

SAYS ROCK ISLAND

Eastern Man's View of Great Central Support.

HE HAD INSIDE INFORMATION

Choctaw, Oklahoma & Gulf Arranged for Coos Bay Outlet Before It Was Absorbed in Rock Island System.

Some time ago currency was given a report that the Chicago, Rock Island & Pacific Railroad was behind the Great Central project between St. Louis and Coos Bay. That was given little attention then, because other probabilities seemed stronger. Since the St. Paul has been eliminated from the transcontinental railroad competition by its arrangement with the Union Pacific, there has been more disposition to consider the Rock Island as a factor in the Coos Bay enterprise, and the following facts bearing on that feature of the case is illuminating.

Roseburg, Or., Oct. 22.—If the readers of the Oregonian will glance at a map of the Rock Island system, with all the roads it controls, and the new building of the Coos Bay outlet, they will find that system looking for an outlet on the Pacific coast.

The main line now runs from Chicago to El Paso, Tex., there making connections with the Mexican Central Railroad. From Bellevue, Kan., a line runs to Fort Worth, Tex., which is now being extended to Dallas, Tex., and from Dallas to Houston, Tex., and from Houston to Galveston, Tex., and from Galveston to San Antonio, Tex., and from San Antonio to Austin, Tex., and from Austin to Dallas, Tex., and from Dallas to Fort Worth, Tex., and from Fort Worth to Chicago, Ill.

At the present time at Denver the Rock Island system is only a feeble thread, the trans-Rock Mountain road, and will this mighty system stop at Denver and continue to pay toll to other lines? The Moffatt road, now in course of construction from Denver to Salt Lake City, is known in New York to be a Rock Island proposition. As regards the Chicago and Rock Island system, the Chicago and Rock Island system has a network of railroads centering in Denver from every direction. From Chicago, St. Louis, Kansas City, Memphis, St. Paul, Omaha, St. Joseph, Mo., Denver, Fort Worth and El Paso, main lines, and scores of feeders controlled by the system.

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The report has been circulated that the road will run up the East Unquappa River via the old cattle trail route to Klamath County, but this is a matter which is not yet settled. The road is in the East within the past three months, shows that the road will run up the North Unquappa and cross the Cascade Range at lower elevations than the route recently reported in the Oregonian. The North Unquappa River route is the only feasible one to cross the Cascade Range at reasonable expense, and besides it will be found to be seven to 10 miles shorter than the survey reported in the Oregonian.

The road is not connected with any railroad or boom enterprise; has no land or lots for sale, nor any scheme to advance. He is a man who has been "caught" on to the road, and is now in the hands of the railroad men, and believing the tip given him by a prominent railroad man and friend, he is in the hands of the railroad men and the newspaper business.

AGAIN TALKING OF MORE PAY. But Mostly About a New Union of Railroad Men.

OAKLAND, Cal., Oct. 22.—According to the interviews obtained today by a Tribune reporter with the heads of railroad unions, the union members, there will be a demand upon the Southern Pacific system for the next 30 days for increased wages, which will affect upwards of 30,000 of its employees. Both the men and the union officials are loath to speak of their plans and purposes, but when pressed to confess or deny the published statements that a concerted demand was being made, not only upon the Southern Pacific Company, but upon the other railroad companies in the west, they admitted that such was the case.

During the last six months the membership of one union organization alone has increased over 100 per cent. The organization is the United Brotherhood of Railway Employees. Six months ago there were only 800 members of that organization in the employ of the Southern Pacific system. Today there are over 15,000 members. The membership does not include the thousands of railway men employed on 22 other railroads who are involved in the present movement. The brotherhood is not limited to the employ of the railroad companies, but includes all of the organizations. The engineers, conductors, brakemen, switchmen, firemen, boiler-makers, carmen, machinists and all necessary railroad employees are included, but all are eligible to membership in the brotherhood.

