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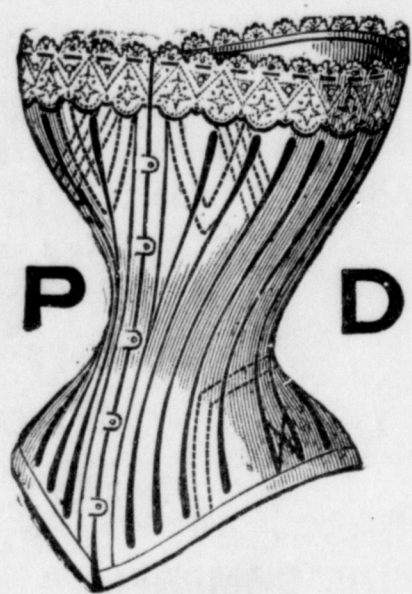
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"IN THE SWEET BY AND BY."

Something About the Author of That Famous Hymn.

To how many is the name Sanford Fillmore Bennett a familiar one? Very few probably. Yet the owner of that name wrote one of the songs of our nation—a song which has been translated into almost every tongue spoken on earth and which is familiar in every part of the globe. "In the Sweet By and By" is the hymn of which he is the author, a hymn which for more than a quarter of a century has been in almost constant use.

Dr. Bennett, the composer, is at present a resident of Plainfield, Ind., where he lives with his son. He is an invalid and has been struggling against illness for several years. S. Fillmore Bennett, as he writes his name, was born in 1836 in Erie county, N. Y. but at the age of 5 his parents moved to Indiana and settled on a farm at Lake Zurich, Lake county. When about 25 years of age, he went to Wisconsin and became editor of the Elkhorn Independent. He served through the war in a Wisconsin regiment, and after becoming a civilian once more he took up the study of medicine and opened a drug store in Elkhorn.

It was in 1867 that "In the Sweet By and By" was written. Bennett was associated with J. P. Webster, a musician, in preparing a new Sunday school hymn book. Webster was a morose man, giving to fits of depression, and one day when in such a state of mind he came into the office where Dr. Bennett was at work.

"Well, what is it now?" asked Dr. Bennett.

"Oh, nothing at all," replied Webster. "It will be all right by and by."

"Yes, in the 'sweet by and by,'" added Dr. Bennett. And then the idea of the hymn came to him like a flash. Whirling around to his desk, he wrote out the words as fast as his pen could fly. When they were completed, he handed them to Webster to read. The latter brightened up at once, and taking a violin in a few moments produced the melody. In half an hour they were singing the song which was destined to become so famous. Within two weeks they heard the children on the streets singing it, and it spread like wildfire. It was just after the war, and then it seemed to have a peculiar fitness and charm. Such is the story of the origin of the beautiful hymn as told by the composer himself.

QUEER COLOR BLINDNESS.

A Locomotive Engineer Whose Affliction Was Intermittent.

A peculiar case of color blindness was brought to the attention of the superintendent of a local railway the other day while a test of the eyes of the employees was being conducted.

Among those examined was the engineer of an express train, who had the reputation of being one of the best men who had ever stood in a locomotive cab. To the utter surprise of the superintendent, however, when the man was undergoing the examination it was found that he was suffering from color blindness of a character unknown to those making the tests.

When the engineer was called the superintendent felt that it was almost a waste of time to apply the test in his (the engineer's) case, and after he had told of all the colors accurately he was confirmed in this belief. But to make himself doubly sure that no mistake should be made he submitted the man to a second test. Holding up a piece of bright red ribbon, he said to the engine man:

"What color do you see?"

"Green," was the prompt reply.

The superintendent could hardly believe his ears, and the question was repeated.

"Green," again replied the engineer.

Then the green ribbon was held up.

"What color do you now see?" inquired the superintendent.

"Red," was the answer.

The fact that all the colors had been accurately called at the first trial puzzled the superintendent greatly, and he said to the engineer that he wished to subject him to a further examination later in the day.

At the third trial the superintendent first held up a piece of blue ribbon and asked the engineer to name its color.

"Blue," he answered, without hesitation.

"And this?" elevating a red strip.

"Red."

"Now this one," holding up a green.

"Green."

The result deepened the complexity of the Examination Board, and it was finally decided to send the man to an expert oculist for a still further examination. It was subsequently learned that the engineer had shown the same peculiar characteristics as upon the three previous tests, which were sufficient to unfit him for service as an engineer. He was therefore taken from his engine and given a lucrative position in the roundhouse.—Boston Herald.

