

DOUBLE-TRACK ROAD RIOTING IN FRISCO

Harriman to Spend \$75,000,000 on Immediate Improvement.

ELECTRIC POWER IN MOUNTAINS TWO VERSIONS ARE GIVEN OUT

Plans Approved for Low-Grade and Double-Track Line From Chicago to Pacific Coast.

Chicago, Sept. 14.—As a result of his trip throughout the West and owing to his unbounded faith in the continued prosperity of the country, E. H. Harriman has approved plans for the spending of \$75,000,000 and \$100,000,000 to complete what he believes will be the best double-track transcontinental railway system in the country.

His plan contemplates the construction of a low-grade double-track railway from Chicago to the Pacific coast at San Francisco, Portland and Seattle, and its operation over the mountain sections by electricity, generated by water power from the Rockies and the Sierras. The completion of this enterprise practically will have the effect of adding three single-track roads, so far as capacity to handle tonnage is concerned, to the transcontinental system.

Mr. Harriman contemplates the improvement of the mountain section of the Southern Pacific by building an entirely new line for a distance of 82 miles between Rocklin and Colfax, Cal. This will have a grade of 78 feet to the mile and will be used as an up-hill track. The present line, with its grade of 116 feet to the mile, will be used as the downhill track.

The company has just completed the lengthening of all sidings on the Sierra Nevada and each will hold 42 cars and three locomotives, such as are used in taking a single freight train over the mountain division.

Borings are being made and shafts sunk for the new summit tunnel, which is to be five and one-quarter miles long and which is to lower the grade by a total of 750 feet.

It is expected that 450 miles of the double tracking of the Union Pacific will be completed by the close of the year.

AFRAID OF LANDIS.

Judge Who Fined Standard May Not Grant Alton Immunity.

Washington, Sept. 14.—Judge Kenesaw W. Landis, famous for having imposed the record fine on the Standard Oil company, is causing considerable uneasiness in the department of justice because of his apparent determination to prosecute the Alton railroad. The determination of the judge would not give concern, but for the fact that this road was promised immunity by the government if it would give up information which would enable the government to convict the Standard Oil company. The Alton road fulfilled its part of the contract; its evidence accomplished all that the government sought, and now the Alton is asking the government to live up to its agreement and overlook the sins of the railroad, which are contended to be of much less importance than the sins of the convicted Standard Oil company.

The curious thing about the situation is that Judge Landis is not necessarily bound by any immunity promise given by the department of justice. He knows that ex-Attorney General Moody authorized the giving of such a pledge, and he knows that, if Mr. Moody or the present attorney general had full say, the Alton road would be protected, and simply and solely because of the promise of the government. But under our system of government the department of justice can not dictate to Judge Landis, nor can the president by any legal right direct this judge as to what course he shall follow. So far as criminal prosecutions are concerned, Judge Landis is supreme in his own jurisdiction, and if he sees fit to disregard the promise of immunity, there is no power in the government that can check him.

Try to Avert Car Famine.

Atlantic City, N. J., Sept. 14.—Efforts to avert a repetition of the car famine of last winter were put into effect by the car service committee at an important conference here. Representatives of nearly all important trunk lines are in attendance. Conferees admit that an alarming shortage of rolling stock confronts the railroad, but refuse to state whether any line of action to avert conditions as bad, if not worse, than prevailed last winter, had been agreed upon at the conference just held.

Clip Federal Courts' Wing.

Lincoln, Neb., Sept. 14.—Because of the restraining order granted by Judge Munder, of the Federal court, to prevent the railway commission from promulgating a new grain rate schedule, Governor George L. Sheldon today declared himself in favor of a constitutional amendment taking from Federal courts the right to enjoin state officials from enforcing state laws. "I believe the Federal courts have abused the privilege of the injunction enough to justify such action," he said in discussing the matter.

Canada's Wheat Crop.