It is estimated that before the first of the year on the Southern Pacific system alone there will be 25,000 members. In the State of California there are 14,000 employees of the various roads who belong to unions. It is said that these men are supporting each other, as well as the organizations in the Eastern States. All of the 14,000 men in California either have demanded or will demand increased wages of the Southern Pacific Company.

The cause of the demands being made is stated to be the increased cost of living. The men say that they are paying 30 to 40 per cent more for house rent and the necessities of life. Their wages, they say, have not been increased proportionately, and that it is harder to support a family now than it was four years ago.

They also recite that all the railroads are going from one-fourth to one-third more in cost of living than formerly, and that their profits are correspondingly larger. The third reason assigned by the men for wanting better wages is that, owing to the heavier equipment in use by nearly all the railroads, the train crews and all employees connected with this department are compelled to do more work than formerly. To make good their assertions that the cost of living is higher and that their wages are making more money than ever before, the executive committees appointed over a year ago have compiled exhaustive statistics. The cost of food, wearing apparel, house rent and other necessities for a period of six years is tabulated for the benefit of the heads of the railroads. Statistics showing the exact cost of operation per mile of the railroads and the exact profit reaped by the companies for each mile have been prepared. The increased profits will be made the basis of the increased demands.

Union Pacific Thwarts Rock Island. NEW YORK, Oct. 23.—Official announce-

ment has been made, according to the World, that a controlling interest in the St. Joseph & Grand Island Railroad has been purchased by the Union Pacific and allied interests to prevent the Rock Island from obtaining it. The control was purchased in the open market. The line, while not big, is important strategically to Union Pacific and is valued at \$1,000,000. It runs from St. Joseph, Mo., to Grand Island, Neb., 250 miles, and has tracks from St. Joseph to Kansas City, 61 miles.

CONTRACT FOR CUT-OFF.

Northern Pacific Starts Line Between Coulee and Adrian. SPOKANE, Wash., Oct. 22.—The contract for a new railway line extending from Coulee City, on the Northern Pacific's Central Washington branch, to Adrian, on the Great Northern, has been let to Larsen & Foley, of this city, by the Northern Pacific. The line is to be 20 miles long, and must be completed within six months. The contract price is not given out, but is believed to be between \$200,000 and \$250,000.

MEMOIRS OF KRUGER.

Story of the Ex-President's Life as Dictated to Friends.

LONDON, Oct. 22.—The Times this morning publishes three closely printed columns of a first installment of extracts from "Kruger's Memoirs" which were dictated to trusted friends during his enforced repose at Orange. The memoirs begin by describing incidents connected with the great trek participated in by his father when the ex-President was 9 years old, some of which he remembers today. The memoirs give a graphic account of his first lion at the age of 14, and picturesque incidents of the struggles of the Boers with black aborigines. Then follow well-written descriptions of the part Mr. Kruger took in all the wars with the Matabele, Zulus and others. At the commencement of the Civil War of 1881, Mr. Kruger wished to take no part whatever in the dispute, but after he had been once drawn in he did not rest until he had secured the right of popular opinion.

The extracts then deal with the history of Transvaal politics up to the latter part of the Boer war, and the commencement of the open conflict with Great Britain and the arrival of the Shepstone mission, empowered to effect the annexation of the country. Mr. Kruger says he demanded of the burghers that they prohibit the Shepstone mission from entering Pretoria, but that the burghers ignored his demand.

The Times promises, on a subsequent occasion, to give extracts from the memoirs, dating after the British annexation.

HARLAN PREVENTS A FIGHT

Justice, Though an Old Man, Easily Subdues a Mob of Students.

WASHINGTON, Oct. 22.—Justice Harlan, of the United States Supreme Court, who is a member of the faculty of the Columbia University law school in this city, last night interfered and prevented a class fight between the freshmen and sophomores. Justice Harlan is a giant in stature, and although 69 years of age, he is still vigorous and active. He is a member of the faculty of the Columbia University law school in this city, last night interfered and prevented a class fight between the freshmen and sophomores.

