SHERIFF STOPPED HOLD UP

WALKED INTO A SALOON AS IT WAS IN PROGRESS.

Two of the Men Had Just Broken Jail, and the Officer Was After Them.

REPUBLIC, Wash., Dec. 28.—Four of the five prisoners who sawed their way out of the jail here to liberty Christmas morning have been recaptured. Two of them were taken by Sheriff Lowry while they were in the act of holding up a saloon at Curlew. One prisoner was shot in the neck while resisting the Sheriff. The escape was made at an early hour Christmas morning. The jail is an old wooden structure. The men sawed through the ceiling of their big cell, having obtained a saw from some confederate on the outside. Then a hole was cut in the roof and the men were at liberty. Sheriff Lowry and his force knew nothing of the escape until some hours after it happened. Then the trail was taken up. Two of the men were found at Waconda and brought back Thursday. The Sheriff heard that three of the prisoners were at Curlew. He traced them to a saloon and walked in. As he entered he saw half a dozen men lined up against the rear wall of the saloon, while two of the jailbirds were going through their pockets.

The men were covered by a double-barreled shotgun in the hands of the third desperado, who stood on the outside and had poked the muzzle of the gun through a hole in the wall. In searching the victims the prisoners had found a revolver, and one was holding it on the men while the other rifled their pockets. The Sheriff struck the robber a blow, knocking the revolver from his hand. As he stooped to pick it up the officer fired at him, the ball taking effect in the neck. The wound is not dangerous. The robber on the outside dropped his gun and fled as soon as the Sheriff entered the saloon. Securing his two prisoners without further resistance, the Sheriff brought them back here. The fifth man is supposed to have gotten into British Columbia.

GREAT AUTOMOBILE TRIP.

Californians Will Attempt to Reach Canon of the Colorado.

LOS ANGELES, Cal., Dec. 28.—A party consisting of Oliver Lippincott, a photographer of Los Angeles; T. H. Chapman, of Buffalo, N. Y., and Winfield Hogaboom, of the Herald, of this city, left here tonight for Flagstaff, Ariz., where they will start on Tuesday morning to make the first automobile trip to the Grand Canon of the Colorado. They will use an especially-made automobile of 10 horsepower, and will attempt to average 20 miles an hour over the mountains. The experiment is made to test the practicability of automobile lines from Flagstaff to the Grand Canon.

Boy Smothered to Death.

SEATTLE, Dec. 28.—Wilmer Mingo, 14 years old, was smothered to death this afternoon by the caving in of a sand bank into which he and some other children had dug a tunnel.

Brother of James J. Corbett.

SEATTLE, Dec. 28.—John Corbett, a brother of ex-Champion James J. Corbett, was found dead today.

MISTAKES IN HISTORY.

Classical Stories That Have Proved to Be Myths.

The celebration of the King Alfred millenary in England and elsewhere throughout the British Empire revives the stories of the deeds for which the Anglo-Saxon has for centuries been paying honors to the great King's memory, which things he never did, says the New York Mail and Express.

Alfred, the King who founded Oxford University, who fathered the system of trial by jury, and who, as every child was taught, let the cakes burn in the old woman's hut, has been lauded by millions of the English-speaking people.

Unfortunately, historical research has disclosed that Alfred, good man and great King though he was, did nothing of the sort. Most of the pretty yarns about Alfred sprang up hundreds of years after his death, and are of a piece with other entertaining stories which may be classed generally under the head of "Mistakes of History."

Probably one of the most affecting scenes connected with the making of literature is that described in the oft-repeated story of the blind poet Milton dictating "Paradise Lost" to his daughers. Dr. Johnson, however, has been quoted as denying it. He said, furthermore, that Milton never even permitted his daughters to learn to read and write.

A favorite "piece" with Western and Southern schoolboys on recitation and exhibition days was a set of verses telling of the heroic stand of Leonidas and his brave "300" at Thermopylae. The Abbe Barthelemy, who asserted that he had inquired minutely into the subject, wrote that, according to Diodorus, Leonidas had 7000 men under him, and that Pausanias gave the number of Leonidas' army as 12,000.

Did Caesar say to the pilot:

"Why do you fear? You have a Caesar on board."

Likewise the story that the Duke of Clarence was drowned in a butt of malmsey is an error of history which passed current as genuine for several centuries.

