

NEWS FROM THE NATIONAL CAPITAL

NAVY RANKS SECOND.

America Rises From Fourth Place in Two Years.

Washington, Nov. 20.—In the last two years the United States has risen from the fourth to the second place among the naval powers of the world. Two years ago the American navy was outclassed by the navies of England, France and Germany. Today Great Britain is the only nation that has a larger naval tonnage than the United States. It is true that France has more ships, but the aggregate tonnage of the French navy is below that of the United States. These facts are brought out in a statement of the Naval Intelligence Bureau of the Navy department.

England has 52 first-class battleships, 33 armored cruisers, 90 unarmored cruisers, 143 torpedo boats and 29 submarines. The ships now being built are 7 first-class battleships, 6 armored cruisers, 1 unarmored cruiser, 13 torpedo boat destroyers, 14 torpedo boats and 21 submarines.

France has 19 first-class battleships, 19 armored cruisers, 28 unarmored cruisers, 35 torpedo boat destroyers, 257 torpedo boats, 41 submarines and 12 coast defense vessels. The vessels now under construction are 8 first-class battleships, 4 armored cruisers, 40 torpedo boat destroyers, 14 torpedo boats and 63 submarines.

The United States now has 22 first-class battleships, 10 armored cruisers, 41 unarmored cruisers, 16 torpedo boat destroyers, 32 torpedo boats, 12 submarines and 11 coast defense vessels. This country is now building 7 first-class battleships, 2 armored cruisers, 3 unarmored cruisers, 5 torpedo boat destroyers and 7 submarines.

Ministers Protest.

Washington, Nov. 14.—While the state of Oklahoma will not be entitled to have its star placed on the national flag until July 4, 1908, it has already been given its place on the national coins. Instead of the milled edge usually on United States coins, the new 10-cent pieces just being put into circulation have 48 raised stars. Oklahoma has not yet been officially admitted to the Union, but will be on the sixteenth of this month, when the president issues his proclamation. General criticism is heard of the new gold pieces in Washington, and word has been received that a protest is on the way from various Pittsburg ministers, against the omission of the motto: "In God We Trust."

Must Repay Overcharge.

Washington, Nov. 14.—In a decision of the Interstate Commerce commission handed down today by Commissioner Clements it is ordered that the Great Northern Railway company pay to the Pennsylvania Steel company a sum of \$2,433, excessive and unreasonable charges in a shipment of steel from Pittsburg to Seattle. It was held by the commission that the rates or regulations of the defendant company whereby freight charges were collected upon a higher minimum loading requirement than the practices of the carriers governed by the Master Car Builders' association rules would permit was unreasonable and unjust.

Wants Land Courts.

Washington, Nov. 20.—Senator W. E. Heyburn, of Idaho, proposes to introduce his former bill in the Sixtieth congress this December to establish what shall be called "District Land Courts of the United States." His object is to give this special land court the adjudication of all cases involving questions of title to public lands which have been taken under the several laws affecting settlers on the public domain. The court is to be established only in states in which remains unappropriated 2,500,000 acres.

Will Retire the Disabled.

Washington, Nov. 14.—Brigadier General John M. Davis presided over the deliberations of an army retiring board, which met at the Washington barracks today. Before this board are to come for examination 17 officers above the grade of captain, who failed to qualify for the riding test directed by President Roosevelt. Today's work of the board was brief. The officers ordered before it are first to be examined physically by the medical officers of the board as to their condition, and the findings submitted to the board.

Many Errors Made.

Washington, Nov. 15.—Serious errors in battleship construction continue to be made by the Navy department, regardless of the warnings of the board of inspection and survey, according to an editorial in the November issue of the Navy. It charges that there are many defects in all of the new battleships arising from the helter-skelter methods of planning and building. The reorganization of the navy's administration system is commended as the only cure.

Car Shortage Serious.

Washington, Nov. 14.—According to figures just compiled by the department of Commerce and Labor, car shortage in Wyoming, Idaho, Montana, Washington and Oregon is more serious than it was a year ago. In substance, the increase in the number of cars handled for the year of 1907 up to date is slightly more than eight per cent, while the demand for cars increased in the same period from 10 to 20 per cent.

