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HIGH SPEED IN THICK WEATHER.

The steamer Fulda, of the North German Lloyd line, which arrived early last week, was reported by some of her passengers to have cut down a fishing schooner while crossing the Grand Banks in a fog. They said they saw the boat sinking, heard the despairing cries of her crew, and condemned in unmeasured terms the heartlessness of running so fast in a region where so many fishermen are known to congregate. The report of the Fulda's master says that the ship was running only at half speed, that she did not sink the fisherman, but admits carrying away the bowsprit and foremast. Whether or no the Fulda sunk the fisherman, the fact remains that most of the fast steamers, there is reason to believe all of them, of whatever line, are wont to run at reckless speed in thick weather. The testimony of innumerable witnesses vouches for it; the records of the ships themselves confirm it. Indeed, the masters of the best of them have, in a recent publication, fairly admitted over their own signatures that this is the practice, seeking to condone it on the ground of safety to their own ships.

In the present instance, what facts have come to light show that the Fulda was going at such a rate of speed that she could not avoid striking the fisherman. This being the case, it does not matter whether she was running at half or full speed—she was going too fast. The rules of the road at sea do not say, as one might gather from the master's report, that a steamer may run at half speed in a fog regardless of consequences. They distinctly require a steamer to slow up when in the presence of other craft, or where they are likely to be found; indeed, to stop her engines frequently, lie by, and sounding her whistle wait for a response. Clearly, if the master of the Fulda had done this, there was strong chance he would have heard the foghorn of the ill-fated fisherman in time to avoid a meeting, for every one of these keep their fog horns going while lying in the fog.

Over two thousand fishing schooners frequent these banks; they come from our own coast, Nova Scotia, Prince Edward Island, Cape Breton, New Brunswick, Newfoundland, and three little French islands on the southwestern coast of Newfoundland—Miquelon, St. Pierre, and Isle aux Chiens. The boat struck by the Fulda was evidently from one of these latter. Indeed, a dispatch says that the Jeune Edouard was cut down by a steamer on the 14th. Portions of this great fleet are always anchored or hove to directly in the path of the transatlantic steamers, and not a season passes that more or less of them are not cut down by the merciless prows of these ocean greyhounds. Rarely it is that anything is ever heard of these catastrophes—for it is at night when they are most frequent; and they will tell you in the fishing towns that a big iron steamer can cut down a fisherman without awak'ning its passengers. The howling winds and turmoil of waters drown the cries of the men struggling in the water, and the bereaved ones on the Gloucester hills or the Canadian cliffs watch long and vainly for those who will never return.

POSITION OF THE PLANETS IN AUGUST.

JUPITER

is evening star. He is in quadrature with the sun on the 20th at 3 h. A. M., being at that time 90° east of the sun and most favorably situated for observation. Jupiter in quadrature is on the meridian at sunset, and looks superbly in his elevated position as he travels on his westward path, the largest and most brilliant star among the myriads that stud the sky. He is approaching Beta Scorpii in his eastward progress, as any observer may see who marks his path among the bright stars of Scorpio. Jupiter sets on the 1st at 11 h. 40 m. P. M. On the 31st, he sets at 9 h. 48 m. P. M. His diameter on the 1st is 37'.8, and he is in the constellation Libra.

SATURN

is morning star with the exception of a few hours of the 1st, when he still ranks among the evening stars. He is in conjunction with the sun on the 1st at 8 h. P. M., when he rises and sets with the sun, passing to his western side and becoming morning star. He is invisible during the larger part of the month on account of his nearness to the sun. On the 31st, however, he rises two hours before the sun, and sharp-sighted observers may find him 9° north of the sunrise point. Saturn sets on the 1st at 7 h. 14 m. P. M. On the 31st, he rises at 3 h. 13 m. A. M. His diameter on the 1st is 15'.4, and he is in the constellation Cancer.

NEPTUNE

is morning star. He is in quadrature with the sun on the 24th, at 10 h. P. M., being 90° west of him, and rising about midnight. Neptune rises on the 1st at 1 h. 59 m. A. M. On the 31st, he rises at 0 h. 4 m. A. M. His diameter on the 1st is 2'.6, and he is in the constellation Taurus.