Colossus of Rhodes.

The inside of cigar box covers are sometimes ornamented with a picture of the Collossus of Rhodes, with ships in full sail passing between the outstretched legs of the gigantic statue. These pictures reflect the popular, and what for centuries was the historical, idea of the Colossus, which was accounted one of the seven wonders of the world. It may be interesting to know that all drawings of the statue are purely imaginary, and what is more, are modern, not ancient, efforts. The Colossus was erected in 305 B. C. The most trustworthy of ancient accounts of it is contained in a manuscript dating about 150 B. C., in which the height of the statue is given as 105 feet. The entrance to the harbor of Rhodes is 350 feet across, so that it was manifestly impossible that the legs of the Colossus should span the entrance to the port, or that ships should sail beneath it.

As a matter of fact, the Colossus was not built across the harbor, but on an open space of ground near it, but for all that, it was a wonderful statue.

People whose sympathies are easily aroused have wept over the wrongs of Belisarius, the conqueror of the Vandals, who, many were taught, "begged his bread at the city gates," after having commanded victorious armies and been of much service to the state. The good old General was unquestionably an unfortunate and much-abused man, but there is no proof that he begged his living at the city gates or elsewhere. Yet Van Dyke engraved him, and David, the great Frenchman, painted him, and tragedies and romances were written around him in the belief that he did sit at the city gates, a forlorn and disconsolate object, with palm outstretched for alms.

The facts are that a conspiracy against the Emperor Justinian being discovered, two of Belsarius' officers confessed under torture that the old General was in the plot. He was condemned without further hearing, his property sequestrated, and he suffered imprisonment for six months. His innocence being established, Belisarius was released, and he died about a year later. But that he ever was reduced to the extremity of begging is declared to be absolutely untrue.

William Tell and the Apple.

The schoolbook tale of William Tell shooting an apple from his son's head is also without foundation in fact. Tell's name doesn't even appear in the chronicles of Zurich, and the most ancient writing in which the story is mentioned bears date some 200 years after the event it pretended to describe. The story is a variation of an old Scandinavian saga. A similar bit of "history" is related of William of Cloudsley in England in the 12th century.

Petrarch wrote any number of beautiful verses to his Laura, yet historians say that "Laura may have been a myth and the sonnets poetical fiction" so far as any authentic account of the young woman herself is concerned. Petrarch certainly carried his affections to another shrine, for Laura was not the mother of his child. Discrediting the actual existence of Laura smashes Byron's cynical couplet:

If Laura had been Petrarch's wife,
Think you he would have written sonnets all his life?

It is denied also that Emperor Charles V of Spain on his abdication adopted the habit of a monk and occupied himself in the manufacture of clocks. It is declared that he never ceased to be Emperor de facto, and he never surrendered the control of affairs of state.

Inventors of the Steam Engine.

Coming down to later times, the people of three different countries claimed three different men as the inventor of the steam engine. In America there is a popular belief to this day that Robert Fulton built the first successful engine and steamboat. In England the Marquis of Worcester, who published an account of a steam engine in 1663, has received credit for the invention. In France Solomon de Caus (1615) was regarded as the genius who had given the world a new motive power. Each of them may have conceived and worked out the idea of a steam engine without the slightest knowledge of what had been done in that direction before their day, but none of them might rightly lay claim to being the first in the field.

On April 17, 1543, Don Blasco de Garay launched a boat of 200 tons burden at Barcelona in the presence of the Emperor Charles V. The boat was propelled by steam, and made ten miles an hour. She was called La Sanctissima Trinidada. The Emperor gave to Don Blasco a handsome present, but did not regard the invention as practicable, and nothing came of it. From this it would seem that Fulton was centuries behind the times.

THE ODDEST AUTOMOBILE.

It's Home-Made, Weighs Eight Tons, and Makes One Mile an Hour.

New York World.

Chicago—George Washington, who lives in a home-made automobile with his wife and a boarder, Isaac Newton Richardson, wants to cross the Delaware River. It is likely to be years before he achieves his ambition. He is the owner and builder of the automobile, which weighs eight tons, and appears to be an improved and up-to-date "prairie schooner." Mr. Washington does not violate the city ordinances limiting the speed of automobiles, for the fastest pace his home-made auto can make is one mile an hour.

