

DOINGS OF THE SIXTIETH CONGRESS

Tuesday, February 20

Washington, Feb. 20.—Currency legislation the chief topic before the senate today. For nearly three hours Owen, of Oklahoma, spoke on the Aldrich bill, saying that he had, through ex-senator Jones, of Arkansas, in 1909 proposed legislation somewhat similar to the bill under consideration, but with essential differences, which he declared would have prevented the recent panic had it been enacted into law. Owen received close attention from the senators and was frequently interrupted with questions, which led to spirited debate.

The Indian appropriation bill received consideration during a part of the day. The bill was read through. Teller declared that Indian bills have in the past been put through the senate loaded down with new legislation that should never have been adopted.

Washington, Feb. 20.—General debate on the army appropriation bill in the house of representatives today again furnished opportunity for free expression of opinion on the issues of the day. Garrett of Tennessee and Han of North Carolina arranged the Republican party for its policy with regard to the tariff, while Hayes of California denounced the financial system of the United States as "patchwork," and the Aldrich bill as "falling far short of the remedial legislation needed."

The only remarks pertinent to the army bill were made by Parker of New Jersey, who spoke in favor of the proposition for increased pay for the officers and men, and Kuster of Wisconsin in support of restoration of the cantonment.

The seven hours allowed for general debate on the bill will expire tomorrow, when the measure will be read for amendment.

Monday, February 24

Washington, Feb. 24.—Ocean mail subsidy and currency legislation were both the subjects of speeches in the senate today. Gallinger opened the debate in favor of his bill for ocean mail subsidy to build up the American merchant marine, and was followed by Depew, who strongly approved the measure.

Simons of North Carolina, and White, of Maryland, spoke in criticism of the Aldrich currency bill. White announcing that he would not vote for any measure before the senate. An hour was devoted to the further consideration of the bill to revise the criminal code.

Gallinger reviewed conditions under which the merchants arise of this country is operating and cited many advantages that he believed will accrue to the commercial interests of the United States if better mail service to South America and other points is established.

Washington, Feb. 24.—The unusual spectacle of the committee on rules being overruled by its chairman, the speaker, on the floor of the house, was witnessed in that body today, much to the discomfiture of Dalsell, a member of the committee.

The army appropriation bill, carrying \$85,007,566, was taken up. After Hull, of Iowa, had explained its provisions, Slayden, of Texas, criticized "the enormous extravagance of the military establishment," while Holliday, of Indiana, pleaded for increased pay for the enlisted men of the army.

Other speeches were delivered by Hamilton, of Iowa, who favored tariff revision, and by Washburn, of Massachusetts, in favor of removing the restriction of the Sherman anti-trust law regarding organizations of merchants in certain cases.

Saturday, February 22

Washington, Feb. 22.—In the presence of many senators and a large gathering in the galleries, Senator Foster McCumber, of North Dakota, today read the farewell address of Washington.

The Indian appropriation bill, which was reported to the senate today, carries \$9,825,820, an increase of \$1,610,123 over the total appropriations made by the bill as it was passed by the house.

The nomination of Louis A. Coolidge, of Massachusetts, to be an assistant secretary of the treasury, was ordered reported favorably by the senate committee on finance.

Washington, Feb. 22.—The race question came to the surface in the house today when Hefflin, Alabama, offered an amendment to the District of Columbia street railway trackage bill, providing for "Jim Crow" cars. Hefflin declared that separate coaches for the whites and blacks had solved the race problem in Alabama and he expressed the opinion that such an arrangement would solve it in Washington.

The amendment was defeated, 140 to 59. The bill was passed. It provides universal transfers on the basis of cash fares or six tickets for 25 cents. It also provides for street railway facilities from all parts of Washington to the new union station.

Henry's Big Fee

Washington, Feb. 26.—Francis J. Henry's fee for prosecuting land fraud cases in Oregon amounts to practically \$50,000, all but \$5,000 of which has been paid. This balance was provided for in the deficiency appropriation bill which recently passed congress. It is understood that the fee for the Hall case is not included in the above amount, as that will be paid out of the appropriation for the current year. The department of justice was not inclined to approve Mr. Henry's account as submitted, believing his fee exorbitant.

