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# The Ellieott City Times.

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VOL. XXX. NO. 2. ELLICOTT CITY, MD. SATURDAY, JANUARY 14, 1899. SINGLE COPIES, 5 CENTS.

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### FRESH MEAT AT SEA.

An Unprecedented Scheme—The Celtic's Food Supply.

The great meat concerns of the United States, as well as the government, are now doing some unbounded and wonderful things recently in the way of refrigeration and of feeding an army in the field, as well as a fighting navy, on a fresh meat diet, are steadily on the increase. A more unusual circumstance is now transpiring in the voyage of the battleships Oregon and Iowa, which are at present beyond the Atlantic coast, and are accompanied by the supply ship Celtic, which left New York with the fleet about three weeks ago. The Celtic is a vegetable floating warehouse filled with needed supplies for the crew, and required by a man-of-war and its crew on a long voyage through varying climates. But the chief interest of this novel ship center is in the meat stores and refrigerating chambers.

Before leaving New York there were put into her hold 250,000 pounds of fresh frozen beef, 25,000 pounds of fresh frozen mutton and 250,000 pounds of fresh frozen mutton. These supplies are so arranged that the battleships can at any time take from the Celtic whatever meat and vegetables are needed for the crew on the long voyage to the Philippines. These stores are placed on board for the use of the fleet's men. Such a thing is unparalleled and unheard of in naval history. And it has been left to the government and to one of the greatest packing companies to store up and send with a fleet on the longest voyage of record a ship loaded with fresh supplies of meat and vegetables and to be fed, the same on land, in any climate. She left in company with the Oregon and the Iowa, and will feed them en route as they go. Besides being carried in the meat store, it is a new departure in the meat trade. The meat was specially got up for this shipment. It was sewed in cheese-cloth, frozen in Chicago and brought from there to New York refrigerated cars and a frozen state. To thus maintain carcasses of beef in a frozen state during so long a freight journey is a big undertaking in itself, it is considered one of the greatest and best equipped companies ever for shorter distances. The cargo was carefully stored in the ship under the personal supervision of L. H. Heyman, the general manager of the company, and is especially qualified for this kind of work. The whole cargo was loaded in a frozen state, and will be kept at a frigid temperature until it is consumed or the landing is made at Manila. Before the ships—after touching at Honolulu—reach their destination, the storeship Celtic will have performed the most wonderful voyage in the world's history in the meat line. She will have carried in her hold and through all climates, a cargo of frozen fresh meats over the longest voyage of a meat ship in existence. She will have demonstrated the limitless possibilities of refrigeration and of nautical cold storage for distributing the world's surplus meats and providing to those climates an equal with the fresh meat of the warships and of their floating stores, the Celtic will take more than 100 days hereafter a voyage of 60 days for a frozen meat ship has been regarded as a feat in the past. The whole affair is one of great credit to the government at Washington and to the energetic contractors in the premises. It is the people's business, and the people's interest in the United States, and the meat trade is under obligation to the commendable daring of our officials and of our energetic business concerns.—National Provisioner.

### THE HAPPY PONDO.

He Leads and Gussies While His Wives Work to Support Him.

One of the problems of civilized man is how to live with a wife. The question that worries the Pondo is how to get along with only one. Monogamy is to him a condition of abject poverty. When, however, he can afford the luxury of three or four wives, he is happy and successful in life, and with half a dozen or a dozen he is rolling in wealth. The explanation of this paradox is simple: Whereas civilized man is expected to support his wife, the Pondo leaves his women folk to the privilege of supporting him. This shows that a savage is not necessarily a fool.

Mr. James O'Hairo, missionary of the Catholic church in Unstara, explains the working of the system in a letter. "Polygamy," says he, "is the very life of the Pondo. The number of wives a man has settles the question as to his previous wealth, for each wife was bought, and for her he must have paid her father from 8 to 30 oxen, and now his wealth may be estimated by the number of wives and children, because the whole affair may be simply described as natural human farming. Each daughter is worth, say, ten oxen. If she is well built and pretty, she may sell for 15 or 20 oxen. The work in the care of cattle, for the whole of the Kaffir property consists in cattle. The wives work, and so do the daughters. But the head of the family, the man, works no more after he has married than he does before. The "dignity of labor" is so noble a thing that one cannot but admire the complete self-abnegation of the polygamous Pondo in leaving it to his wives and daughters to do the work. And yet the absence of work does not seem to prey upon their spirits. "They are as happy as the day is long. They all smoke tobacco and drink beer out of steel kettles, and the flesh of wild animals or wild birds. They sleep a great deal, and they play and work a little, and are otherwise contented, without sadness or sorrow."—South Africa.

### IT'S ODD ABOUT GOOSE.

Don't Stand a Rainstorm When That's an Old Possibility.