On the other hand the auto is so slow that it incurs the wrath of the police. The other day, with its three gasoline engines coughing and sputtering, the auto stood at Cottage Grove and Twenty-third street, while the chauffeur, on the ground, calculated the probability of success should he attempt to cross the street-car tracks from the east side.

Policeman James Flynn urged him to go ahead, declaring that the residents of the neighborhood had complained of the noise and puffing of the engines. They said it had disturbed their slumbers all night and was a nuisance.

After 15 minutes of study Washington, who is a native of Bangor, Me., decided to make the attempt. He mounted the engine, pulled three levers and sat expectantly. The puffing grew louder, and soon the conveyance was in motion. It reached the tracks and balked—the weight was too great for the power.

"Hurry up," said Flynn, "the cars will be coming along in a couple of hours," he added sarcastically.

The odd machine stuck on the crossing, and Flynn brought the patrol wagon horses to help move it, admonishing Washington before he left not to let the thing run away.

The horses tugged in vain. Flynn then went for the ambulance horses and there was more pulling without results. Then the machine was backed up, planks were laid across the tracks and Washington crossed Cottage Grove avenue in time to let the first cable train pass. He then started the machine south on Prairie avenue.

It was 8 o'clock when Twenty-sixth street was reached. Here the car tracks blocked Washington and the cars were delayed. Twenty-ninth street hove in sight shortly before 10 o'clock, and Washington turned toward the east. When he reached Cottage Grove avenue, cars filled with people were passing. Here the automobile blocked the tracks for many minutes, conductors and gripmen filling the air with warm remarks. The tracks once safely crossed, Washington started for the lake, and a savory odor from the rear of the machine told that Mrs. Washington was preparing dinner.

Washington came from Maine several years ago. Discouraged by fire, which twice destroyed his home on the West Side, he conceived the idea of building a movable house, and his wife was an efficient assistant. Recently the task was finished. The automobile is 40 feet long and is fitted with wheels taken from condemned horse cars. The power is communicated to the wheels by means of chains driven by 18-horsepower engines, but most of the power is wasted before it reaches the wheels. The house is eight feet from the ground and is 11 feet from the floor to the roof, which is shaped like that of a car. It is reached by steps from the rear.

As the chauffeur cannot see the ground immediately in front of the wheels, he gets a general idea of the direction in which he is going from a broomstick placed in a vertical position, which moves with the front wheels. Horses shy at the strange object, but are never frightened by its rapid motion.

Mr. Astor's Chauffeur Burnt.

New York World.

Poughkeepsie, N. Y., Dec. 16.—Antonio Johnson, a chauffeur employed by Colonel John Jacob Astor at Rhinebeck, was taken to Vassar Hospital, in this city, today with his face and hands severely burned.

While running one of Colonel Astor's automobiles from Rhinecliff to Ferncliff, Astor's estate, on Saturday evening, the gasoline took fire, and it was while trying to control the flame that he was burned.

He had on a rubber coat, but, in spite of it, his clothing caught fire. He saved himself by rolling in the sand, and then rescued the automobile. He was alone at the time.

Oldest Woman in Maine.

MILL BRIDGE, Me., Dec. 28.—Mrs. Eliza Pinkham, the oldest woman in Maine, is dead. She was born on January 7, 1798 and was married in 1820. She raised a large family and five children survive. One, Paul Pinkham, is a well-known shipbuilder in Maine.

GREATLY ALARMED.

But a Persistent Cough, but Permanently Cured by Chamberlain's Cough Remedy.

Mr. H. P. Burbage, a student at law, in Greenville, S. C., had been troubled for four or five years with a continuous cough, which, he says, "greatly alarmed me, causing me to fear that I was in the first stage of consumption." Mr. Burbage, having seen Chamberlain's Cough Remedy advertised, concluded to try it. Now read what he says of it: "I soon felt a remarkable change, and after using two bottles of the 25-cent size, was permanently cured." A persistent cough is one of the first symptoms of consumption, and his fear of that disease was well founded. He exercised good judgment in selecting a remedy, as this preparation is one of great merit and is famous for its cures. All druggists sell it.

EAR TRUMPET AND WIG

THE REAL ENGLISH TROUBLE IN A REAL ENGLISH HOUSEHOLD.

