

NEWS OF THE WEEK

Condensed Form for Our Busy Readers.

OPENINGS OF TWO CONTINENTS

...of the Less Important but Not Less Interesting Events of the Past Week.

It is believed the czar will dissolve the Duma.

Suppression of newspapers caused a riot in St. Petersburg.

Peace has been signed among the Central American republics.

The last of the ladrones chiefs in the Philippines has surrendered.

Germany proposes to exclude American meat of every description.

Revolution in Mexico is threatened, inspired by hostility to America.

The National Livestock exchange decreases the reports recently made on meat packing industry.

John D. Rockefeller will be arrested immediately on his arrival in the United States. He has sailed for this country.

The whole city of Syzran, Russia, has been destroyed by fire. The conflagration has rendered 35,000 persons homeless, who are also without food.

Disaster reports have been received from a fire in Yokohama, Japan. More than a thousand houses were destroyed and some life is known to have been lost.

The capital of Alaska has been moved from Sitka to Juneau.

Sweden will try to induce parliament to grant home rule.

San Domingo will borrow \$20,000,000 and pay all outstanding claims.

Germany and Austria will help the czar if another revolution breaks out.

A forest fire in Calaveras county causes destruction to California's big trees.

The bishop of Zululand accuses the British troops of wantonly killing many natives.

Santos Dumont has a new airship which he believes an improvement over anything yet built.

The mayor of Socorro, Tex., says reports of the recent earthquake were greatly overdrawn.

The English parliament will appropriate \$1,000,000 for the relief of the unemployed this winter.

The National Pure Food convention endorsed the stand taken by President Roosevelt on the pure food law.

General Stoessel, commander of Port Arthur, during the Russo-Japanese war, has been sentenced to death by a military commission for surrendering to the Japanese.

Missouri is after the ice trust.

Evidence is being secured against the tobacco trust.

A French dirigible balloon recently remained in the air eight hours.

The government is preparing to gauge many Oregon and Washington streams.

Kansas packing houses have been given five days to clean up or close up.

The Virginia 2-cent-a-mile railroad rate law has been declared unconstitutional.

A tramp steamer bumped into the battleship Rhode Island, springing her armor plates badly.

The executors of the estate of the late Marshall Field estimate the value of the property left at \$25,000,000.

Canada has received an address from King Edward in which he says it will be impossible for him to make the much desired visit.

The Cleveland, Ohio, grand jury admonished without indicting any Standard Oil men. Prosecutions of the company are to be resumed in other cities.

All express companies operating on the Northern Pacific and Great Northern roads have consolidated and hereafter will be known as the Northern Express company. The deal also includes the Adams Express company on the Burlington.

A strike of Portland street car men seems imminent.

Siam has started a movement for the abolition of gambling.

Plans are being prepared for a new nightclub of the Columbia bar.

Major Dreyfus has been assigned to command of the crack French regiment.

Alfred Beit, who controlled the gold and diamond output of Africa, is dead.

A peace conference between Central American republics may be held on the United States warship.

Suits have begun in San Francisco against the "six-bit" insurance companies.

It is said the War department is planning an immense supply depot and barracks for marines at the mouth of the Columbia. Young's bay is to be dredged until anchorage for the entire Pacific and Asiatic squadrons is secured. The mouth of the Columbia is 200 miles nearer Japan than San Francisco and is also better for rail facilities than Bremerton.

CLEARING AWAY DEBRIS.

Hundreds of Carloads Dumped Daily From San Francisco.

San Francisco, July 17.—Certain visitors to San Francisco have given loud voice to their disappointment at seeing the city debris strewn three months after the disaster. "It is an impossible task that San Francisco has undertaken," they write home, and their lamentations come back by wire to this city.

It is true that almost three months have elapsed, and it is also true that acres and acres of debris lie in the heart of the city. Moreover, it is highly possible that much of the debris will remain for several months.

