

BONDS SELL WELL

\$30,000,000 for Panama Canal More Than Subscribed.

ALL BIDS ARE AT GOOD PREMIUM

Average Premium of Nearly 4 Per Cent is Offered—Interest at 2 Per Cent.

Washington, July 21.—Bids were opened at the Treasury department yesterday for the \$30,000,000 10-30 Panama Canal bonds, bearing 2 per cent interest, under Secretary Shaw's circular of July 2 and, although no awards will be made until today or later, it is evident that the entire issue has been subscribed for at an average of from 103.94 to 103.96. Mr. Shaw and other officials of the Treasury department expressed themselves as highly pleased and entirely satisfied with the figures obtained.

The total number and amounts of bids made will not be ascertained until today, but it is apparent that the whole issue has been subscribed for several times over. The largest and best single offer was that of Fisk & Robinson, of New York, who made six bids of \$5,000,000 each at an average of 103.85. Smaller bids at higher prices, however, will probably reduce the amount which will likely be awarded to them to about \$15,000,000. One bid of 106 for the whole issue came from a man named Lindsay at New Orleans, but on account of conditions named and for other reasons the bid was not considered. Several telegraphic bids were received too late to be considered, but the prices named were too small to be successful.

The secretary having stated that the bonds would be numbered serially beginning with the highest bid, one offer was made at 125 for \$1,000, thus securing to the bidder bond No. 1. An examination of the best bids shows that offers of 104 1-16 and up aggregated \$15,394,860; 104 to 104 1-16 aggregated \$1,100,880; 103.75 to 104 aggregated \$14,177,000.

LOSS LOOMING BIG.

San Francisco Insurance May Reach Total of \$300,000,000.

San Francisco, Cal., July 21.—It now looks as if the insurance risks in the burned district of San Francisco will foot up considerably more than \$250,000,000, and the total may go up to nearly \$300,000,000. The estimates of insurance managers have been crawling upward all the time, and the figures given in reports filed by the companies with the New York Insurance department indicate that even the highest estimate which they have made is too low.

Several weeks after the conflagration a detailed estimate of the amount of each company's risks fixed the total insurance in the burned district at \$252,363,000. Thirty-three companies which have made sworn returns to the New York Insurance department, admit a liability of \$102,499,000. The estimate of their liability was \$96,063,000. Taking the same percentage of difference for all the 108 companies which were included in the list, the total of their liabilities would be placed at \$269,271,000.

An addition must be made for Lloyds, for the "underground" concerns, and for the companies which had some risks here but were not named with the 108. This addition may be estimated at \$10,000,000, which brings the total up to about \$280,000,000.

From this calculation the German, of Freeport, and the German National are omitted, as their returns to the New York Insurance department have a peculiar look. On the basis of the returns of the thirty-three companies above referred to, the German, of Freeport, and the German National, would be involved to the extent of \$6,213,000 in the disaster, but they admit a loss of only \$2,817,000.

Stoessel Must Die.

St. Petersburg, July 21.—The commission appointed to investigate the surrender of Port Arthur has finished its labors, and recommends that Lieutenant General Stoessel, the former commander of the Russian forces at Port Arthur, be dismissed from the army and shot; that Lieutenant General Fock, who commanded the Fourth East Siberian division at Port Arthur, be dismissed from the army and undergo a year of hard labor; that General Reiss, chief of staff of General Stoessel, be dismissed and banished.

Reciprocity Treaty With Spain.

Madrid, July 21.—American Minister Collier has left Madrid for San Sebastian, where today he will sign with Foreign Minister Gallon the new commercial treaty between the United States and Spain. The document is considered most advantageous to both sides, overcoming a number of increases in the Spanish tariff, which became operative July 1, and giving Spain reciprocal advantages. The press welcomes the agreement as entirely satisfactory and as evidence of the friendly intercourse between the two governments.

Bloodshed by Railroads.

Washington, July 21.—The accident bulletin, which has just been issued by the Interstate Commerce commission for the three months ending March 31, 1906, shows the total number of casualties to passengers and employees to be 18,296. The number of passengers and employees killed in train accidents was 274. The total number of collisions and derailments was 3,490, of which 289 collisions and 167 derailments affected passenger trains.

Great Demand for Troops.