Winnipeg, Sept. 14.—Ninety-five million bushels of wheat. This is the official estimate of the 1907 crop in Canada's three great wheat growing provinces of Manitoba, Saskatchewan and Alberta. Owing to the great food of immigration, which has caused an immense increase of acreage this year, the crop was expected by statisticians to break previous records, but frost reports have been frequent.

Biggy Is Appointed Chief.

San Francisco, Sept. 14.—The board of police commissioners today elected W. J. Biggy chief of police. Mr. Biggy served a short time as chief of police under Mayor Phelan several years ago. For the past nine months he has been an editor of the Superior court, acting as a custodian of Abraham Ruef, an important factor in the local graft case.

NEW RIOT AMONG CARMEN.

San Francisco Police Are Accused of Shooting at Strikebreakers.

San Francisco, Sept. 13.—Another scene of riot was enacted at the Twenty-fourth and Utah streets car barn last night, following the arrest of William A. Bruce, a nonunion carman, on complaint of two young women that he had annoyed them by a remark as they passed. Bruce resisted arrest and was severely clubbed. The police allege that they were thereupon attacked by numbers of nonunion men. A riot squad of 25 patrolmen under Lieutenant Tobin came up and in a fight a score of heads were broken by clubs of the police and a number of arrests were made. Eventually the nonunion men were driven back into the car barns. The police say that the carman who started the row is an ex-convict.

Mayor Taylor has increased the Mission patrol by 22 men, in accordance with his promise of yesterday. The pickets' tent at Twenty-fourth and Potrero streets, a block from the company's barn, is to be removed. It has been a headquarters for trouble for weeks past.

The Chronicle commenting upon the furious rioting in the Mission district, when five nonunion car operatives in the employ of the United Railroads were shot by union pickets and policemen, charges that the police ambushed the nonunion men and fought against them side by side with their union tormentors. The Chronicle points out that the patrolmen—Wade, Bigelow and Miller—who shot down the carman, were appointed to the police force from the teamsters' and carmen's unions soon after the commencement of the streetcar strike, when a Union Labor police commission and a crooked chief of police were in control.

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LAND HINDUS AT VICTORIA.

Monteagle Turns Back, Fearing Violence at Vancouver.

Ottawa, Ont., Sept. 13.—Advice from Vancouver state that the mayor of Vancouver has warned the captain of the steamer Monteagle, which has on board 114 Japanese, 149 Chinese and 941 Hindus, destined for this port, that he would be unable to land here, because the unionists have expressed their determination to resist the immigration of any more Asiatic laborers. The steamship authorities feared to assume the risk and the vessel has been turned back to Victoria, where the Asiatics will be landed.

Vancouver is reported as being comparatively quiet, but an outrage by two Chinamen yesterday has again inflamed the people. The Mongolians, while passing along one of the main streets, saw a white baby sitting on the doorstep. They snatched it up and threw it into the middle of the street, which was busy with traffic. It fell among the horses' feet and narrowly escaped death. Beyond being bruised it was not much the worse. An angry crowd started in pursuit. The Chinese had a good start and escaped. The fact that no arrests have been made has not tended to allay the temper of the people.

CHARGES AGAINST RUIK.

Said to Have Forced Grand Jury to Indict Borah.

Boise, Idaho, Sept. 13.—Judge Dietrich in the Federal court yesterday issued an order for a special grand jury to appear on Thursday, September 19. The order was issued at the instance of Judge M. C. Booth, special assistant attorney general of the United States, who is here for the purpose of inquiring into matters in connection with the Idaho land frauds.

It is understood here that the order was really the result of a plea in abatement filed by the attorneys for Frank Martin, one of the men indicted with Senator Borah and others, which plea makes serious and sensational charges of misconduct on the part of United States Attorney Ruik.

These charges are securing the indictments of Borah and his fellow defendants, and are supported by the affidavits of three of the grand jurymen.

Hoch's Fighting Blood Is Up.