Congress to Give Relief.

Washington, Nov. 20.—There are so few members of either house of congress who deal directly with financial legislation in the capital that it is impossible to make any definite prediction as to what course financial legislation will take at the approaching session. All who are here, however, agree that the conditions are such that something must be done, and the preponderance of opinion favors the view that relief legislation will be prompt.

Negro District Attorney.

Washington, Nov. 15.—James A. Cobb, a negro, has been appointed special assistant United States attorney for the District of Columbia.

EXPRESS COMPANIES NEXT.

Interstate Commerce Board to Probe Commission Business.

Washington, Nov. 16.—At Chicago on November 18 the Interstate Commerce commission will make a further investigation of the matter of the alleged purchase and sale of commodities by express companies. The inquiry is considered among the most important being conducted by the commission. The senate on March 2, 1907, passed a resolution directing the commission to inquire and report whether any of the express companies directly or through their agents, are engaged in the business of buying, selling or handling on consignment fruits, vegetables, oysters and other commodities.

The action was taken in response to complaints by Western commission men that the business done by the express companies is injurious to their interest and is unfair competition. The express companies say that for many years it has been the custom for them to take orders from customers for the purchase and shipment of articles by express by what is known as the "order and commission" department.

RAILROAD CONSPIRACY.

Lumbermen File Protest With Interstate Commission.

Washington, Nov. 19.—A conspiracy between the Hill and Harriman lines to shut out competition, boost rates for transportation of lumber from Oregon and other North Pacific states to the East, is charged in a complaint by practically all of the big lumber manufacturers of those states, which was filed today with the Interstate Commerce commission. All the Hill and Harriman roads in Oregon are now putting into effect increased rates from five to ten cents per hundred.

"This will greatly injure and to some extent destroy the lumber industry of Oregon, an industry yielding products worth \$30,000,000 at the mills and which is paying the roads \$12,000,000 in freight yearly," says the complaint. "It is unjust and unreasonable to impose on this industry the additional burden to pay dividends on grossly excessive capital stock and principal interest on excessive bonds."

The manufacturers ask that a reasonable rate be fixed by the commission.

Working for Mining Bureau.

Washington, Nov. 16.—J. H. Richards, of Boise, Idaho, is now in Washington endeavoring to procure support from cabinet members for the proposal made by the American Mining congress, of which he is president, for the creation of a department of mines and mining. For several years this mining organization has been insisting on the establishment of an additional cabinet office to care for mineral matters, and Richards' visit here is in pursuance of the policy designated by his organization. He has seen the secretary of the interior and other powerful government officials, seeking to induce them to come out openly in favor of the proposal.

Exchange Coaling Rights.

Washington, Nov. 20.—Mexican war vessels will be given the privilege of coaling in American waters whenever they desire to do so, in return for the courtesy extended to this government of keeping coaling in Magdalena bay, Lower California, where the battleships and the torpedo flotilla are to rendezvous early in the spring. Tentative steps were taken by this government with a view to securing from Mexico target practice ground at Magdalena bay, but the Mexican government discouraged it and the matter was dropped.

Asks for Fortifications.

Washington, Nov. 14.—Congress will be asked to appropriate \$22,000,000 for fortifications at the approaching session. Ten millions of this amount is intended for insular possessions. The annual report of Brigadier General McKenzie, chief of army engineers, was made public today. It says that in carrying out projects outlined by the national coast defense board, it is proposed to spend \$1,488,000 in Manila fortifications, \$1,110,000 in Honolulu and at Pearl Harbor, Hawaii; \$1,120,200 in Guantanamo bay, Cuba.

Cortelyou Pleased at Situation.

Washington, Nov. 15.—Secretary Cortelyou said today upon leaving the cabinet meeting, financial matters had not been considered during the meeting; that the outlook was steadily improving, principally in New York; that relief was being extended quite freely to the Middle West, principally to St. Louis. He said that the situation in this locality was serious, he said, but simply showed a general easing of the stringency.

Admirals Are Invited.