What these visitors have neglected to observe is that the debris is being carted away at the rate of 240 carloads a day. The dirt is carried in wagons to the bunkers on First street, and from there trains convey it to the Protero swamps, where it is doing reclamation work.

Throughout the old business section of the city dangerous walls still stand, but the board of works has taken steps to have them torn down. This board has also called upon property owners to clear away the sidewalks on which their buildings front. When this is done many of the streets still blocked as Stockton and Pine are not passable their entire length. The city is not waiting idly for the disappearance of the debris, but reconstruction and cleaning are going on simultaneously.

MINING FRAUDS IN BRAZIL.

Country is Full of Schemes to Obtain Money of Gullible.

Washington, July 17.—Consul General George E. Anderson, in a report to the bureau of manufacturers from Rio Janeiro, charges that while some bona fide Brazilian diamond mines may result profitably, that country is full of schemes which are either out-and-out frauds or are based on claims and facts so slight as to make them little less than frauds.

The report says the United States and Great Britain, especially New York, Chicago and London, are the chief financial base of operations for a number of promoters, who have never done any mining, and that there are a number of so-called mining companies now soliciting stock subscriptions in the United States whose officers are not even certain where the land they claim as property lies.

The report states that experienced men in Brazilian mining fields say that not a single mining company operating in the gold and diamond fields of Brazil has paid a dividend. The consul general adds that it is a lamentable fact that a large proportion of the Brazilian mining enterprises are frauds and that there are now men of the United States with enterprises which represent nothing more than the money they can get from the American public.

TEST OF CANNED MEATS.

Congress Will Know What is the Effect of Age.

Washington, July 17.—The bureau of chemistry, Agricultural department, is to carry on a series of tests this summer to ascertain definitely whether canned meats deteriorate. One of the bitter contentions over the meat inspection amendment to the agricultural appropriation bill hinged on the senate requirement that packers should place the date of manufacture on each can of meat.

The packers, however, insisted that this was unwarranted, because they claimed that meat, once put up in air tight cans, would last forever. They declared that canned meat was as good in ten years as it was in ten days, and they brought to bear testimony of an official of the department to corroborate their statements. Some members of congress had their doubts about this, however, so it has been decided to make a thorough investigation and find out whether the packers were correct or not.

Officers Preach Revolution.

St. Petersburg, July 17.—At a meeting held today at Gatchina, 30 miles from St. Petersburg, attended by three of the Guard regiments, an officer addressed the men on the subject of the soldiers' union, which is being organized. He pointed out that the league was democratic and was being organized for the purpose of guarding the constitution and establishing constitutional institutions and to prepare the army to come over to the people when they were ready and armed for resistance. The speech was received with applause.

Killed at Peterhof.

London, July 17.—A dispatch to a news agency from St. Petersburg says that General Koslov, of the headquarters staff, was murdered in the park at Peterhof Saturday. His assailant used a revolver. The three shots fired were all effective. The murderer was a well dressed man. He has been arrested, but not identified. The case is regarded as mysterious, as General Koslov was not connected with any political agitation.

Thousands Without Homes.

Niuhni, Novgorod, July 17.—A fire which broke out here today raged for six hours before it was checked. When it was finally extinguished 275 houses had been destroyed and more than 3,000 families had been rendered homeless. The loss is placed at \$400,000.

CONVICT STANDARD

Government Will Prove Guilt of Heads of Monopoly.

RAILROAD MEN AS WITNESSES

Testimony To Be Used for Indictment of Standard Oil Officers Who Extort Rebates.

Cleveland, July 17.—The Plain-Dealer this morning says:

Basing his opinion upon the testimony already submitted to the Federal grand jury in this district, Attorney General Moody believes that the government has at last secured the evidence which will bring the Standard Oil company to its knees. The return of District Attorney Sullivan this morning from an all day conference with the attorney general at New York yesterday will make a complete change of the government's policy in connection with the fight to stamp out trade discriminations in favor of giant corporations.

