment to my greatest satisfaction. Therefore, I highly recommend Snow Liniment to all who are troubled with sprains, bruises or rheumatism." 25c, 50c, $1.00 bottle. Sold by Z. C. M. I. Drug Dept. B

THE FIRST AUTOMOBILE BANK.

The picture shows the first automobile bank ever made in the United States, which is soon to be put into actual use by a Cincinnati savings institution. It is built of chilled steel with double walls, an inch of space be-



tween them. In one corner is placed a burglar proof safe, and desk room for several clerks is also provided. The motive power is electricity, the car having a storage battery capacity of fifty miles. It will be used by the bank in collecting from customers, especially from shopkeepers at night. The machine cost over $5,000.

Croup.

Is a violent inflammation of the mucous membrane of the wind pipe, which sometimes extends to the larynx and bronchial tubes; and is one of the most dangerous diseases of children. It almost always comes on in the night. Give frequent small doses of Ballard's Horehound Syrup and apply Ballard's Snow Liniment externally to the throat. 25c, 50c, $1.00. Sold by Z. C. M. I. Drug Dept. B

UPPER FALLS AND RETURN, $1.25

Via D. & R. G., Sunday, July 9th.

Special train leaves Salt Lake 9:00 a. m. Returning will leave Heber 6:00 p. m. and Upper Falls 8:00 p. m. Good fishing. Trout and chicken dinners at Upper Falls Resort. Everybody invited.

HOTEL BRIGHTON.

In Big Cottonwood Canyon.

Up Among The Pines.

Fishing, Hunting, Mountain Climbing. Outdoor sports of all kinds. Finest Water in the State—free from lime.

Daily Stage from Park City. Tri-Weekly Stage from Salt Lake. Phone 26, Murray Exchange—both phones—for information as to rates.

TAKE YOUR FURS TO

R. STENZEL FUR CO.,

79 East Third South

For Summer Keeping. We Remodel, Repair, Redye and make Old Garments New during the Summer Months. Highest Prices Paid for Raw Furs and Live Wild Animals.

A Genuine Bargain.

A Mahogany $400 Standard Piano to be sold for balance due,

$275

Been used only 8 months. Lowest prices on organs in the West.

$7.50 and up.

Vansant & Chamberlain,

51-53 MAIN.

UP TO $2.50 VALUES.

BOYS' SHOES.

We are showing on our Bargain Tables great values in Boys' and Youths' Shoes

$1.00 and up.

These are good School Shoes.

ROMNEY'S

258 SOUTH MAIN.

$575.00 Found!

We collected this amount for Mrs. Mary E. Suydam of Honesdale, Pa., from two old notes. We can collect some for you if turn them in.

THE MERCHANTS' PROTECTIVE ASSOCIATION

SCIENTIFIC COLLECTORS OF BAD DEBTS.

FRANCIS G. LUKE, General Manager.

Top Floor Commercial Block. Some People Don't Like Us

STATE REPOSITORY

FOR ALL THE

Public School Text Books, School Stationery And Supplies.

Quality of Goods Unsurpassed.
Prices Lower Than Ever.
Place Your Orders Now.

Deseret News Book Store,

SALT LAKE CITY.