Washington, Nov. 14.—Rear Admiral Evans, now commanding the Atlantic fleet, conferred with naval officers today respecting various details connected with the coming movement of his fleet to the Pacific ocean. It is understood that the president, who is to leave Washington aboard the Mayflower to review the fleet, in Hampton Roads, has invited Secretary Metcalf and Admirals Dewey, Brownson and Coles to be his guests on that occasion.

Would Accept Japan's Invitation.

Washington, Nov. 16.—State department officials favor accepting the invitation of the Japanese government to participate in an exposition at Tokyo in 1912. If approved by the president the attention of congress will be called to the matter with a view to an appropriation for the purpose. Japan always has been prompt, it is said at the department, to interest herself in exhibitions held in the United States.

New Washington Rural Routes.

Washington, Nov. 15.—Rural routes free delivery routes ordered established. February 1st. Almira, Linn county, route 1, population 300, families 71; Poulabo, Kitsap county, route 2, population 272, families 65.

MEANS BANKING REFORM.

Appointment of Hepburn Commission Sets Precedent for States.

New York, Nov. 15.—In New York financial circles the view was freely expressed today that the action of Governor Hughes in appointing a commission to recommend changes in the New York banking laws may result in a similar movement extending to other sections of the country and in the enactment of legislation which will place state banks on a basis and under supervision more closely akin to that of the national banks. A. B. Hepburn, president of the Chase National bank, and ex-controller of the currency, who is generally conceded, will be chairman of the Hughes commission, is a strong advocate of the national banking system. It is believed that Mr. Hepburn will personally recommend to his associates that the state law should be made to conform as nearly as possible to the Federal statutes.

The report of the commission is looked forward to by bankers generally as likely to express at once the highest and most conservative opinion as to reforms in the way of state financial legislation. Many bankers are inclined to believe that the report of the commission made to Mr. Hughes may form the framework of legislation in many other states. The recommendations of the commission are therefore looked upon as being national as well as local in character.

Mr. Hepburn said today that the commission will get to work inside of one week. Trust companies, it is understood, will come in for a large share of consideration, and it is believed that the suggestion will be made as to the laws governing them should conform to those relating to the regular banks.

NATIONAL AID TO MINING.

Mining Congress Wants Mineral Land Monopoly Stopped.

Joplin, Mo., Nov. 51.—The American Mining congress, in session here, yesterday unanimously adopted a resolution favoring national legislation governing mining lands and a resolution endorsing the National Association of Mining Schools and urging that the cooperation of the national administration be secured.

The resolution relating to mineral land especially urges the enactment of laws for the protection of the rights of the people against the speculative acquisition of large areas of the national domain.

The committee on corporation laws made a report advocating efforts on the part of those engaged in the mining industry to secure the passage of laws providing greater protection for mining investors.

Dr. V. C. Anderson, president of the Colorado school of mines, made an address on the theme "What the Professor May Reasonably Expect From the Mining School Graduate." Dr. Lewis Young, director of the Missouri school of mines, at Rolla, spoke of "Secondary Technical Education Applied to Mining," and H. H. Stock, editor of Mines and Minerals, spoke on the value of correspondence instruction to the mining man.

LEGISLATURE WILL CONVENE.

Special Session to Extend Time for Paying Taxes.

Sacramento, Cal., Nov. 15.—Governor Gillette decided last night to call an extraordinary session of the state legislature, to convene next Tuesday, November 19, to meet exigencies of the present financial stringency. It will be stated in the call that the principal measure to be considered is one extending the time of the payment of taxes in order to prevent the withdrawal of money from circulation. Another measure to be considered is one permitting the courts to continue during "special holidays."

All will also provide for the approval of amendments to the San Francisco charter and for impeachment proceedings against Andrew M. Wilson, state railroad commissioner, who has confessed that, while a member of the board of supervisors of San Francisco, he accepted bribes.

Gain of National Grange.

Hartford, Conn., Nov. 15.—Members of the National Grange assembled here today for the forty-first annual gathering of the national body. The attendance is considered larger than any previous convention. According to the annual report of ex-Governor N. J. Batchelder, of New Hampshire, the master of the National Grange, the membership has made a gain during the year of 8 per cent, a larger gain than recorded in more than 30 years. The 35,000,000 people classed under "agriculture" produced crops worth \$7,000,000,000.