The change of plans includes a complete reversal regarding C. J. Grammar, vice president of the Lake Shore & Michigan Southern railway. Grammar will not be indicted in this or any other Federal district. Instead, he will be asked to assist the government in forging a chain of evidence about the necks of some of the biggest Standard Oil officials in the country.

It is known that the government officials are eager to obtain one more link in the evidence already secured against the Standard Oil company. A most determined effort will be made to complete the chain through Grammar and Clark. What the government officials particularly want is the names of the Standard Oil officials through whom, it is alleged, rebating arrangements were made with the Lake Shore and other roads. With these names in their possession the government attorneys will be ready to strike.

MANY MEN OF MANY MINDS.

Railroad Men Cannot Agree As To Meaning of Rate Law.

Chicago, July 17.—Executive officials and general counsel of every railroad west of Chicago had a conference today with a view to determining the meaning of all of the provisions of the new rate law. J. C. Stubbs, traffic director of the Harriman lines, presided and outlined the purposes of the gathering.

It developed, however, that there were almost as many views regarding the interpretation of the statute as there were lawyers and traffic men present. It was decided, therefore, to appoint two committees, one of traffic men and one of legal men. The traffic men are to meet and arrange their plans for carrying the law into effect, and whenever they encounter a provision that they are unable to solve they are to call on the legal committee for opinions. In the meantime the committee of lawyers is to hold meetings and determine what it considers the statute requires.

GRAIN BAGS RISING.

Shortage is Accentuated by Recent Fire in San Francisco.

San Francisco, July 17.—It is estimated that 6,000,000 grain bags were destroyed by the recent fire and in consequence the market is paralyzed. New orders cannot be filled and brokers on 'Change are in a quandary as to the future. The price for bags has jumped nearly 50 per cent and at that the commodity is not to be had. Formerly sacks sold for 6 3/4 to 6 1/2 cents and today the price of 10 1/2 cents prevails.

The prospective supply reaches in round figures to 40,750,000 sacks, and against this must be chalked the needs of California, computed at 23,500,000 sacks, and for the north 27,000,000 sacks, leaving a deficit of 9,750,000, with no possible output to cover the shortage.

Czar May Keep Goremykin.

St. Petersburg, July 17.—There are no developments in the cabinet situation. The murder of General Koslov is reported to have made an exceedingly bad impression on the emperor and the Novoe Vremya denies that the cabinet has resigned. The hesitation at Peterhof has raised hopes in the minds of some of Premier Goremykin's colleagues that he can hold on, even in the face of the adverse vote in the upper house of parliament on Saturday. Russia will be represented at the Inter-parliamentary union in London.

Earthquake in New Mexico.

Albuquerque, N. M., July 17.—This section of New Mexico experienced a slight earthquake today. Objects moved perceptibly and a dull, sickening sensation was experienced. No serious damage has been reported. The people in the Armijo building thought that the building was about to collapse and ran into the street. Towns south of Albuquerque also felt the shock and residents of Socorro and San Marcial are in a state of alarm.

Put Rojstvensky to Work.

St. Petersburg, July 17.—It is understood that Admiral Rojstvensky, who was acquitted by court martial of the charge of cowardice in surrendering to the enemy after the battle of the sea of Japan, will be restored to the active list of the navy and assigned to a prominent position on the technical committee of the navy.

SIGNAL SYSTEMS THAT ENSURE SAFETY

ON AMERICAN RAILROADS



The operation of a modern railroad, with its numerous trains running at high speeds, is made possible by the use of what appears to be a very complex series of signals. One glance at the network of tracks at the entrance to a great railroad terminal mazes the uninitiated. Every track is correlated to another, winding and curling now from this side, now to that, like a mass of writhing, glistening serpents. Yet over this apparently heterogeneous collection of rails trains are constantly running, seemingly by some occult gift picking out their way and avoiding one another.