New Charwoman a Lady and Would Not Be Commanded by Any Other Lady.

A curious story was unfolded in an action brought by Mrs. Walker, a widow, against Mrs. Scott, a lady of means, residing at 6 Cambridge gate, Regent's Park, W., to recover damages for assault and imprisonment, says the London Telegraph. Mrs. Walker, a lady in reduced circumstances, was employed by Mrs. Scott as caretaker. The latter went to Bournemouth for her health, but during her stay there she was informed that everything at her town house was not as it should be. She returned very unexpectedly, and found her house in a "very disorderly state."

Mrs. Scott allowed the plaintiff to bring a friend, a Miss Palmer, to the house to live with her. On February 25 Mrs. Scott went to Bournemouth, and on March 14 she returned unexpectedly. The moment she got back she complained about the way in which Mrs. Walker was dressed, said Mrs. Walker's counsel, and even asked her to take her hair down. The plaintiff told Mrs. Scott that she was only going to perform the duties of caretaker, and that she proposed to leave the house at once. She obtained a fortnight's money, and then Mrs. Scott followed the plaintiff into the scullery, where a Miss Palmer was packing up the trunks. Mrs. Scott locked the doors, and detained the two ladies in the scullery for over half an hour. Mrs. Scott abused Mrs. Walker and her friend in the most violent way, and she threw the plaintiff into the scullery, hurting her right arm.

Mrs. Walker said that when Mrs. Scott came home unexpectedly she commenced to address witness in a commanding manner. Defendant told her to take her hair down, and added that she was not properly dressed.

His Lordship—What did you do?

Plaintiff—I refused to alter it. (Laughter.)

Continuing, Mrs. Walker said she told the defendant that she wished to leave the house that night, and that if her (plaintiff's) son were in the place Mrs. Scott would be more careful about what she was saying. Mrs. Scott replied, "Don't talk to me about you son; if anyone comes in here and poses as your son I will fetch a policeman." Mrs. Scott then handed the plaintiff 30s, which were wages due, and "commanded" plaintiff to sit down and sign a receipt. Defendant having got the receipt, said: "Go downstairs and pack." Mrs. Scott followed her down. Defendant was in a terrible temper, and refused to allow either plaintiff or Miss Palmer to get to her (defendant's) ear trumpet in order to speak to her.

Counsel—What happened then?

Plaintiff—Mrs. Scott picked up a bag of eggs and threw them at me.

Counsel—It must have been like a general election meeting. (Laughter.)

His Lordship—Did they hit you?

Plaintiff—No. I "ducked." (Laughter.) Mrs. Scott then threw a loaf at me, and I "ducked" again. (Renewed laughter.)

Proceeding, plaintiff said Mrs. Scott walked into the scullery and locked the area door. Then the defendant got hold of her and threw her into the scullery. "Had not Miss Palmer been there to catch me," added the plaintiff, "I should have been made insensible." (Laughter.)

Mr. Gill—You say Mrs. Scott commanded you? Yes; she commanded me to do things; in fact, she always commanded me. It was always, "Light the fire," and "Fetch the coals." (Laughter.)

"What else?"—"She had commanded me to take my hair down, and that annoyed me. I refused, and went straight upstairs and wrote a note, telling Mrs. Scott that I wished to leave at once."

His Lordship—What do you mean by taking your hair down? Did she want you to go about with your hair hanging down your back? (Laughter.) "Yes; I had my hair up, as I have now. 'Go and take your hair down,' were the words used by Mrs. Scott."

Mr. Gill, for the defense, said that when Mrs. Scott returned from Bournemouth she wanted a fire lighted. Mrs. Walker complained that this was in the nature of a command. Mrs. Scott had become aware what had been going on at her house during her absence. Coming back so unexpectedly, Mrs. Walker knew that her mistress would discover the state of affairs, so she took the bull by the horns and announced her intention of leaving there and then. Mrs. Scott found the house in a very dirty state, and Miss Palmer and Mrs. Walker behaved in the most insulting manner. They jeered and laughed at her, and danced round her in the kitchen. The old lady became frightened.

Mrs. Scott gave her evidence seated at the solicitors' table, and Mr. Gill had to examine her speaking through an ear trumpet. The defendant denied that she assaulted Mrs. Walker, or locked all the doors so that she was imprisoned. She found the house in a very disorderly condition.