Topeka, Sept. 13.—Kansas politicians are strongly of the opinion that Governor Hoch will call a special session of the legislature if the railroads persist in their determination to ignore the 2-cent fare order. The governor has not been notified of the action of the roads except through the newspapers. He declares that Kansas will have a 2-cent fare rate or it will be cancelled in the states around her. A conference was held by Governor Hoch, Attorney General Jackson and the attorney for the railroad commission.

Avalanche Action on Injunction.

Lincoln, Neb., Sept. 13.—The State Railway commission today postponed indefinitely the further hearing on grain rate reductions until the Federal court acts on the request of the railroads for a temporary injunction. The restraining order yesterday prevented the commission from promulgating the new grain schedule. Senator Aldrick, attorney for the commission today asked the governor to call a special session of the legislature providing the new rates are tied up indefinitely in the courts.

Says Laurier Will Settle It.

Tokio, Sept. 13.—The Hochi newspaper here in regard to the recent Japanese difficulties in San Francisco, in an editorial this evening says: "The trouble in Vancouver appears to be over, and was confined to one city. Japan can safely leave her interests in the hands of Premier Laurier, who always has been friendly. There is no reason why the people should feel uneasy over the outcome."

No Hope for Arbitration.

The Hague, Sept. 13.—The belief is rapidly growing among the delegates to the international peace conference that there is no hope for a permanent arbitration court, owing to the German opposition. The delegates are greatly discouraged, although the king's opposition to the plan has long been intimate.

NEWS FROM THE NATIONAL CAPITAL

GO FROM PHILIPPINES.

Orders Sent Infantry and Cavalry to Other Ports.

Washington, Sept. 13.—According to orders issued today by Acting Secretary of War Oliver, the following military disposition will be made within the next four months: The Fourth, Fourteenth and Twenty-third infantry regiments and the First cavalry will return from the Philippines and their places will be filled by the Second, Eighth and Twenty-fourth infantry and the Third cavalry. Another paragraph of the order relieves the Twenty-second from duty at Fort McDowell, and Presidio at Monterey, Cal., where they are ordered to Alaska, taking station at Fort William, Fort Egbert, Fort Gibbon, Fort St. Michael, and Fort Davis. The Tenth infantry, which is ordered to take station at Fort Benjamin Harrison, probably constituting the nucleus of the new brigade post at that point. The Nineteenth infantry battalion at Fort Reno, Oklahoma, is ordered to Fort McKenzie, Wyo., March 1, to relieve at that point the battalion of the Fourth infantry, which is ordered to the Philippines.

Commissioner Charges Graft.

Washington, Sept. 14.—L. C. Dyer, a St. Louis attorney, representing Jon Louis Lee and other Chinamen of St. Louis, has laid before Commissioner of Immigration Sargent charges of graft and persecution of Chinamen by officials in the immigration service, and asks for an investigation, which will cover the greater part of the United States. In general, the charges are that the immigration inspectors have been arresting Chinamen by the wholesale on the grounds that they are not entitled to be in the country, and that these arrests have been made in many instances without cause and without evidence against the Chinamen involved. It is then alleged that in numerous instances the Chinamen have been terrified into paying money in order to "square the case."

New Lumber Rate Reported.

Washington, Sept. 13.—The Interstate Commerce commission today received from the Transcontinental Freight bureau notification of new rates on lumber from the Pacific coast to points in the East, this being the rate, recently agreed upon, of 50 cents per hundred. The new rates will become operative November 1. Notice of filing of the rate was sent to lumbermen on the Pacific coast who have informed the commission of their intention to enter complaint and ask for a hearing, but this hearing will not prevent the rate going into effect November 1. In the event the commission decides against the new rate, lumbermen will be entitled to a rebate on all shipments made at 50 cents.

Increase in Canal Force.

Washington, Sept. 13.—Exclusive of the contract laborers taken to the Isthmus of Panama at the expense of the canal commission during the fiscal year ended June 30 last, the number of immigrants arriving at Colon, to which point come practically all the laborers over emigrants. At the Pacific terminal the number of passengers who left there during the fiscal year was 1,313 less than the number who entered. From the total force of canal employees on the roll in July, 1906, the death rate was 64 per thousand as against 35 per thousand in July, 1907.