"Goose are peculiar," said an old poultry salesman in Manhattan market. "Put them out in a rainstorm when they have a good thirst on, and they are liable to die about as fast as they are killed by a firm to go out through the west to buy live geese and chickens. I bought about ten carloads, put them in crates and started east. The crates were open at the regular way to ship them—and on top of them were piled the chicken crates. "We got about ten miles from St. Joseph, Mo., when the load on one of the cars sagged, and the whole pile of crates was spilled on the side of the track. In piling the crates on again the geese were used on top. I know I was taking chances, because a rainstorm meant death to the geese, but there didn't seem to be any storm in sight, and I thought we could make St. Joseph and shift the load there."

"The train had only gone a short distance when a storm came up so suddenly that the rain was falling almost as soon as clouds were overhead. The geese had been without water for some hours, and the moment they felt the rain they were stretching their necks through the openings between the crates and holding their bills open to catch the drops. Well, I got an old coat and laid it over as many of the crates as it would cover, so as to save as many as possible.

"Then I got such and tried to force the others to keep their heads inside the crates. They didn't mind the switch very much, and I had to give each one four or five good hits before it would pull its head open to catch the drops. Well, I got an old coat and laid it over as many of the crates as it would cover, so as to save as many as possible.

"Whether they died from drinking too much or from drinking while their necks were in an unnatural position, I do not know, but who can tell? I have handled live geese know that a thirsty goose in a rainstorm is as good as dead. I've never told of this peculiarity about geese without being laughed at. It's a new York story."

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### MONEY IN ALASKA.

The Indians Prefer Silver to Gold. Some Queer Trading.

The Indians had plenty of money, for they had earlier in the season sold meat and dogs at exorbitant prices. In a general way, they knew the value of their property, but they were not so particular when they wanted to drive a good bargain. They always specified that the price was to be paid in "silver money," and similarly they refused to part with their blankets. They seemed relieved when they accepted their goldpieces at par, and when they got silver money in change they tried hard to conceal their satisfaction for they were afraid that the mistake we were making in parting with it.

There are very few pennies in circulation on the Yukon, the bit being the unit of value, and of our currency. Business concerns.—National Provisioner.

### THE HUMAN STOMACH.

It Displays Endurance and Energy Almost Beyond Belief.

What insect pest can compare in mere devouring faculty, asks a French scientist, with man himself, or what machine wrought by human skill endures and iron compares in point of endurance and energy with the human stomach? Is it to be wondered at that after wrestling with so many tons of solids and so wide flowing streams of liquid, that our digestive organs at the end of the process should be in a state of wreck?

Assuming that a man has a good appetite, a reasonable consumption of bread in all forms of baked flour would be 15 tons, representing in bulk 1,200 cubic feet—about the size of a suburban villa; but if he ate meat and butter, he would require sufficient to reach from Westminster Abbey to St. Paul's, London; but equal to 20 full sized bullocks, representing a non-stop standing 15 feet high and weighing over 18 tons; 5 tons of fish, 10,000 eggs, a ton of butter, 336 pounds of cheese, vegetables enough to load a train of cars; peas alone, in a single pot, 3½ miles long; 6,000 pounds of sugar, 100 hundred weight; pepper, 8 pounds; mustard, 100 cans.

Assuming that he drinks three pints of fluid a day, that total of fluid would be 70,700 pints, or nearly 43 tons. While as for his tobacco, the consumption of the average smoker would be half a ton, or of cigarettes about 250,000.

Assuming a man consumes about 1,250 times his own weight of food and liquid in 70 years, or more exactly, he eats 63½ tons of solids and drinks 42½ tons of fluids. He puts into his stomach 106½ tons of food, and converts it into mechanical force, they would be sufficient to raise 87,600,000 tons one foot high or to lift the Forth bridge a quarter of a mile in the air.

### A BUSINESS LESSON.

How Peter Cooper Taught One Man the Value of Money.

Peter Cooper was one of the most successful, careful and prudent business men of his time. He never got into debt, and he never launched out into extravagant enterprises on borrowed money, for which they paid exorbitant rates of interest. The following anecdote illustrates this point very forcibly.

Once, while talking about a project with an acquaintance, the latter said he would have to borrow money for the purpose, and he was paying interest at the rate of 8 per cent per month.

"Why do you borrow for so short a time?" Mr. Cooper asked.

"Because the brokers will not negotiate bills for longer."

"Well, if you wish," said Mr. Cooper, "I will discount your note at that rate for three years."

"Are you in earnest?" asked the would be borrower.

"Certainly I am. I will discount your note for \$10,000 for three years at that rate. Will you do it?"

"Of course I will," said the merchant.

"Very well," said Mr. Cooper. "Just sign this note for \$10,000, payable in three years and give your check for \$800, and the transaction will be complete."

"But where is the money for me?" asked the astonished merchant.

"You don't get any money," was the reply. "Your interest for 36 months at 8 per cent per month amounts to 108 per cent, or \$10,800. Therefore your check for \$800 must just pay us up."

The force of this practical illustration of the folly of paying such an exorbitant price for the use of money was such that the merchant determined never to borrow such a sum of money again. He frequently used to say that nothing could have so fully convinced him as this rather humorous proposal by Mr. Cooper.—Exchange.

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