Mr. Gill—How did you find Mrs. Walker?

Defendant—She had a lot of white tulle about her, and she was wearing a red wig. (Loud laughter.) There were also a lot of imitation tortoise shells about. She was not dressed respectably.

"Did she say who Miss Palmer was?"

"Yes; her daughter. I told her I did not believe her. I felt rather alarmed when I heard about her sons and daughters. (Laughter.) Mrs. Walker said: 'My son will be here soon.' I told her that if she brought any men into my house I would give them in charge. Mrs. Walker began to skip about the house and whistle. She went to the blinds and shook them."

"What did you think that was for?"

"I thought it was a signal to the men. (Laughter.) I asked her why she had brought another bed into the kitchen when she had already got one. Plaintiff replied: 'Because I chose to do as I liked.' (Laughter.)

Mr. Gill—Mr. Ritter wants to ask you some questions.

Defendant—Who is he?

Mr. Gill—Counsel for the other side.

Defendant—Oh, I beg his pardon. (Laughter.)

Mr. Ritter—Was Mrs. Walker wearing a red wig when you engaged her?

Defendant—Certainly not; she was wearing a green hat. I objected to her hair and she modified it a little. (Loud laughter.) She also wore an apron.

"How long have you been living at this house?"

"That is my business." (Laughter.)

"Who was looking after the house before Mrs. Walker came?"

"My coachman's wife. What is the man driving at?"

Mr. Ritter—You must not get angry with me, Mrs. Scott.

His Lordship—She has put into words what was passing through my mind, Mr. Ritter. (Lour laughter.)

"Did you throw a bag of eggs at Mrs. Walker?"

"Certainly not."

The jury without leaving the box, found for the defendant.

A Wonderful Road.

Did you ever stop to think what a wonderful road the Canadian Pacific is? This railroad, with its 11,000 miles of track, joins the Pacific and Atlantic Oceans with a band of steel, and has through train service from Vancouver, B. C., to Halifax, Nova Scotia. The engineers who built the Western division of the road through the Cascade and Rocky Mountains met with every natural impediment known to railroad construction. The final success met with has more than repaid them by the fact that this road is now conceded by all to be the grandest scenic route in the world; in fact, the scenery along the line of the Canadian Pacific Railway is indescribable, and the grandness of it can only be experienced by making a trip by this "Popular Route." The company operates through tourist cars and standard sleeping cars from the Coast to St. Paul, Toronto and Boston, and also offers variety of routes, namely, via St. Paul and Chicago, Buffalo and Toronto and Montreal. The courteous treatment extended by the employes of this road has earned for it the reputation which it has so long maintained, and the local representatives take personal pride in explaining the numerous advantages offered by the different routes. The Canadian Pacific has been represented in Portland for the last 16 years, their present office being at 142 Third street.

"Have you consulted any one else?" abruptly demanded the doctor.

HE HAD SERVED AS BODY GUARD TO A KING.

The Late Gottfried Hartung.

SPOKANE, Wash., Dec. 28.—Gottfried Hartung, who died in Spokane, December 22, 1901, was born near the City of Erfurt, Thuringia, Germany, August 12, 1811. In 1828, when 18 years of age, he was drafted into the Prussian Army, and, owing to his splendid physical condition, he was selected as one of the bodyguard to the King, remaining 13 years in this branch of the military service. His term of service embraced portions of the reigns of King Frederick William III and King Frederick William IV, of Prussia. Shortly after his discharge, in 1841, he married Barbara Knabe, and settled in a small village near the place of his birth. This union was blessed with four children—two sons and two daughters. His wife, as did also his oldest daughter, preceded him to the Better Land many years ago. His three surviving children—Rev. George Hartung, of Spokane; J. Martin Hartung, of Multnomah County, and Christine, the wife of Rev. J. C. Jahn, of Salem—are well known in Portland. Forty-four years ago Mr. Hartung and family came to the United States, and settled in Minnesota. Having in his early manhood devoted himself to the study of veterinary surgery, he practiced his profession all through his declining years. Forty-three years ago he made a profession of religion and joined the German branch of the M. E. Church, and remained an active member of the same until death. At the time of his death his grandchildren numbered 26, and great-grandchildren 6. Few men were more highly respected than Father Hartung. His life's journey lasted 90 years, 4 months and 9 days. His funeral was conducted from the Second German M. E. Church, this city, by Rev. C. A. Priesing, and his remains were laid away in Riverview cemetery. Short memorial addresses were also made by Rev. F. H. Luecke, of Portland; Rev. H. F. Lange, of Connell, Wash.; Rev. G. S. Roeder, of Milwaukie, Or., and Adam Klippel, of Portland.