Admit They Shot Walker.

Durango, Colo., Nov. 15.—William Mason and Joseph Vanderweide, who have confessed to the shooting and killing of Joseph A. Walker, the secret service operative at the Hesperus coal mine days ago, while he was securing evidence regarding coal land frauds, were released from the county jail here today, having furnished satisfactory bonds in the sum of \$20,000 each. Vanderweide fired the fatal shots which killed Walker to save Mason's life, he declares. The government officials deny the shots were fired for this purpose.

German Spies Arrested.

Warsaw, Nov. 15.—The authorities of this city made several arrests today in connection with the discovery of a sensational plot for the sale and conveyance of a quantity of military documents to Germany. The information upon which the arrests were made was furnished by state detectives. A total of 20 were taken into custody. Among them were two trainmasters of the Warsaw-Vienna railroad line and their wives, who were apprehended at Alexandrov.

New Orleans Mint on Overtime.

New Orleans, Nov. 15.—The mint here has received an order directing overtime in order to coin monthly \$200,000 of subsidiary documents to the regular coinage of \$500,000 per month.

REVISE THE TARIFF AID FOR NORTHWEST

Next Congress May Appoint Commission for Work.

BEVERIDGE TO OFFER THE BILL

Roosevelt Advocated Such a Plan in Speech Made Five Years Ago and Still Favors It.

Washington, Nov. 16.—One of the most promising signs is that the next congress will seriously take up the matter of tariff revision. Although it is an utter impossibility to state at the present moment what action will be taken by congress, dominated, as it is, by men of high tariff belief, it would seem that the appointment of a commission would soothe the feelings of the revisionists in Massachusetts, Wisconsin and other states and would keep them in line with the rest of the party for the earnest support of the next presidential ticket.

Word has come to the capital that it is the intention of Senator Beveridge, of Indiana, to introduce a bill for the appointment of a commission whose duty it shall be to study the schedules with care and be prepared to advise congress on the matter of revision.

Many Republicans of the senator thought never have been able to understand why the tariff should be purely a political issue. These men are not "stand patters," nor are they free traders. They believe that, if politics could be laid aside, the tariff might be adjusted so that the vast majority of Americans, consumers and manufacturers, might be benefited and that in the revision there would be found the germ of political peace.

There is a suspicion in Washington that President Roosevelt may recommend the appointment of a tariff commission in his next message. It goes also without saying that Mr. Beveridge must have consulted Mr. Roosevelt about the measure which it is believed to be the senator's intention to introduce. As a matter of fact, the president stands committed to such a commission. Probably the matter has been forgotten by the public, but in a speech delivered in Indiana September 3, 1902, Mr. Roosevelt advocated the forming of such a commission.

MORE JAPANESE COME IN.

Great Increase in Immigration During Past Month.

Washington, Nov. 16.—While immigration to America from all countries showed during October a considerable increase, being 29 per cent greater than in October, 1905, and 12 per cent greater than October, 1906, the increase in immigration from Japan was greater than has been shown in any one month in the history of the immigration service. The restrictive regulations operating against the Japanese and Koreans have been in force about seven months, but notwithstanding this the immigration of Japanese constantly has increased during that period.

The official returns show that during October, 1906, before the restrictive regulations were thought of, the number of Japanese who arrived in this country was 684. During October of this year the number, not counting those who were smuggled across the Canadian and Mexican borders, was 1,616, an increase of about 250 per cent. While the increase in Japanese immigration is not particularly alarming in the minds of officials of the government, because the percentage of Japanese immigrants is not large, it has been sufficient to create concern. No statement concerning the matter, however, can be obtained from any responsible official of the department of commerce and labor.

Thousands Idle in Canada.

Vancouver, B. C., Nov. 16.—Vancouver is being flooded with all kinds of laborers and no work is available. A call for more men was made several months ago, but when they were wanted they were not to be had. Now, when winter is setting in and work is being shut down in the inter-lumber and copper camps, hundreds of men are available. Two thousand men are idle in boundary districts. The mayor of Vancouver has closed the labor bureau, so many were the applications made with no place to supply.