May Rearrange Stars

Washington, Feb. 26.—President Roosevelt is considering a proposition to revise the national flag by an entirely new arrangement of the stars. On July 4 another star must be added to the flag, to represent Oklahoma. The plan of Dr. A. M. Martin, of Bloomington, O., calls for a geometrical design, consisting of five stars in combinations. This means a big star with five points, the center being occupied with a few stars.

Friday, February 21

Washington, Feb. 21.—Senator Heyburn and Representative French, of Idaho, today introduced in the senate and house the bill prepared by Idaho sheepmen amending the 25-hour law, by providing that railroad trains containing ten or more cars of livestock going from one state to another shall maintain an average minimum speed of 16 miles per hour from the time the stock is loaded on cars until the destination is reached, deducting reasonable time for stops made for feed and water. The bill provides a fine of \$100 to \$500 for failure to maintain this speed.

An amendment to the postoffice appropriation bill was introduced today by Senator Foraker.

Seven Filipinos may receive instruction in the United States military academy, according to a bill passed by the senate today.

Washington, Feb. 21.—The time of the house of representatives today was devoted to consideration of what is known as the District of Columbia railway franchise—that is, the bill providing for extension of streetcar lines to the new union station. The subject of universal streetcar transfers in Washington elicited special attention and no disposition was manifested to amend the provision except to strengthen it. Tomorrow also will be given over to District of Columbia business.

Thursday, February 20

Washington, Feb. 20.—Because of the death in this city today of Senator Lattimer, of South Carolina, both branches of congress adjourned, the senate almost immediately after convening and the house an hour afterward upon receiving official notice of the senator's death. In each chamber resolutions of regret were adopted and a committee appointed to accompany the body home.

Most of the time the house was in session was consumed in the reading of impeachment charges offered by Mr. Waido, of New York, against Federal Judge Leubens R. Wilfley, of the United States court at Shanghai, China, which were referred to the committee on judiciary.

Chaplain Hale, in his prayer opening the senate, referred feelingly to the death of Senator Lattimer.

The immigration committee, of which Mr. Lattimer was a member, also adopted resolutions of regret.

Wednesday, February 19

Washington, Feb. 19.—Senator Barah, of Idaho, dropped a bomb in the United States senate when he proposed to amend the existing law by providing that United States senators and representatives in congress should not be permitted to act as paid attorneys in any Federal court in cases in which the United States government is interested directly or indirectly. The senate was in session, considering the Heyburn bill to revise and codify the Federal statutes, when it reached that provision under which United States Senators Burton and Mitchell had been indicted and convicted. It was here that the junior Idaho senator unexpectedly proposed his amendment.

The senate in executive session today ratified the arbitration convention between the United States and France, which was signed on February 10. A similar ratification treaty between the United States and Peru also was ratified.

Senator Knox introduced a bill providing for a system of postal savings banks.

Washington, Feb. 19.—The bill providing for the taking of the thirteenth census occupied most of the time of the session of the house today. Progress with it was slow because of numerous amendments offered, which in the main were rejected. The bill was amended in one important particular, however, and that was limiting the census to the mainland of the United States, Alaska, Hawaii and Porto Rico.

Previous to the consideration of the census bill, Henry, of Texas, taking his cue from Boutwell's remarks of yesterday, urged the speaker, urged the Republicans to bring in an employers liability bill and a bill requiring notice before the issuance of Federal indictments.

A petition for the impeachment of Judge L. R. Wilfley, of Shanghai, judge of the United States court for China, was presented to the house.

May Reimburse Harriman Line

Washington, Feb. 25.—President Roosevelt today considered with Chairman Miller, of the house committee on the construction of the battleships, will be considered at a special meeting of the senate committee on naval affairs February 25. It is probable that Rear Admiral Converse, retired, president of the board of construction, and Rear Admiral Capps, chief of the bureau of construction and repair, who recently proposed extensive repairs to the various criticisms in magazine articles and elsewhere, will be called before the committee.

Committee to Hold Inquiry

Washington, Feb. 20.—Changes that have been serious defects in the construction of the battleships will be considered at a special meeting of the senate committee on naval affairs February 25. It is probable that Rear Admiral Converse, retired, president of the board of construction, and Rear Admiral Capps, chief of the bureau of construction and repair, who recently proposed extensive repairs to the various criticisms in magazine articles and elsewhere, will be called before the committee.