Odessa, July 21.—General Kanibars has been overwhelmed recently with appeals for military assistance from landowners in the districts of Kherson, Yekaterinoslav and Poltava, against the peasantry, who are organized and led by revolutionists.

RED TAPE TATTERED.

Assistant Secretary Ryan Taken Initiative and Buys Sunnyside Canal.

Washington, July 20.—Acting Secretary of the Interior Ryan today approved the purchase of the Sunnyside irrigation canal in Eastern Washington, and authorized the payment of \$250,000 for the same to the Washington Irrigation company. The approval of this purchase removes the last obstacle in the way of the construction by the government of the Teton and Sunnyside irrigation projects.

Had this sale not been concluded today, the Washington Irrigation company would have withdrawn its offer and the government would have been obliged to abandon both its projects, or else enter upon prolonged litigation. Notwithstanding the fact that Secretary Hitchcock approved the Teton and Sunnyside projects more than six months ago and authorized the purchase of the Sunnyside canal at the above price, the owners of the canal have been unable to collect one cent from the government, because the secretary of the Interior has not approved the formal purchase, some of the government lawyers having found trivial objections which they believed should be corrected before the government paid for the canal. Mr. Hitchcock, on his counselors' advice, refused to pay over the money.

BIGGEST OF ALL DRYDOCKS.

Will Be Built of Concrete at Bremerton Navy Yard.

Washington, July 20.—Plans for the largest and best drydock in the world are being prepared in the bureau of Yards and Docks at the Navy department, to cost \$1,250,000 and to be constructed at the Bremerton navy yard, Puget sound, Washington. This amount is the largest ever appropriated for a dock, and the new dock will be able to take in the largest battleship, either in course of construction or in contemplation. The location has already been selected, and borings are being made to learn the depth of foundation. It is to be a concrete dock of the largest pattern and materials will be purchased on the Pacific coast if practicable.

The dock is to be so constructed that it can be lengthened if vessels of greater length should be built in the future. It will be 37 feet in depth over sill, which will provide for the docking of any vessel that can be built, unless some new unknown system of building is developed. The greater depth of the new dock is also designed to meet cases where a vessel has been injured and draws much more than the ordinary depth on account of the injury.

NATION ENTERS BUSINESS.

Japan Makes Great Stride Forward on Road to Socialism.

Washington, July 19.—According to advice received by the bureau of manufactures, the Japanese government has undertaken one of the greatest experiments in the world's history, which indicates a clear purpose to protect, supervise, develop and nationalize all Japanese industries. It is stated that the provision for the nationalization of railways was but a single step in the great plan of industrial nationalization toward which the country is fast approaching.

The movement for Manchurian nationalization has received careful attention, and it is now proposed that a company shall be formed by the government and private capitalists jointly for the purpose of operating the railroads, forests and mines in Manchuria. If successful along the lines Japan is now working, it is said that the individuals and corporations of America that are striving for the trade of the Orient will discover that they are not competing for this trade against individuals and corporations of Japan, but that they are in commercial conflict with the Japanese nation itself.

Embezzles Igorrotes' Cash.

Washington, July 20.—The War department was advised today of the arrest in Chicago of Truman K. Hunt, who brought to this country a band of 50 odd Igorrotes from the Philippines. Acting under instructions from the War department, Hunt has been formally charged with holding from the Igorrotes for 15 months salaries which he agreed to pay, and also with embezzling \$1,000, money they had made by selling souvenirs from their far-away home. Hunt was at one time governor of the Igorrote district.

Guatemala Names Delegates.

Washington, July 20.—The armistice between the warring Central American republics went into effect at 6 o'clock yesterday morning. Mr. Munoz, the Guatemalan minister, called at the State department today and announced that he had been advised by his government of the selection of three commissioners and a secretary to represent Guatemala at the peace conference. They will go to San Jose, Guatemala, in time to board the Marblehead, which is expected to reach there tomorrow.

British Anti Cigarette Bill.

London, July 20.—The committee of the house of lords on juvenile smoking has resulted in favor of legislation on the lines of Sir Ralph Littler's bill in the house of commons, providing a penalty for selling cigarettes to a child under 16 years of age, imposing a penalty on anyone found in possession of cigarettes or smoking tobacco, and authorizing the police, schoolmasters and parkkeepers to stop youths from smoking and to confiscate their tobacco.