The anticipated contest was the result of the announcement of the freshmen class that it would hold its first meeting last night in Jurisprudence Hall. This announcement acted as a suggestive challenge to the sophomores to break up the meeting if possible. After the regular lecture of the evening, the first-year men undertook to open their meeting, when the sophomores made a charge against the door of the hall. At this point Justice Harlan appeared, and in a commanding voice ordered the combat to cease. The sophomores paused for a moment, but were evidently disposed to obey the order. The freshmen, however, began a second assault. It was then that the jurist took a personal hand in the fray. He reached over the heads of the assaulting party, and seizing the leader of the freshmen, dragged him from the pile. The jurist then directed the second-year men to disperse, with the desired effect.

MORGAN IS 'KNOCKED OUT'

British Decides for Yerkes in London Tube Railway Fight.

LONDON, Oct. 22.—The contention of counsel for Charles T. Yerkes, before the House of Commons, yesterday, that the construction of a Piccadilly and City road must be withdrawn, as the Morgan 'tube' system has no legal status through the 'best' precedent of Parliament as part of the London United plan, which became nonexistent that day through the withdrawal of its bill, was upheld by the House of Commons. Sir Lewis Melville, announced that the committee was unable to proceed with the consideration of the bill.

The Associated Press learns that Morgan does not intend to press the underground project. Despite the decision of the committee, he will have a bill introduced in 1903 giving facilities similar to those of the scheme just knocked out. Morgan's defeat by the House of Commons, control of which was purchased by Speyer Bros., who are financing Charles T. Yerkes' plans. It is extremely doubtful, however, whether Parliament will grant the concessions desired.

YOUNGER LAID TO REST.

Famous Bandit's Remains Entered at His Old Home.

LEES SUMMIT, Mo., Oct. 22.—The remains of Jim Younger, the bandit, were interred in the family lot in the little cemetery, near town, today. A brief, simple service was held at the home of N. S. Benton, who was the brother of the bandit. The house was crowded and many were unable to gain admittance. Mrs. Benton, a niece of the Younger boy, led a quartet which sang "Rest, Weary Head." Rev. S. N. Shiffer, of the Presbyterian Church, followed in prayer, speaking a few appropriate words and then after another song the casket was removed to the hearse. The pallbearers were old associates of the Younger, members of Quantrell's band, and among the mourners were several who had fought with Quantrell, Price and Shelby.

NEW ERA FOR INDIANS.

Anti-Allotment Sentiment Against Five Tribes Has Disappeared.

WASHINGTON, Oct. 22.—The annual report of the Dawes Commission, appointed to treat with the five civilized tribes, says that if all the pending agreements should be ratified by the tribes, practically all necessary action would have been secured for the complete administration of the five estates entrusted to the commission—an end sought for nearly 10 years. The report says that it is impracticable, at this time, to render final decisions in cases involving the right to enrollment of citizens by intermarriage of the Choctaw and Chickasaw tribes. The conclusion is announced that the bitter anti-allotment sentiment of the citizens has been largely yielded to reason and time, and the five civilized tribes are fairly on the threshold of a new era.

Clark's Daughter a Mother.

NEW YORK, Oct. 22.—A daughter has been born in this city to Mrs. Lewis Ruthen Morris, who was Miss Katherine, daughter of Senator W. A. Clark, of Montana.

NOW FAVOR ANNEXATION

MOUNT TABOR PEOPLE UNDERGO CHANGE OF HEART.

Recent Fire Emphasized Insufficiency of Water Supply and Made Many Converts.

L. N. S. Normandin, a prominent business man and director of Mount Tabor District No. 2, said yesterday that there was a quiet movement on foot for annexation to Portland. This, coming from Mr. Normandin, who was bitterly opposed to annexation, and helped to defeat it four years ago, is significant. He admitted that he was much against coming into

To Erect Warehouses.

