

THE DIRIGO—THE FIRST AMERICAN STEEL SAILING SHIP.

At the yard of Arthur Sewell & Co., Bath, Maine, the first steel sailing ship built in America was launched on Feb. 17, 1894. Dimensions: Length over all, 330 ft.; length between perpendiculars, 310 ft.; beam, 45 ft.; depth, 27 ft. 3 in. Designed to carry 4,500 tons dead weight on 22 ft. 6 in. draught and to stand without ballast when light in port. She has a flush main deck of steel fore and aft, the whole of which is sheathed with $3\frac{3}{4}$ in. hard planking. The lower deck has stringers and tie plates, and is planked with 2 in. hard pine. There are two steel commodious deck houses, the forward and larger one of which contains comfortable quarters for the crew, also galley, and the donkey engine which works the windlass and dumps by messenger chains. The smaller deck house aft is fitted up for the accommodation of all the apprentices and petty officers, also containing the carpenter's shop. There is a large full poop aft, in which is the captain's accommodation, and a nicely furnished saloon 16 ft. square, on the starboard side. The mess room and pantry is in the center, while the officers' cabin and two spare staterooms are fitted on the port side. The vessel is to be steered by the Waddington screw steering gear, the wheelsman being protected by a steel hood open on the forward end. A large flying bridge is fitted, connecting the poop and topgal-

lirable results from loose bristles. A patient presented, complaining of very sore tooth and much pain about it. Examination revealed undecayed superior bicuspids, sore to the touch, somewhat loosened, and a high state of inflammation and some swelling in the surrounding gum tissue. In exploring the open pocket in the gum about the neck of the tooth, a tooth brush bristle was dislodged. The case was treated, the periosteal and gingival inflammation gradually subsided and the tissues returned to their normal condition.

Probably every observing dentist has noticed this same trouble induced by splinters of wooden toothpicks, minute pieces of rubber dam, etc. In regard to toothpicks, the wooden pick is an abomination, but again its presence prevails on account of its cheapness. The gold toothpick is "a thing of beauty," but not always "a joy forever," as its continuous use is liable to prepare the teeth for a visit to the dentist. A good quill pick is the best pick, and every dentist should impress this upon the mind of the patient. A little advice of this kind is not only beneficial to the patient, but in various ways to the dentist himself.—*Editor, Ohio.*

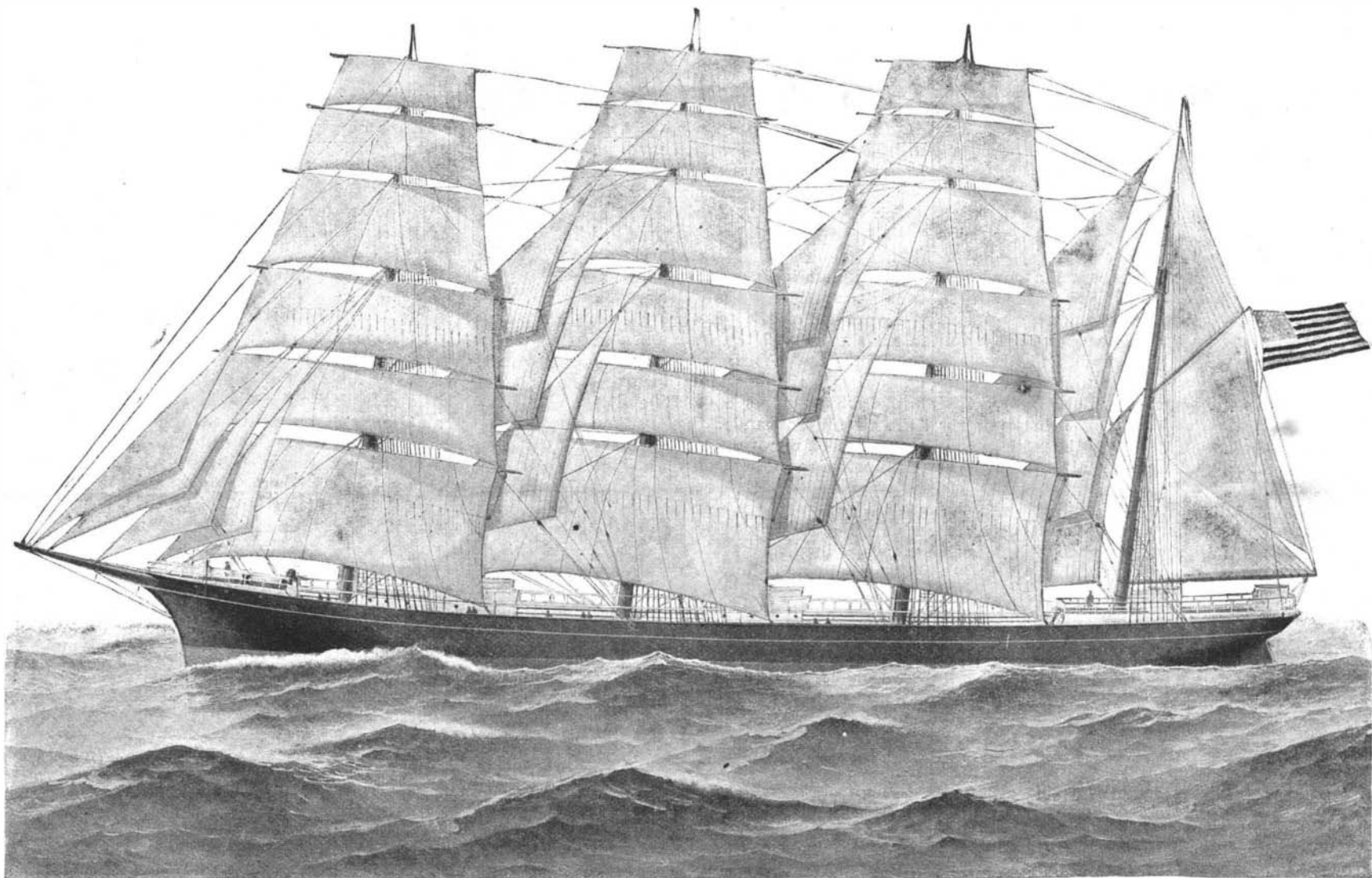
Influenza is Spread by Contagion.