Need Many Tons of Coal.

Washington, Sept. 13.—Two hundred and fifty-three thousand tons of coal, exclusive of that to be shipped in government colliers, will be required to get the Atlantic battleship fleet to the Pacific coast and properly coal it at Mare Island, according to the estimates made by the equipment bureau of the Navy department. Of this aggregate, 133,000 tons are semi-bituminous and the remainder Welsh coal. The former is to be shipped from Atlantic ports in vessels either in American or foreign registry.

A Little Slow, but Shell's Do.

Washington, Sept. 14.—The battleship Kanawha, sister ship to the Vermont, has just completed her speed trials, and, while her record is slightly below that of her sister ship and a trifle below the 18-knot speed which she was required to make in her acceptance trial several months ago, it is said at the Navy department that her record is entirely satisfactory. The average speed for four hours with full power was 17.81 knots and for 24 hours endurance trial 17.09 knots.

Talk Business at Lunch.

Oyster Bay, Sept. 12.—President Roosevelt gave a luncheon today, at which Secretary Straus, of the department of commerce and labor, Charles P. Neill, commissioner of labor, Lawrence F. Abbott, and Ernest Hamilton Abbott, of New York, were guests. Mr. Straus made a verbal report on his recent Western trip, and Mr. Neill took up with the president certain difficulties which have been encountered in the attempted enforcement of the eight-hour law. It is denied that the telegraph strike was considered.

Raise Veterans' Pensions.

Washington, Sept. 12.—Judging from reports received the move to extend the provisions of the service pension act to the survivors of the early Indian war in the Northwest meets with general approval, there being but one criticism of the idea. The service pension act passed February 6, 1907, applies only to the soldiers themselves and makes no provision for widows. A great many of the beneficiaries under the Indian war pension act are widows.

Battleship Has Narrow Escape.

Washington, Sept. 14.—The battleship Indiana narrowly escaped destruction, according to a report made public by the Navy department, by a fire which started in the coal bunkers on September 5. The ship is now undergoing repairs at League Island. The heroic action of the crew in removing the ammunition saved the vessel.

WIPE OUT STOCK DISEASE.

Forest Service Will Furnish Vaccine Free to Stockman.

Washington, Sept. 17.—Further evidence of the government's concern over the improvement of range conditions in the national forests is shown in the announcement just made that stock owners will be furnished free of charge supplies of vaccine for the treatment of stock afflicted with blackleg, tuberculosis and other animal diseases. This arrangement has been made by the Forest service with Dr. A. D. Melvin, chief of the bureau of animal industry. Stockmen holding permits for grazing in the national forests will now be furnished with an effective means of combating without cost all of the most dangerous diseases to which stock is subject. The vaccine can be obtained simply by applying to the supervisor of the forest upon which the stock is grazed, who will at once forward the approved request to the bureau of animal industry, where it will be filled. Full directions will be furnished for its use.

The Forest service and the bureau of animal industry are working hard in an endeavor to eradicate or diminish the common forms of stock disease found in Western ranges, and their efforts are meeting with much success. It is anticipated that a large number of stockmen will avail themselves of this latest offer of assistance, and, as a result, the loss of stock will be greatly reduced and range conditions improved.

NEVER HEARD OF PUTER.

Land Grafters' Fame Already Dim in Government Offices.

Washington, Sept. 12.—Fame is short-lived. Only a few days ago a letter was received by the Forest service in this city asking for various bits of information regarding public land conditions in the state of Oregon. The letter bore the signature "S. A. D. Puter." The questions were leading ones and indicated that the writer was not dealing with an unfamiliar subject, rather that he was an old hand at it. Some of the questions could not be answered by the Forest service, so the letter was referred to the general land office, and came back with the answers and with this notation: "Who is this writer Puter? We never heard of him."