MERCURY

is morning star until the 23d, and then evening star. He is in superior conjunction with the sun on the 23d, at 8 h. P. M. He is in conjunction with Saturn on the 13th, at 11 h. P. M., being 39° north. Mercury rises on

the 1st at 3 h. 24 m. A. M. On the 31st, he sets at 6 h. 50 m. P. M. His diameter on the 1st is 6'.8, and he is in the constellation Cancer.

MARS

is evening star. The ruddy planet glows with decreasing luster, as easily visible in the southwest. In the early evening, he recedes from Spica and approaches Jupiter. Mars sets on the 1st at 10 h. 30 m. P. M. On the 31st, he sets at 9 h. 21 m. P. M. The diameter of Mars on the 1st is 9'.0, and he is in the constellation Virgo.

URANUS

is evening star. He sets on the 1st at 9 h. 47 m. P. M. On the 31st, he sets at 7 h. 52 m. P. M. His diameter on the 1st is 3'.5, and he is in the constellation Virgo.

VENUS

is evening star. She is still close to the sun, setting on the 31st only half an hour later than the sun. Venus sets on the 1st at 7 h. 33 m. P. M. On the 31st, she sets at 7 h. 4 m. P. M. Her diameter on the 1st is 10'.0, and she is in the constellation Cancer.

Mercury, Venus, Uranus, Mars, and Jupiter are evening stars at the close of the month. Saturn and Neptune are morning stars.

Care in Selecting the Summer Home.

The importance of examining closely the plumbing, the cellar, the kitchen, and the water supply cannot be overestimated. A reporter on the Mail and Express heard a prominent physician a few days ago deprecating in strong terms the little care which is too often exercised by people in their choice of a summer resort, and, in the course of his conversation, said:

"It seems to me that parents exercise little judgment either for their own good or for that of their children in this matter. In too many instances their selection is so bad that it would be much better for all concerned if they had remained in their city houses. The number of deaths which occur among families during their absence from home in the summer, especially among children, is positively appalling when taken in the aggregate, and in the majority of cases these deaths are due solely to the unhealthfulness of the places which have been chosen.

"It would be advisable, if possible, for one of the members of the family to make a personal examination of the surroundings of the house or locality proposed for a resting place before the time for departure arrives, and this can be readily accomplished when its distance from the city is not great, as in the towns within a radius of forty or fifty miles.

"One of the worst features of the ordinary country hotel or boarding house is its plumbing, for generally there is none at all or next to none, and where the plumbing is bad, there disease is sure to come sooner or later.

"Especial attention should be directed to the water supply, and a careful scrutiny of its source should be made. If it comes from a spring near the house, the presumption is that the water will be clear and pure, but if, on the contrary, it is discovered that it comes from a running stream, it would be advantageous to investigate the course of the stream, to see that the water is not likely to suffer from any impurities upon its banks. The location of the well and cesspools should also be learned, for if these are not separated from each other by a distance of seventy or eighty yards, it is possible for the former to be contaminated by the latter, especially when the soil is light and porous.

"Watch closely for signs of filthiness in the neighborhood of the house, for if the refuse from the kitchen is carelessly thrown upon the ground to bake and boil in the sun, it is almost certain that disease will be the result.

"In the selection of a summer home, choose one that is not completely enveloped in shade, for it will surely prove to be damp and unhealthy. Do not take a room on the ground floor, if it is possible to avoid it, unless it is certain that the cellar underneath is perfectly dry, and do not stay longer in dark rooms than is necessary."

Apropos to the above, the Iowa State Board of Health, in its monthly bulletin for June, has the following:

"Said a father who was returning from a summer resort, where he buried four lovely children, who died of diphtheria, the result of defective drainage and polluted water: 'That hotel keeper is as guilty of murder of my children as if he had shot them with a revolver.' As a matter of justice, the father was right, but in law, probably not. But, adds the health board, the law ought to be such as to hold the keeper of a hotel or public resort responsible for the healthy condition of his premises, and liable for neglect to provide pure air and water for his guests. Patrons of these places should take with them an ounce vial of saturated solution of permanganate of potash, and test the water by putting half a dozen drops of the potash in a tumbler of it. If the water turns dark or brown in an hour, and they find cesspools within one hundred feet of the house and near the wells or water supply, they should take the first train for some other place."

LONDON omnibuses are to be illuminated with electricity, the battery to be under the seat of the driver.