May Have Salaries Now

Washington, Feb. 26.—Benito Legarda and Pablo Ocampo de Leon, the recently appointed retired commissioners, who have arrived here to represent the Philippine islands in congress, today visited the senate committee on the Philippines and were later taken to the floor of the senate, where they were interested observers. The senate today passed the house joint resolution authorizing the payment of the commissioners' salary.

"SPIRIT OF THE GOLDEN WEST"

All Oregon Represented by Floists Indicative of Its Resources.

Portland's great annual institution, the Rose Festival, which was inaugurated last June under such auspicious circumstances, will, this coming June, be commemorated on a scale so broad and grand that it will have a general appeal to the whole state of Oregon, and an individual appeal to every community in the commonwealth. The grand jubilee, which will be one round of pleasure for the whole week beginning Monday, June 1, and ending in a blaze of glory the following Saturday night, is not for Portland or Portland people alone.

One of the most spectacular and brilliant features is to be the magnificent street pageant. This is a competitive event open to all cities and towns of Oregon outside of the Rose City. There will be grand prizes, the capital prize being a princely sum in cash with a number of costly souvenir cups and other trophies of great value and beauty.

Up to the present time about 20 cities and towns of Oregon have been heard from, each showing great interest in the special state parade, and several of these towns, through their business organizations and "boosting" clubs, have sent representatives to this city to confer with the festival management with reference to character of the floats which will make the most effective showing for their communities.

The festival association has secured the services of a master float builder from the East, who is now here with a corps of assistants ready to advise with all who desire to enter the lists.

The railroads of Oregon, and the whole West, in fact, are planning to give special reduced rates on all lines, good for the whole week of the festival. Special low rates from Portland to all points in Oregon.

Every town in Oregon is invited to enter some characteristic float in the "All Oregon" parade, and the festival association invites correspondence and personal conference with cities and towns, large and small, in this all important matter.

Publications for Farmers.

The following publications of interest to farmers and others have been issued by the Agricultural Department of the Federal government and will be available free, so long as they are available, except where otherwise noted, upon application to the Superintendent of Documents, Government Printing Office, Washington, D. C.:

Bulletin No. 119.—Report of Irrigation Investigations for 1901, under direction of Elwood Mead, chief of irrigation investigations. Pp. 401, plus 64 figs. 12. Price 50 cents. It is the third of the annual reports of the irrigation investigations of this office. It deals chiefly with the duty of water, but contains also reports from four stations in the humid states, where irrigation is not a necessity, but a means of increasing the returns from farm lands; a report on the underground water supply of the Bernardino valley California, and the second progress report on silt measurements.

Bulletin No. 86.—The Use of Water in Irrigation. Report of investigations made in 1899, under the supervision of Elwood Mead, expert in charge, and C. T. Johnston, assistant. Pp. 263, plus 50 figs. 12. Price 30 cents. This bulletin explains the methods in use in the arid states in the distribution and use of water in irrigation. It gives a large number of measurements made to determine the duty of water and the losses by seepage and evaporation from canals, and discusses the methods by which the water supply may be more effectively and economically utilized in the production of crops.

Bulletin No. 104.—Report of Irrigation Investigations for 1900, under supervision of Elwood Mead, expert in charge of irrigation investigations. Pp. 334, plus 25 figs. 29. Price 50 cents. This report covers the second year of investigations relating especially to the duty of water. The reports of the field agents contain also a large amount of information on laws and customs, agricultural methods, crop returns and other subjects related to irrigation. A progress report on the quantities of silt carried by a number of southern rivers is also contained in this volume.

Idaho Corn Show.

On the 2d, 3d and 4th of December, 1908, there will be held at Moscow a state corn show under the management of the Idaho Agronomy association. Not only will there be a show, but also a rousing program, which in itself would pay the expenses of the show. The subject of corn will be taken up and discussed from a practical and scientific point of view; the soil will be considered in its different phases; irrigation and dry farming will be talked about and the various live stock, dairy and horticultural subjects will be considered.