An elevated roadway will be built on East Taylor street, between East Taylor street and Union avenue. On this street Henry Belchick and Fisher, Thorsen & Co. will put up large warehouses when the roadway is built. They own respectively 100x200 feet each on the street. The only purpose of building the roadway on East Taylor can be to provide an outlet for these warehouses.

Lively Building District.

One of the busiest places on the East Side is east of East Twenty-eighth street and north of East Burnside. Fine dwellings are springing up like magic. In one

FRIENDS OF LABOR.

Bishop John Lancaster Spalding.

His public utterances for years have been a continued protest against capitalistic oppression of labor. He has used his oratory at every opportunity to argue for a new condition in which universal fellowship shall succeed the greedy fight for business power and gain. His public statements seem to apply most potently to the problems which the strike judges will have to decide.

In a speech at Central Music Hall, in Chicago, early in November, 1900, he voiced a sentiment he has often expressed when he said: "A wrong done by a powerful man is doubly and trebly wrong. A wrong done by a great corporation, by a trust, is infinitely wrong. A wrong done by a body that owes its existence to the people, takes the property that the people's labors have made valuable, and then uses the franchise to swindle the people—the workers—is worse than highway robbery. The time is bound to come when men, looking back fifty or a hundred years from now, will consider us as ignorant, as barbarous and as cruel as savages."

Edgar E. Clark, Grand Chief of the Railway Conductors.

Mr. Clark is the "sociologist" called for by the terms of the arbitration proposition. He has thought deeply and studied extensively problems affecting the laboring man, and all his public acts rank him as their consistent champion.

FRIENDS OF CAPITAL.

Edward Wheeler Parker, Statistician of the U. S. Geological Survey.

The Engineering and Mining Journal, of New York, of which he is the managing editor, has actively taken the part of the operators throughout the strike. There have been frequent editorials in this journal, notably one on August 30 last, in which an attack was made on John Mitchell. It was held that he had tried to prevent the miners from going out, but that they had gone out and he had led them to keep from being run over. "A cow galloping on the track is not exactly 'leading' the locomotive," asserted this editorial, which aimed at refuting Bishop Potter's praise of Mitchell for controlling his men. It was charged, too, that Mitchell had conspired to get pledges from candidates to the next Pennsylvania Legislature to "vote for laws which will either ruin or embarrass the operators."

Thomas H. Watkins, Formerly an "Operator" at Scranton.

His sympathies are known to be with the operators, and he is chosen as the "man who, by active participation in mining and selling coal, is familiar with the physical and commercial features of the business." He is known also to be a fair-minded man, but necessarily strongly affected by his long business environment.

UNBIASED REPRESENTATIVES

George Gray, United States Judge, of Wilmington, Del.

The strongest evidence of his unprejudiced position is shown in the fact that he was a member of the Spanish Peace Commission at Paris, the Joint High Commission at Quebec, and the International Committee of Arbitration under The Hague convention.

General John M. Wilson, Ex-Chief of U. S. Engineering Corps.

It is not recorded that he ever expressed any opinion on labor troubles akin to the present strike of miners. His probity and good judgment are recognized as fitting him well to be an unbiased arbiter of the dispute.

ARTISANS MAY BUILD HALL.

Four Lodges at Mount Tabor Left Homeless by Recent Fire.

United Artisans of Mount Tabor may build a two-story building to replace Oriental Hall, on West avenue, which was recently destroyed by fire. It is not the intention of the owners of Oriental Hall to rebuild. L. S. N. Normandin said yesterday that the Artisans were figuring on putting up a building either on the foundation of the structure that was burned, or on the corner of West avenue and the electric railway.

The head assembly has assured the local assembly that, if the money for the building is raised, the ground for erection of a hall will be available. If this plan is carried out, a joint stock company will be formed among the members of the local assembly. Mr. Normandin says he is considering the location of the hall. He will pay, and he has no doubt but one will be built there in a few months at least. He favors a building with lodge and banquet halls separate.

Four lodges have been deprived of halls by the burning of the Oriental building. Three of these now have to meet in the city, which is a great inconvenience. These would all secure quarters in the new building.