Refugees Are Returning.

San Francisco, July 20.—It was estimated that within three weeks of the fire on April 18, fully 335,000 people left San Francisco. According to computations made today, just three months after the fire, there are now in San Francisco 365,000 people, with 50,000 more waiting in nearby cities for opportunity to return as soon as suitable accommodations can be had.

SOCORRO IS RUINED

Successive Light Shocks Shake Down Earthen Walls.

PEOPLE ARE FLEEING IN PANIC

Extinct Volcano Near the Town Is Suspected of Reviving and Causing Shocks.

El Paso, Tex., July 19.—Earthquake shocks numbering between 50 and 60 have practically made a ruin of the town of Socorro, 180 miles north of this place. The courthouse is a mass of ruins, and practically all the houses in town are damaged. According to reports received, there is no loss of life. The damage has been wrought by a continuation of slight quakes, which have caused the walls of structures already cracked to tumble to the earth. The first shocks were felt on Sunday, but the real damage has been confined to the last two days.

E. M. Fink, a cattle buyer who came from Socorro today, declares he was sitting at dinner at the Winckler hotel on Monday, when the entire side wall of the dining room fell in, and the guests and all the waiters scattered in every direction. The people are in a panic and all who can do so are leaving town.

There is a crater of what is thought to be an extinct volcano not more than eight miles from Socorro, and the inhabitants think that perhaps the volcano has something to do with the remarkable series of shocks. The temperature of the water in Hot Springs at Socorro has increased over ten degrees and it is thought that this furnishes new evidence of internal upheaval of a local nature, and that the earth is disturbed at great depths in the immediate vicinity of the town.

The National railroad is sending box cars into the town to take the people away so great is their desire to leave the town.

Huge boulders have been jarred down on the track from the mountain sides, and trains have been delayed thereby. The bridge abutments have been affected to such an extent that orders have been issued to Santa Fe trainmen to proceed with great caution over bridges within a radius of 30 miles of Socorro.

UTAH COAL LANDS STOLEN.

Federal Agents Procuring Evidence for Prospective Suits.

Salt Lake City, July 19.—Rumors to the effect that agents of the Federal government are busy in Utah preparing to institute suits of a sensational nature for the recovery of vast areas of public domain, current here for several months, were revived today, with an additional statement that within ten days suits would be brought in the Federal court here to recover to the government more than 30,000 acres of coal lands, alleged to have been acquired by coal companies through fraudulent means, part as agricultural or grazing lands through selection by the Utah state land board, being later transferred to the coal companies.

Other coal lands are said to have been filed on as such by dummies who later transferred them to the corporations. More than 100 entries of this character are said to have been run down.

While these reports cannot be absolutely verified, a Federal official in this city today admitted that suits are in preparation, making the additional statement that the Federal officials entrusted with the matter had received positive instructions from Washington not to talk, but to prepare for action. It is stated also that a Federal grand jury may be called to sift the evidence that has been gathered in preparation for the prosecution of the civil cases.

Famine in Two Provinces.

Samara, Russia, July 19.—Complete failure of crops in this part of Russia has caused an unprecedented famine which threatens to result in great distress. In Samara and Kazan provinces 5,000,000 peasants must be fed at an average monthly cost of two rubles for each person. The zemstvo funds are exhausted and outside help is urgently needed. Money may be sent to the Samara and Kazan zemstvos. The provinces named are in the eastern part of European Russia, near the Ural mountains.

Arkansas After Trust.

Little Rock, Ark., July 19.—Suit was entered today against the five cottonseed oil mills of this city by Attorney General Rogers and Prosecuting Attorney Rhoads, charging them with being members of a combine in violation of the anti-trust law, and alleging restriction of trade. The suits ask judgment in the sum of \$5,000 per day, aggregating \$130,000 against each company, and ask also the revocation of their charters in this state. It is understood suits will be entered against the remaining 34 mills.

Crops May Rot.

Warsaw, July 19.—The agrarian strike is still spreading and now extends throughout several provinces, in which the arrest is threatened with destruction by the refusal of the peasants to work in the fields. The Landowners' union has refused to grant the demands of the strikers. During the last three days Warsaw terrorists have attacked and robbed 26 government spirit stores. Wholesale murders of policemen have occurred.