BRINGING OUT COLONIES

TREASURY DEPARTMENT PAPER DEALS WITH PROBLEM.

The Methods Applied by Successful Governments in That Work—The British Possessions.

WASHINGTON, Dec. 28.—The improvement of the material, mental and moral condition of the people of a colony, and the methods applied by successful colonizing governments in that work, is the subject of a chapter in the work on colonial administration just issued by the Treasury Bureau of Statistics. To answer this in a single sentence would be: The introduction and extension of modern civilization and enlightenment. To answer it in detail would be to show what the great colonizing countries of the world have done for the advancement of their colonies during the 19th century—the introduction of roads, railways, irrigation works, river and harbor improvements, and through them the development of production, and thus of material prosperity; the encouragement of commerce and the adoption of improved conditions of life; the establishment of reliable and permanent forms of currency, with proper banking facilities for the encouragement of thrift among the natives; the establishment of postal and telegraph service for the encouragement of intercommunication among the people of the colony and between them and the outside world; the establishment of steamship lines to connect the colony with the home country and the civilized world; the encouragement of education through schools, colleges, newspapers, libraries and churches; the establishment and proper administration of laws and regulations by which public safety and order are assured.

When it is considered that in India alone, where roads were unknown when the British Government assumed control, there are now 150,000 miles of road, of which over 30,000 are "metaled"; that the railways in the British colonies now aggregate 63,549 miles, against 33,000 in 1885, a growth in 15 years exceeding the entire distance around the earth; that the irrigation canals and other works of India are 26,000 miles in extent, and the area irrigated by all methods exceeds 20,000,000 acres, and that, although they have cost about 400,000,000 rupees, the value of a single year's crop in the irrigated district above that which it could produce in years of drouth is more than the entire cost of the canals, the importance of these public works for the development of agriculture and commerce will be apparent.

When it is further considered that the commerce of the British colonies alone has grown from over $300,000,000 in 1850 to $2,400,000,000 in 1900, their development under the fostering care of an intelligent method of government and the consequent benefit to the natives as well as the consuming world will be appreciated. The fact that the British colonies were able to import $1,150,000,000 worth of food, clothing and the comforts of civilized life from other parts of the world in 1899, against $140,000,000 worth in 1850; the French colonies $160,000,000 worth in 1899, against $91,000,000 worth in 1887—an increase of 72.5 per cent in 12 years—still further emphasizes the increased earning capacity of those colonies and affords some measure of their improved material condition.

When it is further realized that the amount standing to the credit of depositors in savings banks in the British colonies alone, which amounted to $133,000,000 in 1885, had increased to $288,000,000 in 1899, an additional evidence of the growth of prosperity and thrift among the people of the colonies will be apparent. When it is seen from official reports that in India alone the number of postoffices has grown from 753 in 1856 to 29,122 in 1899, and that the number of pieces received by the postoffices increased from 75,000,000 in 1860 to 489,000,000 in 1899, the development of intercommunication and of mental as well as business activity among the people may be to some extent measured. Still another evidence of the same is seen in the fact that the telegraph lines in the British colonies have grown from 115,000 miles in 1889 to over 150,000 miles in 1899, thus increasing their length in a single decade by more than the distance around the earth; and that the telephone lines in those colonies now aggregate more than 50,000 miles in length. When it is further considered that the total number of pupils in the schools of India alone is now nearly 4,500,000, against about 3,500,000 in 1888, and that the expenditure for public instruction was in 1899 36,215,000 rupees, against 394,000 rupees in 1858, the growth of education and educational facilities will be to some extent realized, while additional evidence of the general intelligence will be found in the fact that the number of vernacular newspapers published in India in 1897 was 758, and the number of books and magazines published in 1898 7437, of which 6236 were in the native language.

CONCILIATION COMMITTEE.