NATURAL HISTORY CLUB.

Formed Among Children of South Mount Tabor School.

In the fifth and sixth grades of Miss E. Strang's room, in the South Mount Tabor School, District No. 4, a Junior Natural History Club has just been formed, according to the plans received from Cornell College, New York. Literature giving direction and method of study was received, and the club was organized with the following officers: President, Frank Trischley; secretary, Mary Quist; treasurer, Albert Elaser.

Instructions were given under direction of Miss Strang. Much enthusiasm is displayed in the work. First work was in the study of insects. Miss Strang says that excursions into the neighborhood of nature-study will be made. This is the first class of the sort to be organized in a Multnomah school. Already Miss Strang has received letters of inquiry as to the plan of work.

University Literary Society.

The Haywood Literary Club has been organized at University Park. It has a membership of 38 leading people on the Peninsula. Officers are as follows: President, J. B. Exater; vice-president, Charles A. Glines; secretary, Mrs. Welch;

treasurer, Lloyd Reed. The object is to benefit the members in literary and musical training. Meetings will be held at the homes of the members. Entertainment, dramatic and musical, will be given during the winter months.

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East Side Notes.

Fred K. McCarver returned yesterday from a trip to Port Orford.

There will be a meeting of the Martha Washington Social Club the evening of the first Friday in November at the home of A. H. Willets, 430 East Fifteenth street. Plans will be laid for the winter's social season.

HE WAS ONLY A BOOK AGENT

But He Gave an Anxious Mother a Terrible Shock.

A book agent with all the latest improvements was making the rounds yesterday, and in his course he called at the front door of a prominent clubman of the city. The man of the house, a well-known book agent, was making the rounds yesterday, and in his course he called at the front door of a prominent clubman of the city. The man of the house, a well-known book agent, was making the rounds yesterday, and in his course he called at the front door of a prominent clubman of the city.

BUSINESS ITEMS.

If Baby Is Cutting Teeth.

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children, which soothes the inflamed gums, allays all pain, cures wind colic and diarrhoea.

Temple Beth Israel.

At the Temple Beth Israel Dr. Stephen

Dr. Bull's Cough Syrup.

IT IS INFALLIBLE. IT HAS STOOD THE TEST FOR FIFTY YEARS. IT IS HARMLESS. IT PREVENTS CONSUMPTION. Miss Sara E. Willaver, Phillipsburg, N. J., writes: "I was troubled for months with a severe cough, which would have turned to consumption but for the timely use of Dr. Bull's Cough Syrup."

AVOID CHEAP SUBSTITUTES.

Do not accept cheap substitutes offered by unreliable dealers, who are thinking of larger profit only. ASK FOR THE OLD RELIABLE "DR. BULL'S COUGH SYRUP." SEE THAT YOU GET IT; also see that the "BULL'S HEAD" is on the package.

SMALL DOSE. PLEASANT TO TAKE.

Doctors everywhere prescribe it and all hospitals use it exclusively in cases of coughs, colds, hoarseness, croup, bronchitis and all affections of the throat. It cures quickly and permanently. Thousands of testimonials are received from grateful patients who have been cured by "Dr. Bull's Cough Syrup." All druggists, etc.

THE WOMAN HAD SEEN HIS POINT. "Why,

you're only a book agent. You're a fraud, an impostor, what do you mean by scolding me to—"

"Never!" was the reply.

As he retreated to the door the book agent paused as though he had forgotten something. "Mrs. X," he said, "you are the only woman of intelligence in this city, who has not bought this volume. Let me beg—"

The door and the incident closed.

NEW VERSION OF HOLD-UP

Victim of Stage Robbers Tells How It Was Done.