The Tariff Commission

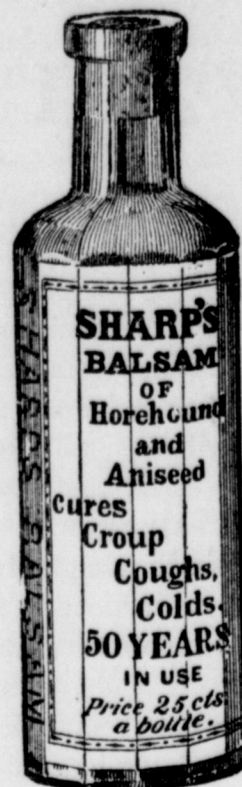
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AN OCEAN TELEPHONE.

A Cable Could be Constructed for Talking Across the Atlantic.

"A cable could be constructed for use in telephoning across the Atlantic," remarked F. A. Pickernell, chief engineer in charge of the long distance telephone construction department of the American Telegraph and Telephone Company, to a New York Tribune reporter "but all the ships of the British Navy would not be able to carry it. It would be as big around as a hoghead, and the financial resources of any three of the great powers would be taxed to their utmost to pay for it. And if it were laid the cost of using it would discount its utility. The cost of one minute's conversation over such a submarine system would be close to \$60."

Mr. Pickernell was discussing the feasibility of submarine telephony, and his remark above quoted was in reply to a question as to the probable utility to the reported invention of a Russian electrician, M. Kildischewsky by name, who, as reported by cable from Odessa, has made an improvement in the telephone by which "distance has no effect upon the hearing," whatever that may mean. The inference is according to the experts, that the Russian with a name which most Americans are shy of pronouncing, has invented what he considers an improved transmitter. The cable despatch went on to announce that in an experimental test, made between Moscow and Rostoff, a distance of 890 miles, talking and music, both instrumental and vocal were heard with perfect distinctness, and for the purpose of the experiment an ordinary telegraph wire was used.

In this there is nothing unusual, as expert electricians agree. In fact, it is only an episode in the development of the telephone on the other side of the ocean, which is almost ancient history on this side of the water, where the telephone of long distance pattern is in daily use for commercial purposes from Boston to Memphis, a distance of 1500 miles. This is the longest circuit in use in America. But there are connections running over 1,000 miles between Boston and Chicago and the long-distance lines from New York to Chicago, and from this city to St. Louis and to Cincinnati simply multiplying the factors contributing to American supremacy in electric science.

Another point in this connection was brought out in the course of a conversation with Herbert Laws Webb, an expert electrician, and for nine years connected with the submarine cable service. The difficulties in the way, Mr. Webb remarked, are not in the apparatus as it stands to-day, but they are inherent in the submarine cable itself. Telephone lines are placed as high in the air as possible, for burying them in the ground destroys their conductive capacity materially, because of their induction, which causes confusion among the electric waves that conduct and make intelligible sound waves proceeding from the speaker through the transmitter. The vibrations become confused, and the effect is that of choking the wire, the consequent effect being a blur of undecipherable noise at the receiving end of the line.

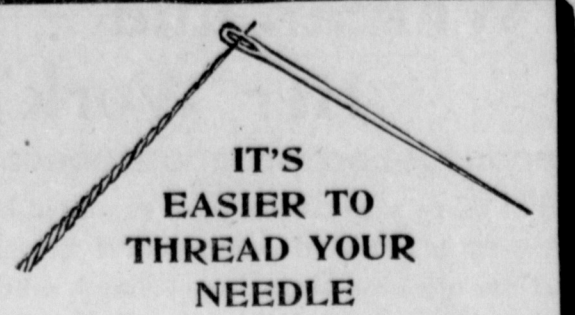
IS CYCLING HEALTHY?

There is a Diversity of Opinion About It, Favorable and Otherwise.

The lengthy correspondence which has recently appeared in the columns of a contemporary has, as might have been expected, elicited a wonderful diversity of opinion. Some have nothing but good to say of the cycle; others records all sorts of aches, pains, and nervous affections coming on after a ride. One rider attributes these entirely to the use of the bicycle as apart from the bicycle owing to the unconscious strain involved in keeping the former upright. The plain truth seems to us to rest upon a very simple basis. Cycling is not good for everybody and if abused is good for nobody. Within the last two years people of all ages have rushed into cycling in the most haphazard way. They have regarded neither age nor previous habits nor their physical condition. Small wonder then that many have found evil rather than good come from an exercise which inevitably demands a heavy expenditure of nervous and muscular force. Probably just the same outcry would have arisen if the same class had suddenly taken to running or rowing or mountain climbing without any previous preparation. It is easy to preach moderation, but it must be remembered that moderation is a term varying with the individual, and every one finds for himself how much he can do. With regard to the strain involved in keeping up a bicycle and keeping a look out, it is probably no more than that involved in walking down the Strand without "canoning" against others, but many of us have done the one from childhood, while the other is but a newly acquired accomplishment. There is no need to make a bicycle a very wheel of Ixion, especially with a "safety," for it is easy to get off and equally easy to remount; therefore the cry "You must go on or you will fall" seems to us to ignore the fact that we are reasoning animal.—The Lancet.

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