Meeting Called by the Secretary of the Civic Federation.

NEW YORK, Dec. 28.—Letters to each member of the executive committee are being sent out by Ralph M. Easley, secretary of the National Civic Federation, requesting them to fix a date between January 15 and February 15 to take action on the report of the sub-committee appointed some time ago to arrange a plan of proceeding with regard to strikes and lockouts. In the meantime, Mr. Easley says the sub-committee will meet next week and agree on a plan, both committees being anxious to have the duties of the industrial committee of the federation with reference to arbitrating strikes and lockouts defined in such a way that it will be ready to act at once when called on. Mr. Easley has issued the following statement:

"The magnitude of the work before the Industrial Commission of the Federation renders it necessary to set some limit as to its duties and responsibilities. The cordial feeling shown on all sides at the convention convinces me that this department of the federation is going to have a great deal to do, and the sooner the scope of its duties is defined the better.

"It would be impossible for the federation to attempt arbitration in every little strike. Strikes will occur in spite of any attempt to stop them, but we propose to take strikes of national unions in hand which, if continued, will inconvenience the entire community. I have not the slightest doubt that the Industrial Commission of the Civic Federation will be able to lessen the number of strikes very materially, and probably prevent strikes of great magnitude, such as the coal strike, for instance."

The Many Sermons.

Westminster Review.

Many years ago Lord Brougham calculated that at least 1,000,000 sermons were preached every year in England. Probably double this figure would be less than the number now delivered. How few of these are thought worthy of publication, how much fewer even reach a second edition, how much fewer still are to any extent read, even if published. In fact, as far as published sermons appeal to readers, they rank with abstruse works which are understandable only to a very limited number of persons, and they are a veritable drug in the second-hand book trade. If we desire to find sermons which have survived as literature we must go back to Bossuet, Masillon and Fenelon in France, or to Channing in America, to Robert Hall or Chalmers in this country. The only sermons which are apparently at all widely read in England are those of the late Mr. Spurgeon, whose weekly discourses are still said to sell in many thousands. Whatever opinion may be held regarding this preacher as an orator, he was certainly not lacking in that side of it which appeals to the emotions. This curious anomaly may, perhaps, be partially explained as being due to the fact that the sermons, which are most carefully prepared, are read verbatim from manuscript, as, for example, in the case of Canon Liddon or Dean Stanley, and are of the nature of read essays rather than orations; or, on the other hand, if delivered extempore are not prepared with such care as to make them worthy of a permanent record.

Fog Caused a Bad Wreck.

NASHUA, N. H., Dec. 28.—A dense fog and a misplaced switch in the north yard of the Boston & Maine Railroad, in this city, today caused the wrecking of the Cannon Ball express, bound from Montreal for Boston. Two men were killed instantly, and about half a dozen persons were injured. The dead:

EDWARD QUIMBY, Concord, engineer.
J. E. MARSHALL, Concord, fireman.

The injured: Frank Crowson, Boston, conductor of an extra freight; Robert Morrow, Concord, newsboy.

Several passengers were bruised, but it was not necessary to send any of them to a hospital. The wreckage caught fire, but the blaze was extinguished without further damage.

The express collided with an extra freight, running from Concord to Boston. The engine of the passenger train struck the rear of the freight as the latter had hauled on to a siding to permit of the passage of the express.

Prosperous Year for Shoe Factories.

BROCKTON, Mass., Dec. 27.—The shoe shipments the past year have been the largest in the history of the city. The number of cases shipped show an increase of 100,126 cases. The total number of pairs shipped this year has been about 13,800,000.

A COMMON TROUBLE.

Thousands Suffer From It Without Knowing Its Real Character.

No trouble is more common or more misunderstood than nervous dyspepsia. People having it think that their nerves are to blame, are surprisd that they are not cured by nerve medicines and Spring remedies; the real seat of the mischief is lost sight of; the stomach is the organ to be looked after.

Nervous dyspeptics often do not have any pain whatever in the stomach, nor perhaps any of the usual symptoms of stomach weakness. Nervous dyspepsia shows itself not in the stomach so much as in nearly every other organ; in some cases the heart palpitates and is irregular; in others, the kidneys are affected; in others, the bowels are troubled, with loss of flesh and appetite, with the accumulation of gas, sour risings and heartburn.

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