Brobeck Will Be Tried.

San Francisco, Nov. 16.—The Supreme court today rendered a decision in the case of W. I. Brobeck, one of the applicants for the Parkside trolley franchise before the former board of supervisors, with his associates, W. H. Umbsen and J. E. Green, under indictment for attempted bribery. Brobeck applied for a writ of prohibition to prevent the trial of the pending case against him, the ground that there was not sufficient evidence to justify the indictment. The Supreme court did not agree with his contention.

No Interest in Ballot.

Topeka, Kan., Nov. 16.—Scarcely a half dozen women delegates are in Topeka to attend the meeting of the Kansas Equal Suffragists yesterday and today. So discouragingly small is the attendance that it is said the meeting will not last through the day. The object of the gathering is to form an organization for the purpose of electing members of the legislature pledged to give women the equal right of suffrage as men.

Consents to Obey Law.

Guthrie, Okla., Nov. 16.—The Rock Island will accept the 2-cent railroad fare provision of the Oklahoma constitution, which goes into effect November 16. This statement was made frankly and without hesitation by B. F. Winchell, president of the Rock Island system, in conference with Guthrie city officers today.

Appropriations Recommended for Rivers and Harbors.

COMPLETE COLUMBIA BAR JETTY

Wants Money for Celilo Canal, Upper Columbia and Snake Rivers and Grays Harbor.

Washington, Nov. 14.—In his annual report made public today, General MacKenzie, chief of army engineers, recommended that congress, at its coming session, appropriate the \$1,700,000 which was authorized last session to complete the jetty at the mouth of the Columbia river. When this appropriation was authorized it was believed that the amount would complete the project, but owing to the increased price of lumber and material and the damage caused by winter storms it is now believed that a supplementary estimate covering the increase in cost will have to be submitted.

General MacKenzie also believes that \$50,000 of \$90,000 should be expended putting new boilers in the dredge Chinook, which is now unseaworthy. If this done, the dredge can be put back to work on the bar, and it is his belief that it could greatly aid the concentrated tidal current in broadening and deepening the channel now in process of formation.

The last river and harbor bill authorized the appropriation of \$500,000 for the Celilo canal, in addition to \$100,000 then made available. It is recommended that this amount be appropriated at the coming session so that work can be continued without delay. That will leave nearly \$3,000,000 yet to be appropriated.

General MacKenzie recommends that congress provide for the construction of a revetment opposite Albany and for the extension of the existing revetment at Independence on the Willamette river, as well as to maintain the existing alignment of the river bank and channels. No new appropriation is recommended. The improvement of the Upper Columbia and Snake rivers is proceeding and the work will be finished by the time the Celilo canal is completed. Further improvements of Coos bay depend upon the report of the special army engineer board appointed to determine the advisability of deepening the channel across the bar. If this board reports favorably it will submit the project and estimates which will form the basis of legislation in the next river and harbor bill.

Tillamook bay and other harbors along the Oregon coast are not to be further improved until the completion of the dredge, for which \$100,000 was appropriated at the last session.

General MacKenzie also recommends an appropriation of \$40,000 to complete the dredging of the Puyallup waterway, Tacoma harbor. No appropriation is asked for the canal connecting Lake Washington with Puget sound, near Seattle, this work having been undertaken by private enterprise. Four hundred thousand dollars authorized last session is asked to complete the 9,000-foot jetty at the entrance to Grays harbor.

The report states that the dredge built for coast harbors will operate along the Washington as well as the Oregon coast, and in numerous tributaries of Puget sound.

General MacKenzie's report deals also with the question of the improvements of rivers and harbors. It submits estimates aggregating more than \$27,000,000 for the fiscal year 1909, which will be included in Secretary Taft in his report to congress.

At the last session of congress a river and harbor appropriation bill was passed authorizing a large amount of money and authorizing the War department to enter into contracts for various projects. Because of the improbability of any legislation of that character during the coming session, except to make appropriations for carrying on work already authorized and contracted for, General MacKenzie does not submit any estimates for new projects.

Foils Forgers of Script.