Stromboli Opens New Crater.

Rome, July 19.—An alarming eruption is reported at Stromboli, the volcanic island in the Lipari islands off the north coast of Sicily. A new crater has opened, which is belching out huge quantities of fiery matter, and all vegetation in the vicinity is being destroyed.

A Tour of Europe

Perhaps the pleasantest day's excursion in the world can be experienced by the visitor to Naples, in driving from Castellamare to Sorrento, with a flying visit to the Isle of Capri. It includes a marvelous view of sky and earth, this partial circuit of the Bay of Naples. The district lies close to the water's edge, with a wonderful cornice road. To its left are fertile valleys, where wine and olives grow. Ahead a promontory courts the sea coquettishly. There are pinnacles and crags, with flowers growing at the base of them, masses of rocks which resemble medieval fortresses, and gorges gleam with color, the precipices smite with verdure, the crevices are odorous with blossoms. Oranges and lemons spread their fragrance on the air. Flights of steps, half-riveted, lead into old gardens of rare loveliness. Nowhere else can be seen such wealth of color as sparkles in this Jewel box of a bay. All Juno's gems are here, and Venus, the pearls of the ocean, and the splendors of the mines of all the earth. And over there is Capri, where the sirens used to sing. A light veil made of shifting clouds covers the island's brow, but beneath it amethysts are gleaming, and almandines, and the color of topaz. Opals girdle her, their changing lights now pink, now purple, and now milky white.

Sorrento, with its wonderful grottoes, leads towards far-famed Capri. The town stands upon a terrace on the ridge, between two rocky promontories. The streets are so narrow that people walk in single file. Many of the pink, blue and white houses have domes, as also does the quaint old church, with flowers blooming upon the roofs. All around are the ruined villas of the Tiburini, the obelisks of Ercolano, where the sea birds fit and nest, of the picture-sea Certosa, in the valley of Trazara, and that historic "Leap" the Roman 475 feet high, wherefrom the Roman year buried his victims into the sea. During recent winters this "leap" spot has been flooded by young American novelists and artists, until every villa resounded with the scratching of pens and the click of typewriters. The tourist traveling on a regular schedule takes in Trafaletto after a visit

to Capri. It was off Cape Trafaletto that Nelson fell, mortally wounded, and a low, sandy point now holding a lofty tower with a conspicuous headlight. Near by majestically loom the ancient pillars of Hercules, Gibraltar and Abyla, and somewhere in the waters to the south are the golden islands of the Hesperides—the Fortunatae, the Blessed Isles, of classic Greek tradition.

The African coast shows yellow sands, green slopes and snow-capped mountains. Tarifa is viewed after Tangier. It was Tarifa, this most southern point of Spain, whose duties on imports were first collected that gave us our English word "tariff," the significance of which means so much in our American politics and international relations. Geologists claim that once at Tarifa there was an isthmus connecting Europe with Africa, and that when the Phenicians sought to make a canal through it, the waters of the Atlantic, rushing in, swept the thin neck of land away, later gradually to widen the channel more and more. The natives think there is a subterranean way between the apparently separated continents, by which the monkeys, which are seen in varying numbers about Gibraltar, cross and recross the straits.

However all this may be, this point of ocean is dangerous for the navigator, since here the Mediterranean currents meet those of the Atlantic. A storm in the straits is a contingency which every captain dreads. This is the place where the great Spanish warship, the Reina Regente, went down in March, 1805, when making the trip from Tangier to Cadiz, after taking the Moorish envoy home. The disappearance of the great ship was at first a mystery, but at last a diver found it, where it had gone down just off the Spanish coast, not leaving a single one of its officers or crew to tell the details of its fatal voyage. There is a special reason why Americans should remember this catastrophe, for the loss of the Reina Regente seriously crippled Spain's naval resources in the ensuing Cuban war, and was therefore a determining factor in our own success.

HOLLAND'S GREAT PERIL.

Enormous Dikes, Which Keep Out the Sea, Much Wakened.

Holland's great peril becomes more evident every year. This year there have been an unusually large number of serious breaks in the great dike which keeps the sea from a large area of Holland. Men have worked night and day to fill up the great cracks, which, had they not been filled, might have let in enough of the sea to swamp a fifth of the country.