The block signal system is a plan devised to prevent two trains going in the same direction from running together. A block consists of a section of track usually about two miles long. When the signal is set against a train, it must not enter the block until the proper signal is given. In this way the exact location of every train is kept at the various offices of the train dispatchers.

The semaphore, which is the usual type of signal used on roads in the East, is a very old design. The first telegraph system was semaphoric, and it has been found to have advantages over most other types, although the disk system is used on some roads, and some western roads are operated on what is known as the staff system, a block system more extensively used in England than in this country. All of these systems have the same underlying idea—that of advancing a train block by block or of being able to halt it before it enters a block already occupied. The difference is to be found in the type of signal and the method of operating it.

About 40,000 miles of railroad in this country are operated by some one of the three systems mentioned. The semaphore type is used generally in the

East. In installing this system the posts or arches sustaining the semaphores are placed at each division point or at each block terminal, the distance apart depending on the length of the block. Where traffic is infrequent the blocks may be several miles long, but at the entrance to a great train shed, such as Union Station, Boston, where the shortest blocks in the world may be seen, the distance between blocks is only a few hundred feet.

Travelers have noticed that at some points three semaphore arms are set on one post. To the average rider two of these appear to be superfluous. On the contrary, the three arms carry a very legible signal to the engine driver. The top semaphore represents the nearest block; the next the one ahead and the last the block beyond that. "Where the locomotive is running at the rate of fifty miles an hour," says Day Allen Willey, in Cassier's Magazine, in which he thoroughly explains the workings of the "nerves of a railway," "the three signal post is essential to the safety of a short block system, since considerable track room is needed to bring the train to a full stop, especially on a level or down grade."

The block signal may be controlled from a station at the end of each track division. As the train enters the operator by pulling a lever throws his signal to the danger position, the lever being connected with the semaphore by heavy wire passing over pulleys at the curves. It is usual to supplement the manual block system by the use of telegraph or telephones.

Where traffic is heavy the automatic block system has found much favor. Where this is used the train service is literally controlled by the passage of the trains. For example, when one train enters a block it sets the signal behind it at danger, and the one in the rear of this at cautionary, lowering

the semaphore arms to the safety position as it leaves the block. One of the automatic block systems most extensively employed is the Westinghouse electro-pneumatic.

In this system the essential feature is an electric current flowing through the track rails. When the circuit is closed, which is the case when the section is not occupied by wheels at any point, an electro magnet at the signal holds the signal in a "way clear" position. The entrance of a train short-circuits the current, de-energizing the magnet and the signal by force of gravity assumes the danger position, thus warning the next train not to enter the block. As the train passes out of the block the magnets are again energized and the clear way is signaled.

The power for moving the semaphore arm to the downward or all-clear position is compressed air, of about seventy pounds pressure per square inch, acting through a cylinder fixed in an iron box at the foot of the signal post. Pneumatic pressure is conveyed from a compressor to the signals along the line for a distance of ten to twenty miles by means of underground pipes. An accidental failure of air pressure would simply release the signal arm and its counter-weight would by gravity force it to the stop position. The arm is held at all-clear by means of pressure, which overcomes its natural tendency to lie at a horizontal or stop position.

It is only within a few years that the three-position signal has found favor. With this arrangement it serves both as home or distant positive signal and also as a distant or cautionary. Placed horizontally, the semaphore indicates stop; when hanging at an angle of 45 degrees from the horizontal it indicates all clear for that section, but means also (the same as a distant signal) "be prepared to stop at next signal."