Los Angeles, Cal., Nov. 14.—Another \$1,000,000 of Los Angeles clearing house scrip was sent into circulation today, by local clearing house banks, bringing the total of this money medium in local circulation up to \$2,000,000. However, the issuing of the second \$1,000,000 is entirely for the purpose of immediately retiring the currency issue of \$1,000,000 because of the peculiar erroneous belief that the first issue of scrip can be easily counterfeited. The new scrip which will appear today is an intricate bit of lithography.

Powder to Control Utes.

Omaha, Nov. 14.—Forty tons of powder and shells passed through Omaha yesterday over the Missouri Pacific and the Northwestern on the way to Gettysburg, S. D., the scene of the Ute Indian trouble. The shipment was from Fort Leavenworth and included several Gatling guns, Colonel West, Second cavalry, from Fort Des Moines, wires the army officers here from Thunder creek, S. D., that all three squadrons of the regiment are now there. He suggests a new route, involving less hauling for supplies.

Final Trial of Battleship.

Seattle, Nov. 14.—Sailing orders have been given to the battleship Nebraska, and she will sail this afternoon or possibly Friday morning for her final and official trial cruise. On her behavior on this last and ultimate test will depend her final acceptance by the United States government. Approximately \$100,000 is tied up in the Nebraska, of money due the Moran Brothers company, her builders. This amount has been held out pending the final cruise.

Pay Most of Claims.

Vancouver, B. C., Nov. 14.—MacKenzie King, Federal commissioner, recommends the payment of \$10,000 out of the \$13,000 of consequential damages claimed by Japanese merchants as a result of the recent riots.

SECRETS OF THE SEA.

Mysteries of Disappearing Ships Never Unraveled.

Nothing is more fascinating than trying to fathom the secrets of the deep, particularly when it comes to speculating on the fate of vessels which have disappeared without known cause. There are many such cases, and they are absolutely baffling. Ships have gaily left port, with every prospect of a safe voyage, never to be heard of again.

What are the secrets of these mysterious vanishings of stately ships with their crews and cargoes? In 19 cases out of 20 the secrets lie with the ships many fathoms deep, and will perhaps never leap to light. To this day no one knows what became of the City of Glasgow, which set her sails so gallantly in the Mersey half a century and more ago, bound for Philadelphia. She carried over 400 passengers and a crew of 70; but she never reached Philadelphia, nor was she ever seen again after the hills of Wales were lost to view.

The Burville Castle left London some years ago on a long voyage to Australia. She should have made a final call at Plymouth, but she never came within sight of the Hoe, nor has human eye ever seen her from the day she dropped down the channel. It was on May 10, 1854, that the Lady Nugent spread her sails at Madras with 367 of the Twenty-fifth Madras Light Infantry and other passengers aboard. Her destination was Hongkong, but half a century has gone and neither Hongkong nor any other port has sighted her.

Nearly two years later the Collins liner, the Pacific, dropped down the Mersey with 180 souls on board. She was accounted one of the stoutest and swiftest vessels of her time—and so, no doubt, she was. But she went the way the City of Glasgow had gone a couple of years earlier, and for 45 years has been lying at the bottom of the sea—but where, none may know till all secrets are revealed. The training vessel Atlanta started, a quarter of a century ago, for a short cruise in Bermuda waters, and from that day to this no one knows what became of her and the 250 souls she carried.

On January 28, 1870, the City of Boston sailed from Halifax for England with 191 souls on board. She was an Inman liner, a fine ship, splendidly equipped and handled; but she, too, was destined to vanish from the face of the waters.

PRINCESS ENA HAS CHANGED.

Pretty Face of the Queen of Spain Now Looks More Womanly.

Queen Victoria Eugenie, as her Spanish subjects call England's Princess Ena, has changed in appearance since she has been here, says a Madrid letter in the New York World. She now looks much more womanly, and often a sad expression clouds her pretty face, which is perhaps not surprising when one remembers the narrow escape she had from the anarchist's bomb on the day of her marriage. She is inclined to stoutness, but Spaniards like matronly women, and consider her all the more beautiful on that account.