Holland is practically a delta which has been formed by the alluvium deposited by the rivers that flow through it to the North Sea. It is not only flat but hollow, so the country is divided

into 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



HOLLANDERS WORKING TO FILL UP CRACK IN DIKE NEAR HORN.

up by dikes of all sorts and sizes, some of immense strength, and in places as much as 60 feet high, protecting the land from the sea, lakes, and rivers. There is an organized system of windmills pumping the water from canals of one level to the otherwise devouring sea. In times of storm the "ploders," as they are called, are called, which are advocates of the simple life by way of interrupting the meeting long enough to pump by hoisting a large lantern to the top of a flagstaff. An artist witnessed the scene which he has represented at a place between Edam and Horn, dead cities of the Zuider Zee. The water came up to the road, and the neighboring houses and farms were flooded.

The dikes cost the State no less than \$2,500,000 a year, and are managed by a department called the Water Maat. They are formed of superstructure of earth and stones. A great utilization of the dike system remains to be done to drain the Zuider Zee; were this accomplished Holland would provide herself with a new province of about 1,500,000 acres, but the cost would be at least \$125,000,000. At present it has an average depth of eight feet.

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 suffi-

cient 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.

"Button! Button!"

Every man has his place in the sociological scheme—even the man whose soul cannot rise above buttons. "Speaking of the woful waste of money," says an advocate of the simple life by way of the Kansas City Journal, "we wish to interrupt the meeting long enough to pump by hoisting a large lantern to the top of a flagstaff. An artist witnessed the scene which he has represented at a place between Edam and Horn, dead cities of the Zuider Zee. The water came up to the road, and the neighboring houses and farms were flooded.

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FRIENDSHIP AND BUSINESS

Time was, before the bank failed, when Harriet was as prosperous as the rest of them; but when her husband went down in the crash she turned to a natural gift for millinery to earn her bread and butter. Harriet's old friends dropped in to see; but how difficult it is to mix friendship and business is shown by the conversation which passed between two of the ladies who met in a street-car.

"I've just been to Harriet's to look at hats," said one to the other, when they discovered each other.

"Oh, you have?" cried the second. "Now do tell me about it!"

"Well, you know I hardly dared go to Harriet's, for fear she would think I was patronizing her. And then, you see, Harriet knows just how much money I have, and I was afraid she would charge too high for her hats because it was me—and all that."

"Just the way I felt about it."

"This afternoon I just had to have a hat, and as I was near, I made myself go in. Oh, my dear! Such hats! Perfect dreams! But of course I knew as soon as I saw them that she was going to charge me more than they were worth. She brought out one that would have suited me very well, but when she asked me twenty dollars for it I began looking for some way to get out. There was no use of explaining to her that I knew it was bold-faced robbery."

"Of course not—and Harriet!"

"Just then in came some snobbish-looking person, who picked up the same hat and asked how much it was. What do you think she said?"

"I can't guess."

"Twenty-five dollars! And she had just told me twenty! And that woman said, 'O dear, I don't want a cheap hat! Haven't you anything better?' Fancy!"

"Here is one for forty," said Harriet, showing her another. It was precisely the same hat she had told me I could have for only twenty-three dollars. And that snobbish woman bought it for forty."

"What did you do then?" queried the listener, breathlessly.

"Oh, I said that was the only hat I cared for, and came away. I saw right off that Harriet was just charging whatever price she wanted to. I knew she was overcharging me, because if she hadn't been, she wouldn't have added so much on for that other woman so readily."

"Of course not," agreed Harriet's other friend.—Youth's Companion.

WAS MOST AMIABLE OF MEN.

Would Not Even Confront Friend Who Said Buffaloes Climbed Trees.

"There is a type of man," said Colonel John Allen of Mississippi, "who will always swear to any statement made by a friend. Such a man was Henry Gates, who used to be regularly elected constable in a little town down in my country. He was a first-rate man and a good citizen, but of that amiable nature which could never dissent from the opinions advanced by anyone whom he held in esteem.