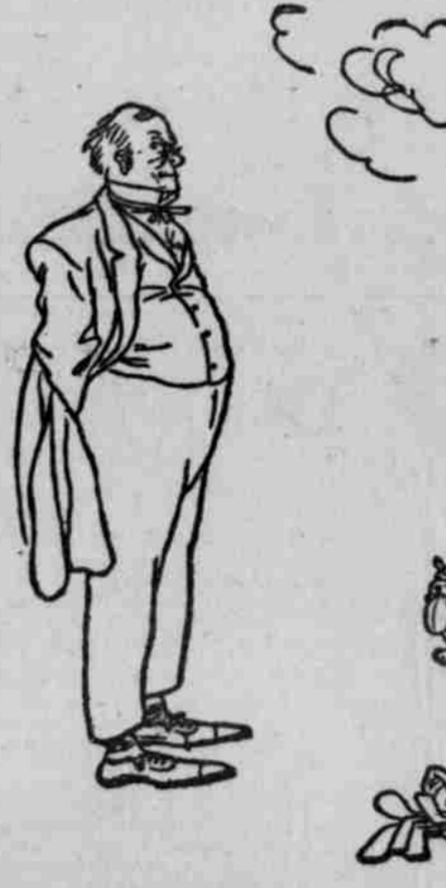
ENTERTAINED THE KING.

Ambassador and Mrs. Reid Had That Distinguished Honor.

Mrs. Whitelaw Reid, wife of our ambassador to the court of St. James, is without doubt one of the most charming as well as one of the most successful hostesses in all London. The social life at the embassy is noted for its splendor and perfection in every detail. Recently the ambassador and his gracious wife entertained the King and of course this was one of the greatest social events of the London season. There was a reception followed by a musicale, at which Mme. Emma Eames sang. To sing before the King is an honor to which few people attain and one which was greatly appreciated by the gifted singer.

Dorchester House, where the musicale and reception was held, is by all odds the handsomest of the American embassies in Europe, and is the most sumptuous residence in Park lane, or Millonaires' row, as it is called. Buckingham Palace, the London home of his Majesty himself, cannot compare

PERPLEXING QUESTION.



Anxious Father—"Well, son what are you going to do NOW?"—New York Press.

OPERATED BY THE TIDE.

Machine Worked by the Waves is Among Recent Devices.

The type of bell buoy which is now in such general use depends upon the action of the waves to throw the clapper back and forth, and in this manner produce the warning sound. This makes the self-acting bell available for service only where there is considerable agitation on the surface of the water, says the Philadelphia North American.

At other points it is necessary to provide a mechanical buoy, in which the bell is rung through the medium of a simple engine driven by compressed air from a tank. Such a buoy requires more or less constant care and attention, which makes it too expensive for use except where commerce is of sufficient importance to warrant the expense.

For use in minor streams and waterways, a bell buoy operated by the tide has been made available by the recent invention of Thomas Weber, of Egg Harbor, N. J. The device consists of a float, which is fitted with a paddle wheel. The latter is partially submerged, and the upper part entirely housed in, so that only the lower part of the wheel is exposed to the action of the water.

No matter how slow the tide may be running, the wheel is turned, and the paddles, in passing over and around, come in contact with the extended end of the bell clapper, which is raised a short distance and released, whereupon the bell is given a sharp blow. This makes a very effective and economical means of marking a channel.

When a silly man is unable to attract attention in any other manner he invests in a gaudy vest.



MRS. WHITELAW REID.

with the embassy in several respects for beauty. It contains one of the best collections of paintings in all England, insured for \$25,000,000. The grand marble staircase, said to have cost more than \$150,000, and a superb library, containing many rare and curious first editions, are among the attractions of the mansion. It is the property of King Edward's rich equerry, Captain Holford. He is a confirmed bachelor and seldom occupies more than two of the many apartments his home numbers. After some difficulty he was induced to rent the palace to the American ambassador for the sum of \$27,000 a year, just \$9,500 more than that diplomat's official salary. It is built in the ornate Italian style, and contains 24 bedrooms and boudoirs, 12 sitting rooms and 6 immense reception rooms. The reception rooms, by the way, are so arranged that they can be easily converted into one apartment, where frequently more than 1,000 people are entertained. At the rear of the house