TILLAMOOK, Or., Oct. 20.—(To the Editor.)—Referring to the article regarding the hold-up of the North Yamhill and Tillamook stage line, please permit me to call your attention to the following facts: There was only one robbery. Instead of three: Mr. C. F. Levens, of 36 North Seventh street, who you state could not be found, is a traveling representative of J. A. Folger & Co., of San Francisco. He lost \$250 in coin and a check for \$200. Dr. O. H. Davenport, a dentist, and Otto Helms, a photographer of Tillamook, lost as follows: Davenport \$50, and Helms \$75.

The coach of the stage is not covered at all, and in consequence there were no doors to be opened. The highwayman made the passengers stand in line and dig up, covering them with two ugly-looking revolvers. He went through all the valises the passengers had.

The robber was a man about five feet, 11 inches tall and dressed as a gentleman, with a pair of overalls over his pants, in which he deposited the bounty he received. He carried a rifle in a box, but being informed by the driver that the stage did not carry any, the driver, James Messner, was requested to hand out the waybills, which was done.

The robber asked whether that he was an old hand in the business. He managed it so that he kept them all covered at once. He had two revolvers, which looked to the passengers of the stage, when thrust in their faces, as a big cannon on the Oregon. One of them was nickel-plated and the other oxidized, of 44 caliber. He examined the mailbags, but did not cut any of them open, thinking, perhaps, there was not enough in them to pay him for the trouble.

After reaching Fairdale, about 14 miles from North Yamhill, the news was telephoned to Portland.

A Victim of the Hold-up.

THE PRONGHORN ANTELOPE

Mr. Sturh Says That They Will Not Stand Captivity.

PORTLAND, Oct. 22.—(To the Editor.)—I see in today's Oregonian a communication from D. L. E. Hildreth, Esq., in regard to the pronghorn antelope. The doctor is right; they are beautiful animals and very attractive in their native wild state, but are an entire failure for pasture etc. First, they very seldom stand captivity more than three years—except on account of change of climate and food; they will stand all the cold, but not much rain, dying with lung trouble; that is, they do not like being kept in parks. Furthermore, the antelope loses all beauty in captivity, as there is no more life in them than an old sheep, and, from feeding on the good food, they lose all the beauty of the good looks. I have kept them for years in Iowa, and corresponded with Judge Caton in regard to them. I think it is cruel to keep them from their native home and let them die a lingering death in captivity.

I also saw in today's Oregonian an article in regard to protecting Oregonian pheasants. The only way to protect these birds is to do as they do in England and Germany; that is, to pass a law that no pheasants can be killed, and that a fine of from \$1 to \$5 be imposed on any one killing them. Upon coming near it, I have been doing my best to this effect, but without any success. Let our sportsmen try all the other laws first, but they will find that this is the only remedy.

F. A. STURH.

NEW LIFE-SAVING DEVICE.

Aluminum Globe Is Tested by Ship and Proves a Success.

NEW YORK, Oct. 22.—A demonstration of an efficient and novel life-saving invention has taken place in the English Channel, cables the London correspondent of the Herald. About four miles off Folkestone, a tug sighted a strange object in the water. Upon coming near it was found to be a large globe. From a manhole on the top a man's head protruded. The tug went alongside and two men emerged from the globe. They proved to be the inventor and his assistant, both Norwegians. According to their story, the globe, which is composed of aluminum, was put overboard from a steamer off Havre and since that time it had been knocking about the Channel with its two occupants. The inventor claims that it satisfied all requirements and expectations and demonstrated its serviceability for saving lives at sea.

The tug towed the curious craft to Dover where it attracted much attention. It is about eight feet in diameter. An air shaft is provided and it is also fitted with a water pump, sail and rudder. Its capacity is claimed to be sufficient for 15 persons, together with 800 pounds of food and 100 pounds of water.

Quarrel Leads to Bloodshed.

PRESCOTT, Ariz., Oct. 22.—Charles McCready, an engineer at a mine near Prescott, is dying, and Ed Tippon, a miner, is in the hospital suffering from two gunshot wounds as the result of an encounter today. The men had a quarrel over a day over a trivial matter. They met on the trail between the boarding-house and mine, and both drew guns and commenced firing without any preliminaries.

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