"Now, it happened that two of the most prominent citizens of the village—a lawyer and a doctor—got to discussing this peculiarity of Henry Gates, whereupon the lawyer, who had lately been in Colorado at a time when bison were plentiful, said: 'I will bet you \$10 that Henry will back me up. In saying that a buffalo can climb a tree.' The other took the wager and presently Gates came along. There were greetings on all sides and presently the lawyer was asked to tell of his Western trip. 'I had a great time out there,' he said, 'and killed a lot of big game, including many buffalo. I was given the credit, in fact, of having slain the biggest old bull buffalo ever shot in Colorado. I caught him up in a tree eating grapes and sent a bullet through his brain. You ought to have heard the noise he made when his huge carcass struck the earth.'

"Oh, come off," put in the doctor. "You know that no buffalo ever climbed a tree." This was the signal for a fierce argument and finally the disputants (as they had all along intended) left it to Henry Gates to decide. Assuming a judicial air, that worthy said: 'It is true that buffaloes are not much on the climbing trees, but there is no telling where they will go when they are looking for grapes.'—Washington Post.

Vegetarians claim that hair grows less luxuriantly on the heads of meat eaters.

Some of the largest ocean steamers can be converted into armed cruisers in thirty hours.

Beethoven became deaf, and long before his death could not even hear the drums in the orchestra.

The sound of a bell which can be heard forty-five thousand feet through the water can be heard through the air only 456 feet.

To ascertain roughly the length of the day and night at any time of the year, double the sun's rising, which gives the length of the night, and double the time of setting, which gives the length of the day.

Locusts are devastating Southern Algeria. The swarms are so great as almost to defy imagination. It is not easy to conceive of an almost solid phalanx of insects 125 miles long by six miles wide. Unfortunately, the devastation which such myriads of voracious insects must create in vegetation is not so difficult to appreciate. Wherever the host has passed nothing green remains. Even the houses are becoming uninhabitable. The Oran Province seems doomed for this year.

No Damaged Canvas Wanted.

Artist (to landlord)—I can't pay my rent, but I can give you a lot of canvases as security.

Landlord—All right; I'll take them if you have not painted on them.—Famille Journal.

His Views.

She—I suppose you never met your aunt, Mr. Oshatch?

He—I don't know. One can't tell one's affinity except by marrying, and then it may turn out to be a case of mistaken identity.—Puck.



WASHINGTON GOSSIP

During the last fiscal year there were 4,538 desertions from the United States army, an increase of 600 over the preceding year, and amounting to 11.07 per cent of the entire enlisted strength. That is to say, of every nine soldiers enlisted, one deserts. No other army in the world equals that, although no other soldier in the world is better paid, better housed and better fed than the American soldier. The Inspector General gives as one of the reasons for the numerous desertions that no beer can be had in the post exchanges, and he adds that if the best judgment of the army is that if the exchanges were to furnish the soldier with light beer under the supervision of the commanding officer, it would result in greater contentment and in minimizing the crime of desertion.

The government has found it necessary to issue a warning to the public against persons who represent themselves as agents and canvassers for the maps of the Geological Survey. As is generally known, they are by far the best that are to be had of the country mapped, because they are not only accurately drawn, but are on a large scale. They are sold by the government for five cents a sheet. The bogus "agents" charge two dollars. It should be noted, however, that the government does not authorize certain bookstores and stationers to sell the atlas sheet maps at a slight advance over the government price, to pay them for the trouble of keeping and handling them.

The Interstate Commerce commission has extended its inquiry to include all the railroads in the country. Circular letters were sent Wednesday to the officers of 848 companies, operating 213,940 miles of railroads, calling for information to be furnished before July 15. President Cassatt and the coal roads are to have full opportunity to be heard. The Pennsylvania's committee made public the answers of Cassatt, the questions asked of all officers and employees. He denied that he held stock in coal companies or that he had admitted received gifts from them in various steel rail and equipment companies which sell to the Pennsylvania.

The greater part of the business of the United States Supreme Court consists in deciding cases on appeal from the lower courts. Over some cases it has original and exclusive jurisdiction, chief among which are suits to which a State of the Union is a party. Last month the docket of original cases was called for the first time in twenty-nine years. When the attorneys for New Jersey and Delaware, which have had a boundary dispute before the court since 1877, asked for a continuance, the Chief Justice remarked that the court does not keep cases on the calendar for more than a generation. There seems to be a limit to the period during which States shall suffer from the law's delays.

In a speech made at the White House to twenty city and state civil service officials