Apart from the occasional sad expression mentioned she seems to be quite happy, and her young husband is very devoted to her. Nor can she complain of any lack of affection from her royal mother-in-law or the other members of the Spanish royal family.

When seen in public the two queens look very well, indeed—the stately Austrian and the young English girl, so Saxon like, with her pink and white complexion and golden locks. Both queens are fond of beautiful clothes and dress to perfection. The tasteful half-mourning suits of Queen Christina serve as a soft background for the shiny bright blues and pinks of Queen Victoria Eugenie's attire.

The queens of Spain have always been famous for their splendid jewelry, and King Alfonso has given his wife, among other things, a superb cross for coronet, which she wears on state occasions, but she never looks so beautiful as when wearing the splendid turquoise ornament presented to her on her marriage by King Edward and Queen Alexandra.

Mixed Liquors Banned.

Rory MacSnoory was the village blacksmith and one of the most powerful singers in the choir of the Kirk at Auchinclocher. To show off his voice to full advantage he would vary his style from bass to alto and from alto to treble in the same hymn.

The minister had long observed that Rory's methods were upsetting the general melody of the congregation's singing, and at length he resolved to bring the culprit to book.

"Hymn 34," he announced, "and 'A' together. And, Mr. MacSnoory, if ye're tae sing tenor, sing tenor, or if ye're tae sing bass, sing bass, but we'll hae nae mair o' yer shandygaff!"—Dun-dee Advertiser.

What He Meant.

A young man of Boston who had fad'd to pay his laundry bill endeavored to turn his Chinaman aside from inquiry by an attack upon the Celestial's manner of speech.

"Why do you say 'Friday,' John?" he asked.

"Say Friday because I mean Friday," replied John, stoutly. "No say Friday and mean maybe week after nex', like Melican man."

Twice Proud.

"I suppose you have taken a great deal of pride in your farm?"

"Yes," answered Farmer Cornstossel, "I was as proud as any man can be when I bought this farm. I don't expect to be that proud but once more in my whole life."

"When will that be?"

"When I succeed in selling it!"—Washington Star.

The Long and Short.

"Woman don't wear bathing suits long up in Maine."

"No, and they wear them rather short in Galveston."—Houston Post.

If love would only remain blind after marriage—but what's the use!

An empty stomach provides a man with food for thought.

PORPOISES DRIVE TO PLEDGERS.

Sight of Big School Brings Thoughts of Sea Serpents.

If the Women's Christian Temperance Union only had a recruiting office at the Battery to-day it might have gained a couple of hundred converts without any trouble at all, says the New York Telegram. "Honest Bill" Quigley, a Battery boatman, stands sponsor for this statement, and his say-so ought to count for something.

"You see," said "Honest Bill," in explaining his statement, "I've been 'round this part for many a year and I've seen many a queer sight, but I never saw a school of porpoises cause such a run on the Temperance bank as I did this very same mornin'. Why, when the municipal boats docked from Staten Island there was the biggest rush for pledges you ever heard tell of."

"Did you see it?" says one wide-eyed individual to me.

"See what?" says I.

"The sea serpent," says he. And then he makes a dash for the Water Street mission. And he wasn't the only one, either. Sure they must put up a swell brand of booze over on Staten Island for nine out of every ten of these commuters followed his lead.

"Well, while I was ponderin' over their antics I rambled down to the large office dock and lookin' out over the river, what d'yer think I saw—nothin' but a school of innocent playful porpoises. And they was the sea serpent, mind you, what them Staten Islanders say"—and Bill spat disgustedly into the river.

The Staten Islanders, however, were not the only persons fooled by the porpoises. Passengers on every craft in the bay, from saucy little tugs to great ocean liners, had a sight for their eyes in the great school that gambled gaily through the Ambrose channel into the harbor. Their flashing bodies, as they curved in and out of the water, caused many a person to believe he was gazing on sea serpents.

After creating almost a panic in the bay the school, headed by a big "buck" porpoise, swam up the East River. It is reported that as they passed under the Brooklyn bridge a donkey engine on one of the lighters docked at the Brooklyn side kicked almost frantically. The porpoises are said to be bound for Boston, where they will attend a nature faker's convention.