The Forest service was no more acquainted with the man or the name than was the general land office, and when Puter's letter was passed from one official to another, it was always with the remark: "Never heard of him." It was not until a complete answer had been mailed to Puter that an official asked a newspaper correspondent if he had ever heard of Puter.

Latest on Fleet Movement.

Washington, Sept. 12.—Those politicians who are looking for an ulterior motive behind every move the president makes have discovered the real reason why the battleship fleet is to be sent around to the Pacific coast. The president, so they declare, is a candidate for renomination, and the fleet is to be sent to the Pacific to promote the political interests of Mr. Roosevelt. The presence of the fleet will demonstrate to the people of the coast that the president is their friend, and in return they will be expected to send to the Republican convention delegates who are pledged to Mr. Roosevelt.

Take Up Coast Defense.

Washington, Sept. 13.—An effort will be made by the War department to get an appropriation from congress during the coming winter for the completion of all fortifications exclusive of guns, at Portland, Me., New York and Boston harbors on the Atlantic coast and at San Francisco and Puget sound on the Pacific coast. General Murray, chief of artillery, has taken up the matter with the bureau of the War department, presumably at the instance of his superior officers, with a view to getting the money. Searchlights are the principal items needed at all five points.

Islands Need White Men.

Washington, Sept. 17.—"We want more Americans in Hawaii," declared Secretary of Commerce Oscar Straus, "and not too many Japanese, Chinese or other Asiatics are wanted there. I do not mean by this that the islands need only white men who are engaged in mercantile pursuits, but working men as well." Secretary Straus has just returned from the islands and he says while there he was greatly impressed with Pearl Harbor, which he says has great possibilities for a naval base.

Choice Reduced to Three.

Washington, Sept. 12.—On the eve of Secretary of War Taft's departure for the Philippines, national political leaders are taking account of stock and involving the presidential situation as it has developed up to the present time. The situation today gives prominence to three men: President Roosevelt, Secretary Taft and Governor Hughes, of New York. Other persons whose names have been entered in the Republican presidential nomination parade appear at this stage as nothing more than probable "also rans."

Yellow Fever in Cuba.

Washington, Sept. 13.—In a dispatch from Havana, Governor Magoun says that four new cases of yellow fever were discovered in Cienfuegos yesterday and three today. All are Spaniards except one American soldier, Private William Foster, of the Fifteenth cavalry. Discovery of these cases is attributed to the increased efficiency of the medical guard. There is also one case at Almorales and one at Nuea Paz, both Spaniards.

May Have Fuel Shortage.

Washington, Sept. 12.—The fuel problem is quite acute in British Columbia as in the states of our Pacific Northwest; indeed, British Columbia is suffering somewhat because much of its coal is now being exported to American ports on the Pacific coast.

FIRE AT SEA.

It Is the Most Dreaded of All Perils Begetting the Mariner.

Of all the disasters that can befall a ship none is more dreaded by the mariner than a fire at sea, and every officer from the captain downward is thoroughly grounded in the proper steps to be taken in dealing with this great peril.

Most vessels nowadays are fitted with hydrants, several on each deck, and in the case of large liners hoses are kept in handy places, ready to be attached to the hydrants at a moment's notice. Moreover, every large passenger boat carries a number of portable extinguishers, which can be strapped on a man's back. The spray from these, of course, thin, but very effective in subduing small outbreaks where the fire has not secured too firm a hold.

Fire drill forms a weekly feature in the routine on every ocean liner. Every member of the crew, literally, from captain to cabin boy, has his "fire station" allotted to him, at which, when the signal is given, he takes his position and carries out the particular duty entrusted to him.

When an actual outbreak occurs the fire alarm is, if possible, avoided, so as to prevent panic among the passengers. Word is passed quietly around, the passengers being kept in ignorance as long as possible. In fact, more than one fire at sea has been extinguished without any suspicion on the part of the passengers that the outbreak was other than an imaginary one engineered by the officers to give the passengers a chance of seeing what would be done in the event of the "real" thing occurring. In many cases, of course, the passengers have to be informed, but the news is always broken as lightly as possible, and some special entertainment—a concert, a dance, theatricals or so—is got up to allay any natural feeling of nervous anxiety.

