

PRIVY COUNCIL INFLUENTIAL

TOKIO, Aug. 5.—With the passing of the Genro, or elder statesmen who for a decade have to all intents and purposes ruled Japan, selecting premiers and other high officials and deciding between peace and war, the privy council, composed of some of the cleverest minds of the empire, is coming to the front as the chief advisers of the crown. Of the Genro, the term first applied to Prince Ito, who completed the constitution of modern Japan, there are but two survivors, Marquis Matsukata, now in his eighty-third year and Prince Saionji, who is eighty-four.

These aged courtiers are consulted by custom when any great policy is to be decided upon or a change made in the ministry and it is they who advise the crown, but latterly the privy council and Viscount Makino, who was appointed to court rank after returning from the Versailles conference, have had a lot to say in any decision that has to be taken.

This occurred during the recent political crisis. Viscount Kiyoura, president of the privy council immediately the resignation of the Takahashi cabinet was announced was notified to the very active in the negotiations that went on before a new premier was selected and it was soon apparent that the privy council was taking a hand in cabinet making. This aroused the constitutionalists who declared that "constitutionally and traditionally" there was no definite reason for this activity of Viscount Kiyoura, this "pseudo-Genro."

These supporters of party government, who believe that Japan can now conduct her parliament on party lines had hoped that with the passing of the Genro the party system as applied in Europe would come into effect in Japan and that ordinarily with the fall of a cabinet the leader of the opposition would be called upon by the regent to form a government. Instead of this when Premier Takahashi resigned a sort of conference of elder statesmen, privy councilors and other officials was held, much as a national convention might do in America, to choose the new head of the government.

On the other hand the elder statesmen have shown by their selection of Admiral Baron Kato as premier and their passing over of Viscount Kato, the leader of the Kenseikai or opposition party, that they do not believe that Japan is yet ready for party government. The selection of Viscount Kato would have meant that an election would be necessary as he could not command a majority in the Diet.

SUBWAYS UNDER THE SIDEWALKS

CHICAGO, Aug. 5.—Subways under Chicago sidewalks, instead of under the city streets, is the plan proposed by D. Chase Denison, Chicago civil engineer, who contends that such an improvement could safely be built at less than half the depth of the ordinary type of underground railway and at a tenth the cost.

Only a small portion of such a subway system as Chicago needs can be built at the depth that would be necessary if excavation should be made under the streets proper, owing to the expense, according to Mr. Denison, who has submitted to F. S. Schwartz, chairman of the Chicago Council Transportation committee, a plan for a subway system ten or twelve feet deep under the sidewalks instead of twenty-five to fifty feet deep under the streets.

It is understood that application has been made to the United States patent office for protection of the plan, which Mr. Denison believes applicable to other cities.

"The city of Chicago owns the sidewalks up to the building lines," said Mr. Denison. "The city has the right to lease to the surface lines the space under the sidewalks for the car lines. This space is now used if at all, chiefly by business houses for coal holes.

Such a deep subway as funds could be provided for would be inadequate for present needs, whereas a subway system built ten or twelve feet deep could provide for the future. In ten or twenty-five years the population of the city will be greatly increased. At present we are twenty-five years behind the times in our provision for traffic; most proposals are designed only to catch up with the growth that has already taken place and are not far-sighted. A deep subway would be but a temporary makeshift.

"The sidewalk subway could be built at one-tenth the expense of a deep subway. In one-tenth the

time, and could extend throughout the city, as ten times as extensive a system could be built for the same money. In addition to its economy, the plan offers several advantages.

"In the first place, it would dispense with long stairs, inclines or elevators which many people, especially during the rush hours, would not and could not take.

"A deep subway is also far harder to ventilate, and the noise is like that inside of a drum. It also is dangerous, and in case of accident a trap for humanity.

"Under the new plan glass in the sidewalks would supply most of the light required in daytime. Ventilation could be arranged along the buildings. It would work automatically, the cars in motion forcing the air out in front of them and drawing in fresh air behind them by suction.

"The cars would take on and let off people at every street intersection in the 'loop district,' and would make three to five times the speed made on the surface, run eight to ten times more cars and carry as many more passengers.

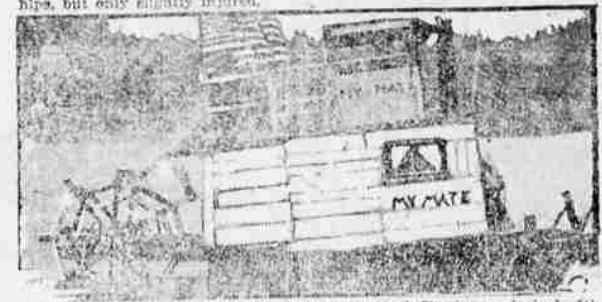
"The plan provides for such a



OLDEST BARBER. He's Albert Schultz, Cincinnati, O., and he's kept shop at the same stand for 52 years. This shows him shaving E. Steinkamp, who was his first customer and who has been coming regularly since for more than half a century. "Bobbed hair, new fad," says he. "Girls were having it bobbed in 1870."



HOLD THE NEWS; SHE'S A'RNIN'. Ed Purcell, one of the star performers of the Ford Klans, Ore., roundup, tried to ride Red Horse Paul, a notorious "bad horse." Reddy turned a somersault, and Purcell didn't waste any time in making tracks. He was caught under the horse's legs, but only slightly injured.



SHADES OF TOM SAWYER. Here's one Mark Twain overlooked. It's the only ten-pipet "steamboat" in captivity. Carl Knepper, skipper and crew of this novel craft on the lower Ohio River, sits on the rear and projects the stern wheel with his feet. Notice the cabin, and the "wheel

THRISHING PRICES ARE MADE

WALLOWA, Aug. 5.—At a regular meeting of the Wallowa Grange last Saturday a goodly number of

farmers and threshermen discussed prices and wages. The following schedule was adopted as a equitable scale:

Six cents per bushel for barley and oats and seven cents for wheat. The threshermen to furnish a crew of five men. Wages for pitchers, \$2 per day. Bundle team and man, \$4. Sock sewers, \$4.

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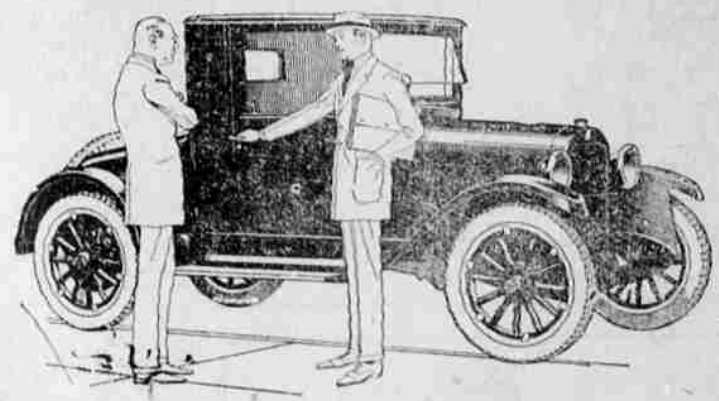
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