In a recent paper in the *Lancet*. London. Dr. F. Clemow, of St. Petersburg, presents a mass of evidence

disease, point to the infectiousness of the air expired by those sick with influenza."

In Viernoe, also in Central Asia, "the officials in the post office were the first to suffer; then on December 18 a Cossack sickened. The Cossack was sent to the regimental hospital, where he remained for two days, and then was discharged. Two days later (December 20) eight men of the Second Sotnia (a sotnia of Cossacks is a division consisting of 100 men) suddenly sickened. It must be noted that the sotnia was quartered close to the hospital and that there was constant communication between the two buildings. Three days later cases of grippe appeared in the military school and in the band." A second reply from the same town confirms this order of events, and the writer adds that influenza was confined to the postal officials for a space of three days. Finally, a third authority in Viernoe, the surgeon to the artillery brigade, wrote that the first cases in the brigade were among men who were sent to fetch the letters from the post. These instances seem to point clearly to the possibility of the infection being carried by means of letters or parcels.

Numberless other examples are to be found in the Russian literature of the subject pointing to the spread of influenza by contagion. I would briefly repeat, in conclusion, that: (1) Influenza is constantly present in many parts of Russia; (2) it began to prevail in epidemic form in or near the Kirghiz Steppes in the

**THE AMERICAN-BUILT STEEL SHIP DIRIGO.**

lant fore-castle, and this will undoubtedly prove a great convenience in bad weather. The vessel is rigged as a four-masted ship, being square rigged on three masts, the lower masts and top masts all being in one length. The pole bowsprit 67 ft. long, the lower yards 92 ft. long, and the upper and lower topsail yards are all of steel. She will carry single topgallant sails. Has sky sails on the three masts and will spread about 13,000 yards of canvas. In the early spring she will be fitted for sea and will load at pier 19 East River, New York, for San Francisco, Cal. The Dirigo is owned by her builders.

Cheap Tooth Brushes and Tooth Picks.

Cheap tooth brushes are responsible for many obscure throat, stomach, and intestinal ailments. The bristles are only glued on, and come off by the half dozen when wet and brought in contact with the teeth. But recently an operation for appendicitis upon a patient at Albany, N. Y., revealed the fact that the trouble was due to the presence of tooth brush bristles. The market is flooded with these cheap goods and the unwary customer buys them because they are cheap and he has not been taught the difference between the construction of poor and good, or the danger that lurks in the shedded bristle. We, as teachers of the public, should never miss an opportunity to recommend reliable makes of tooth brushes, nor fail to point out the dangers of the poorly constructed article. A recent case in practice illustrates other unde-

showing the highly contagious nature of influenza. The concluding portion is as follows:

One of the most interesting instances was furnished by the town of Prjevalsk, in Central Asia, where the postmaster was the first to sicken, but whether the infection was conveyed by means of letters or (more probably) was contracted by him while traveling is not quite clear. Dr. Smolitchef wrote: "On January 4, 1890, after the sorting of the post, the postmaster sickened; he had returned two days before from a tour of his district, in which he had inspected all the post stations, among them one at a considerable distance from Prjevalsk, and where a disease very like grippe prevailed. I was summoned to attend the postmaster," wrote the senior physician to the local lazaret, "and on the next day I began to feel ill; on the third day I had severe rigors, repeated several times, headache, catarrh, cough, etc.; but as there was no time to lie up, in consequence of the extreme scarcity of doctors and the great amount of work to be done, I continued my visits to the lazaret. Every day the out patients were first seen by me, and these must have caught the infection from me and carried it to and spread it among the men of the garrison. It was a remarkable fact that all the acquaintances with whom I had occasion to converse on January 8 and 9 were also seized with grippe, although of a very light character. These facts, and also the circumstance that after influenza patients were admitted to the lazaret all the patients already lying there were quickly attacked with the

autumn of 1889; (3) the cause of its becoming epidemic is not known; (4) it spread from the Kirghiz Steppes in all directions, north and south, and east and west; (5) it followed the lines of human intercourse; (6) its rate of diffusion was less rapid than was at first believed, and not more rapid than could be accounted for on the theory that it was spread by contagion alone; and (7) there is much positive evidence of the spread of influenza by contagion in Russia, even in towns near to the place of origin of the epidemic and in the earliest days of its course.

International Bicycle Race.

An international bicycle race took place recently at Paris, in the Winter Velodrome, between Schofield and Linton, of Great Britain, and Medinger and Barras, of France. The course was 25 kilometers—about $15\frac{1}{2}$ miles. At the fourth lap an accident occurred which quite spoiled the race, as one of the English competitors was obliged to retire. One of the pedals of Linton's machine broke, and Schofield, who was close behind, was thrown to the ground and abandoned the race. Linton continued riding with one pedal until another machine was brought out to him, when, by splendid riding, he succeeded in overtaking the Frenchmen, who by this time had gained a considerable lead. He kept in front until the last lap, when he was passed by Barras, who crossed the line a length before him. Linton was loudly cheered by the spectators for his plucky riding.