There will be some good premiums offered to the winners of the show. Now is the time to begin preparing by planting some good corn and getting in line. Tell your neighbors about it. Do not forget the date. Mark those days on your calendar and plan to come. For further information address, R. E. Hyslop, Superintendent Idaho Agronomy Association, Moscow, Idaho.

These may be made of biscuit dough the same as apple dumplings, or of puff paste rolled into rounds six inches across. Pinch up the edges to shape into cups. Arrange in a baking pan and put a peeled peach in the center of each. Sprinkle with sugar and dot with butter, then bake in a hot oven.

Hickory Nut Cookies.

Two cups of sugar, 2 eggs, half a cup of melted butter, 6 tablespoonsful of milk, 1 teaspoonful of cream of tartar, half a teaspoonful of soda and 1 cupful of chopped kernels stirred into the dough.

Preserves.

Make a syrup of five pounds sugar and two cups of water; boil until clear. Wash, stem and seed one gallon cherries, drop in the syrup and boil thirty minutes; skim well. Fill air-tight jars, seal and put in a cool place.

To Clean a Steel Knife.

Put an Irish potato in half, dip one of the pieces in the bricquard just generally used for cleaning knives. Rub the blade of the knife and the stain will immediately disappear.

BUILD TO INTERIOR

Central Oregon Is Premised Rail Connections.

FROM SUMPTER TO PRINEVILLE

Line Up Hood River Valley May Be Extended Southeast to Connect With Other Lines.

Hood River, Or., Feb. 22.—If preliminary plans being promoted by wealthy capitalists of Salt Lake City, who own the Mount Hood Railway extending up Hood River valley and also the Sumpter Valley, running out of Baker City, materialize, Central Oregon may have a railroad in the near future that will open up its many resources. The project provides for an extension of the Mount Hood line through the mountains east of Mount Hood, and a party of surveyors is now in the field trying to locate a pass through the mountains. The work is in charge of Joseph A. West, chief engineer of the Sumpter Valley.

Early last fall a large surveying party headed by Mr. West was taken into the Central Oregon country from Heppner Junction to determine the feasibility of building a railroad on that side of the mountains and his report is said to have been favorable. The money power behind the proposed railroad is David Eccles, the millionaire sugar manufacturer and lumberman, of Salt Lake City. If the project is completed the two roads will connect at some point in Crook county. By extension of the Sumpter Valley road south it would pass through Canyon City, Grant county, and also Prineville.

An extension of the Mount Hood road has already been commenced. A big gang of men with a steam shovel was put to work at Heppner, the present terminus of the line, and will build as soon as it can be pushed through the six miles of road toward Mount Hood that has been surveyed and staked. This will be done to accommodate the rapidly developing fruit land in the Mount Hood settlement. It is admitted, however, by W. H. Eccles and Charles T. Early, president and manager of the Mount Hood road, that it may form part of the connecting link of the proposed new line. Officers of both roads recently went over the territory that would be tributary to the project and it is learned that it is considered most favorably. In addition to reaching many acres of fertile farm lands, millions of feet of timber, for which there is now no outlet, it is said, could be utilized.

TUNNEL UNDER RIVER.

Manhattan Island Now Joined to Long Island City.

New York, Feb. 22.—The first of the great system of tunnels and subways by which the Pennsylvania railroad will be enabled to run a train from Philadelphia under the Hudson river across Manhattan island and under the East river to Long Island City was completed today. The two ends of one of the four tubes connecting Manhattan Island with Long Island city were brought together under the bed of the middle of East river off Thirty-fourth street by a room today and steel rings comprising the shell of the tube were for the first time bolted in one continuous string from shore to shore. This tube was begun in August, 1905, and is 4,000 feet in length. Two other tubes will be completed within a few days and the fourth will be finished within three months, according to an announcement made by the company.

So accurate were the measurements of the engineers that the ends came together with a variation of only three-eighths of an inch.

Expect Evans to Recover.

Washington, Feb. 22.—While not yet formally driven by Admiral Thomas that he has assumed command of the Atlantic fleet, the officials of the Navy department are expecting some preceeding reports on the condition of Admiral Evans. These reports are not regarded as indicating that the Admiral is suffering from any permanent incapacity, but that he is simply again a victim of rheumatic gout, which is directly the result of the injury he received at Fort Fisher in the Civil war.