Of course, if the fire shows signs of becoming unmanageable, the boats are got ready and swung out in case it appears necessary to abandon the ship. Every boat on large liners is kept fully provisioned, food sufficient for several days being contained in air and watertight tanks.

The worst fires at sea are those which cannot easily be got at. These usually occur amid the cargo in the lower holds and are often spontaneous in their origin. In such cases it is highly dangerous to open the hatches. The fire, which may have been smoldering for days, will naturally burst into a blaze as soon as the air is admitted. The proper course is to exclude the air in every possible way; consequently, even the ventilators are stopped up. If the holds are fitted with steam pipes, the steam is at once turned on, otherwise holes are cut in the deck just large enough to admit the nozzle of the fire hose and water is vigorously pumped into the hold.

In the case of a recently invented extinguishing apparatus, instead of steam or water, sulphurous fumes are injected, the fumes being generated in a machine specially fitted for that purpose. This injection method is highly effective and rarely fails if the pipes are properly placed in each hold. The steam or fumes are turned on from the upper deck.

If a fire breaks out in the hold and assumes such dimensions that steam injection is powerless to check it, the vessel is, when possible, got into shallow water and, if necessary, beached. In any case, the sea cocks of the particular hold are opened and the hold allowed to fill with water. This can usually be done with very little fear of the vessel foundering, as modern-built ships are divided into many compartments separated by strong watertight bulkheads of steel or iron. Such is the buoyancy of a vessel so constructed that instances have been known of a craft remaining afloat with only one or two of these compartments dry.

If the burning hold is a very large one and by flooding it with water there is danger of the vessel foundering, the cargo in another hold is thrown overboard, or "jettisoned," as it is called at sea, to counteract the weight of water admitted into the first hold. As a last resource, the vessel, if in dock or shallow water, is scuttled by opening the sea cocks.

The Proud Chief.

Dr. Louis Klopsch, the editor of the Christian Herald, has been congratulated in his New York office on his new decoration, the Order of the Rising Sun. This decoration had been given Dr. Klopsch by the Emperor of Japan in recognition of his services towards the relief of the Japanese famine sufferers services that resulted in a fund of \$250,000.

"Yes," said Dr. Klopsch, laughing, "my new decoration makes me feel very proud. I feel as proud in fact as a Highland chief, and no one could be prouder than that. A certain earl, he went on, 'once gave a dinner in honor of a great Highland chief who rarely came down from the hills. Though there were many illustrious persons at this dinner, the proud Highlander seemed none too well pleased. In fact, he was curt and haughty with the grandest. When the coffee came on, the host, leading his Highland guest up and down the great hall, asked him what he thought of the company.' 'Och,' said the chieftain, 'they're no bad. They're no bad chieftains.' 'Then he frowned, and proudly swelling out his broad chest, struck it a blow. 'But the fact is,' he cried, 'I never met a man yet who was the equal of myself.'"

Barred.

"Are you about to engage in any hazardous undertakings?" "Why, won't your company insure me if I am?" "Certainly not." "Then that lets me out; I'm about to be married."—Houston Post.

The Young Author.

"I can't sell my poetry." "What's the reason?" "Well, for one thing, I figure there is about a \$5,000,000 conspiracy against me."—Houston Post.

KILLING OFF THE WALRUS.

Whalers Thus Cause Much Suffering Among the Eskimos.

Whalers began to turn their attention to walrus catching about the year 1808. During the first part of every season there is but little opportunity to capture walrus, they being within the limits of the ice barrier. As a result much of the whaler's time during July and August was devoted to capturing walrus.

Men would be landed on the Alaska shore in June and left to watch for the animals to haul up on the beach at certain points. According to the government reports the walrus must either come ashore or get on the ice to sleep. When a herd is well ashore one or two old bulls are generally left on watch.