Fight Indian Liquor Sale.

Washington, Feb. 22.—The senate committee on Indian affairs today continued its consideration of the Indian appropriation bill. Among the amendments adopted were: Increasing from \$25,000 to \$40,000 the appropriation for the suppression of the traffic in intoxicating liquors among the Indians; making an appropriation for agricultural experiments; authorizing the secretary of the treasury to expend \$50,000 for the purchase of agricultural lands and irrigation of them for the use of Indians in California.

Denies Part in Graft.

Harrisburg, Pa., Feb. 22.—Ex-Governor Pennypacker in his testimony to the state capital conspiracy trial today denied the statement of S. B. Lewis that the famous Houston letter to ex-Attorney General Carson was prepared at a conference between Pennypacker, Lewis and ex-Auditor Benjamin Snyder, one of the defendants. Mr. Pennypacker declared that the letter was intended to be a "whitewash," he stated falsely.

Kentucky Still Deadlocked.

Frankfort, Ky., Feb. 22.—The ballot for United States senator in the joint session of the legislature today resulted as follows: Beckham, 57; Bradley, 65; Allen, 1; Blackburn, 1; Campbell, 4. Necessary to a choice, 65.

AMERICA IS LOSING

Rebate Prosecutions Raise Rates to the Orient.

JAPAN CONTROLS ALL MANCHURIA

Provokes China by Her Aggression and Shuts Out Rival Nations Powers May Protest.

Washington, Feb. 20.—Information from unofficial and individual sources evidencing the aggressiveness of Japan in Manchuria has been accumulating in the State department for some time. That this condition is irritating in increasing degree to China is also a matter of knowledge here. It is said with authority, however, that in no manner has the Chinese government brought the matter to the attention of the American government, and no report on the subject is looked for.

A remarkable explanation of the attitude of our government in this important matter is developed as the result of inquiry directed toward officials who cannot be quoted, but are in positions to direct our policies. In effect, it is as follows:

"It is frankly admitted that America is losing her commercial foothold in the Orient. This loss, however, is not charged to Japan. Rather it is asserted to be the effect of the growing tendency toward international governmental regulation in the United States. As an illustration of this, attention is called to these facts:

"Five years ago four in barrels was being shipped to the Orient from the Northwest, steel rails from Pittsburgh, and cotton in bales from Texas. These shipments were made possible because of an exceedingly low ocean freight rate arrived at by a railroad combination. This rate has been condemned by our courts as a conspiracy against trade, and the development of this trade has been abandoned. The domestic war, as it is characterized, against the Standard Oil company, which is credited with the largest Oriental trade of any American enterprise, is declared to have been disastrously effective in the Orient, while the tobacco and cotton goods trades are said to have been dealt heavy injury through the operation of the railroad legislation here.

"From this point it seemed easy for government officials here conversant with foreign matters, to view Japanese commercial aggression in Manchuria with a greater degree of complacency than would be the case in the face of an urgent domestic demand for governmental assistance. Japan, it is asserted, without great difficulty, justify everything she has done in Manchuria as sanctioned by the 'open door' policy initiated by the late Secretary Hay, and adhered to by the greater nations, including Japan.

While Japan may justify these things through the 'open door' policy, it has been charged that there exists evidence of her use of many methods and practices which might bear the light of impartial investigation. Besides her claim to an equal footing with other nations in Manchuria, on the 'open door' basis, she has, it is asserted, obtained many valuable concessions through which her control of the railroad and telegraphic facilities is practically complete. This control is known to be used primarily in the interest of Japanese tradesmen and to the detriment of all foreign competitors.

Brazil Continues Rebates.

Washington, Feb. 20.—The president of the republic of Brazil, to commemorate the visit of the Atlantic fleet to the city of Rio Janeiro, has signed a decree authorizing the continuation of rebates on tariff charges on articles of American merchandise during the fiscal year 1908. The rebates which are continued apply to wheat, flour, condensed milk, manufactures of rubber, watches, writing ink, varnishes, typewriters, refrigerators, pianos, scales and windmills.

Trains Blocked Near Peoria.

Peoria, Ill., Feb. 20.—Two passenger trains one on top and one on the other on the Chicago, Peoria & St. Louis, are stalled in snow drifts 15 to 18 miles south of Peoria. The Big Four train, which was due here at 7:30 o'clock this morning, is near a small station named Leslie, with a huge snow drift in front and the wind has filled in a snow bank at the rear. Rescuing parties are working in both directions and ice shovels are in demand at \$5 a day. All freight trains are abandoned and the freight terminal yards are idle.

Michigan Trains Snowbound.

Detroit, Mich., Feb. 20.—At least 13 passenger trains poked their pilots into impervious snow drifts throughout Michigan, and late this afternoon reports from out in the state indicate that some of these trains are still snowbound. Traffic was completely abandoned in some instances. The blizzard which swept down upon the lower portion of Michigan from the West yesterday afternoon still prevails with great severity, and the snowfall ranges from eight inches in Detroit to 18 inches in the Southwest section of the state.

More Deaths in Chicago.

Chicago, Feb. 20.—The blizzard which began here yesterday was still in progress today, although the greatest fury of the storm had passed. A light snow fell during the early part of the day, and was piled into deep drifts by a strong wind. Traffic on all surface and elevated street lines, as well as on steam roads, was greatly delayed, though large squads of men worked all night in an endeavor to keep the tracks clear of snow.

Blizzard in Adirondacks.

Plattsburg, N. Y., Feb. 20.—A north-west storm of such severity as to be unusual, even in this blizzard-acustomed region, is raging in Northern New York tonight, and is rapidly adding to the snow that covers the whole Adirondack region.

BOULEVARD FOR CLEVELAND.

Lead for This Parkway Is Gift of Property Owners to the City.

Cleveland is about to receive the most important addition to her park system since the acquisition of Rockefeller boulevard. Embracing a tract of 125 acres in the valley of Dugway Brook, the new gift will eventually become a boulevard of exceptional beauty, two and one-half miles long, connecting Gordon Park with Forest Hill, by way of the Lake Shore boulevard.

A first-class speedway, three quarters of a mile in length, the dream of Cleveland horsemen for many years, will be the most striking feature of the city's newest park.

Following closely the course of Dugway Brook, the new boulevard will have a setting unsurpassed by any of the parks in Cleveland. The topography of the country will lend itself readily to the landscape gardener.

Best of all, the necessary property, valued at about \$750,000, will cost the city nothing, having been nearly all donated by generous landholders. Every landholder has been asked to donate what is needed of his estate, and not a single refusal has been registered.

Those behind the new park are counting on the donation of Forest Hill to the city some day. Only then can the Dugway Brook boulevard realize its greatest measure of usefulness as a two and a half mile link in the chain of parks extending from Edgewater Park around the city to Forest Hill. No definite word on this subject from Mr. Rockefeller has ever been received, but the men close to him believe that he will make this disposition of his magnificent estate. It would seem the natural and logical course.—Cleveland Plain Dealer.

HIMALAYAN HOSPITALITY.

In spite of a poverty which limits their good intentions, the inhabitants of Central and South Central Asia display a charming hospitality. Such, at least, is the impression gained from Ellsworth Huntington's recent book, "The Pulse of Asia."

At Matayan, a village in the province of Ladakh, the habitable portion of the upper Indus valley, a friendly diverger from the crust which covered eight or ten feet of snow into a one-story house. This was at an elevation of ten thousand five hundred feet.

Although it was April 11, the snow, even on a level, was higher than the tops of the houses. Where it had been shoveled off the flat roofs, it formed high banks, protecting them from the wind, and making them the favorite sitting room at that season, and even in winter, for the sunshine is always warm in that dry, cloudless climate.

When the little black cows had been driven and pulled out of the way, Mr. Huntington descended to an almost closely shed used for the two or three hardy sheep and goats, and was ushered, stooping, into a dark stable containing a little pony, shaggy, like all the animals. Bending low once more, he climbed over a high sill, and was in the warm, close family living room.

Light and air came in through a hole in the roof of foot square, surmounted by a chimney pot a foot high, made of three stones set up to keep out the snow. A few bits of ragged cloth on the mud floor for sleeping purposes, a half-dozen metal utensils, and an iron pot full of Himalayan tea, kept warm over some embers, comprised all the visible equipment for housekeeping.