The best shot among the hunters now creeps up and by a successful rifle shot or two kills the guard. Owing to their defective hearing the noise made by the rifle does not wake them. The gun is then put aside and each hunter, armed with a sharp ax, approaches the sleeping animals and cuts the spines of as many of them as possible before the others become alarmed and stampede for the water and escape.

The white hunters rarely make use of anything but the two long, curved tusks with which the animal is equipped and which average about five pounds to the pair. If time permits, however, the flesh is boiled and the oil saved. To many of the Eskimos, especially on the arctic shore, the walrus is almost a necessity of life and the devastation wrought among the herds by the whalers has been and is yet the cause of fearful suffering and death to many of the natives.

The flesh is food for men and dogs. The oil also is used for food and for the lighting and heating the houses, the skin when tanned and oiled makes a durable cover for the large skinboats, the intestines make water-proof clothing, window covers and floats, the tusks are used for lance or spear points or are carved into a great variety of useful and ornamental objects, and the bones are used to make heads for spears and for other purposes.

At the present time the Kuskokwim district is the only one in which the walrus is fairly common. In addition to hunting the walrus themselves the whalers also purchase from the Eskimos the tusks of ivory that they have secured.

PUMPING OUT COAL MINES.

Millions of Gallons Taken Out of the Anthracite Collieries.

Over 500,000,000 gallons of water are pumped out of the anthracite coal mines of Pennsylvania every day in the year. The exact average for 1905 was 533,000,000 gallons a day. Nearly 1,000 powerful engines, delivering from mine bottom to surface 500,000 gallons of water a minute are required. Mines may be shut down and coal production suspended, but the water flows on forever. The cost of removing it is one of the big items of expense that make up the price of anthracite.

While the Heidelberg colliery of the Lehigh Valley is getting out one ton of coal it must remove forty tons of water from the mines. The Seneca colliery mines extend for several hundred feet under the wide expanse of the Susquehanna river, and to prevent the flood of the mines here 2,500 gallons of water must be pumped from a depth of 500 feet every minute of every day of the year. This means twenty-five tons of water to be removed to every ton of coal mined.

Still more difficult are the conditions at other mines. So far down in the earth that one has to travel a quarter of a mile on an incline railway to reach it, a pumping plant has been installed at Hazleton which removes 11,500,000 gallons of water every day. During the flood seasons, in addition to the pumps, huge tanks are used to bail out the mines. Sixty times every hour these 2,000-gallon buckets travel up full and down empty.

Sometimes the work is not finished when the water is brought to the surface. At the Hazleton shaft colliery a wooden canal three and one-half miles long had to be built to carry the water out of the neighborhood. As the mines go deeper the cost of water removal, like that of timber and ventilation, becomes greater and greater.

Burial of the Poor.

They stopped to let a funeral procession go by. It is bad luck to cross one. "It's all right with the rich," said she, "but I have often wondered how the poor people manage to bury themselves. I don't know what I would do if I died. I couldn't rake up \$300 for funeral expenses to save my life, and I don't know a blooming undertaker that I could have the check to stave off."—Chicago Inter Ocean.

Java's Population.

Java is very thickly populated, and cultivation is pushed to an extraordinary distance up the steep slopes of the hills. The plain of Leles in the month of July "is one sea of ripe golden rice, with here and there a village of brown thatched roofs nestling in a group of green coconut trees." In the middle of the island white chimneys of sugar mills peep above miles and miles of sugarcane fields.

Antiquity of Playing Cards.

The origin of playing cards is lost in antiquity, though some historians have attempted to fix approximate dates. In the year 1377 a German monk living in Switzerland mentions the fact that card games had been introduced into that country.

More Direct.

Little Bea—Mamma, I wish we had a piano. Mamma—We can't afford one, dear. You should wish for a goose that lays golden eggs. Little Bea—But why not wish for a hen that would lay a piano?

It Is.

"I understand you're thinking seriously about getting married?" "Yes. Don't you think I ought to?" "Ought to think seriously about it?" Sure: it's a serious proposition."—Houston Post.