After the host had persuaded Mr. Huntington to take a seat on the floor, a half-palmed old woman insisted upon lading out for him a bowl of tea. It was surprisingly good in view of the fact that a poor grade of tea leaves had been steeped half an hour or more with milk, butter, salt and soda. In richer houses Mr. Huntington was often served with tea which had been improved by being churned violently in a slender, greasy black churn, twenty inches long by four in diameter, in order to mix the rancid butter well into the compound before it was turned into the drinking bowl.

Not Gaining Any.

Long division, a writer in the New York Sun declares, is the Waterloo of most of the middle-aged women who apply for city positions. One woman took some time off from work to learn how to do long division. The teacher told her a million times, more or less, that when the divisor would not go into the dividend she must put a cipher in the answer.

One day the teacher came along and looked over her shoulder and saw fourteen or fifteen ciphers in the result, while the correct answer could not have had more than three figures in it. The teacher was patient with her, and asked her where she got all those ciphers.

"Why," she said, looking slightly worried, "you told me that when the divisor wouldn't go to put down a cipher, and it wouldn't go all these times, and I haven't got to the end yet, and don't see as I'm gaining on it a bit."

Energy.

Aubrey de Vere, an Irish poet and gentleman, mentions in his "Recollections" that when ten years old he had a tutor who constantly inculcated in him rectitude, purpose and energy.

The tutor's praise of energy was expressed by the saying:

"There are three letters of more value than all the rest in the alphabet—namely, N R G."

Business Is Business.

Gotrox—What are your lowest terms as a son-in-law?

Count—One million.

Gotrox—All right; I'll sign a check tomorrow.

Count—And how soon shall I marry your daughter?

Gotrox—Oh, you won't marry her; I'm going to hold you for a rise and sell you to somebody else.—Life.

When a girl says she has a man tied to her apron strings, she means that she has him saddled for life.

MANY NEW "HELLO" JOBS OPEN FOR WOMEN

Railways Are to Use Phone in Place of Telegraph After March 1.

OPERATORS TO BE LET OUT.

Block Signals Also Will Be Installed and Many Small Stations Closed.

A new field of employment for women is to be opened by the railways. This does not mean that the roads will employ women telegraphers, but on the contrary their employment will be for the purpose of taking the place of telegraphers already in the service. The future woman railway operating employees will be engaged at the smaller stations taking train orders over a telephone, where formerly such orders were transmitted and received by telegraph. This new field will be open to women when the new nine-hour day law governing the working time of railway telegraphers goes into effect on March 1.

It was confidently expected that this law would work a revolution in railway operation, and it was with this end in view that the Order of Railway Telegraphers procured its passage despite the determined opposition of the railway managers and even against advice direct from the White House. The revolution is coming, all right, but it will be a revolution which will relegate the telegraph to a back seat as an adjunct to railway operation and will throw thousands of operators out of employment and annually will decrease their number until they will almost disappear from American railways.

It was expected that the reduction in the working hours of railway telegraphers to nine hours would compel the railroads to employ at least 8,000 additional men at once. It was also known that it would be impossible to secure this number of men when needed, and it was therefore hoped by the men that an increase in wages would be a part of the revolution planned.

Changes to Result.

The railway managers at first took a similar view of the situation, but it soon was discovered that it would be impossible to supply the demand if all existing telegraph offices were to be maintained after March 1. As a result of a careful study of the situation the nine-hour day for telegraphers will bring about the following changes:

1. The abandonment of all stations as telegraph stations except division headquarters and junction points.
2. The substitution of telephones for the receipt and the transmission of orders and messages.
3. The employment of women as agents in many stations thus transformed into telephone stations.
4. The transaction of a tremendous amount of office business by letter which formerly was transacted by telegraph.
5. The rapid extension of the automatic electric block signal system, which will make telegraph stations unnecessary.

In determining to inaugurate these changes the railway managers found that they had in reality been preparing for them for years. It was discovered also that by adopting the most expensive system of block signaling train orders and telegraph stations could for the greater part be done away with.

The railroads, therefore, decided that they would rather spend millions in providing and maintaining automatic block signals which never go to sleep and which never fail unless they spell "danger," than to spend the same money in maintaining telegraph stations and telegraph operators. The closing of stations as tele