PROCEEDINGS OF CONGRESS IN BRIEF

Tuesday, May 26.

Washington, May 26.—The two floor leaders of the house again today occupied the center of the stage and performed their usual feat of charging each other with responsibility for the evil conditions at present existing in that body. It came about through an order presented by Mr. Payne, of New York, granting five days' leave after adjournment in which to print in the Congressional Record the remarks that might have been, but were not made upon the floor. He took occasion to arraign the democrats for their filibuster and said that republicans had no apology to make for their course.

The democratic leader, Williams, accused the majority of doing nothing in the present session and opposed the order because it gave members no opportunity to reply to statements which he felt in advance would call for an answer. The order was adopted.

Following this debate business proceeded at a rapid gait.

The conference on the military academy appropriation bill was agreed to. Its consideration was marked by a vigorous speech by Mr. Slayden, of Texas, against the senate permitting the education of four Filipinos at West Point.

The bills were passed as follows:

Refunding stamp taxes on foreign bills of exchange and certain duties on anthracite coal illegally collected; providing for the opening and settlement of portions of the Cheyenne and Standing Rock Indian reservations; promoting the safety of the employes on railroads by requiring the equipment of locomotives with ash cans that can be dumped without requiring an employe to crawl under the locomotive; promoting the safe transportation of explosives.

Washington, May 26.—The omnibus house bill, embracing seven separate measures affecting the navigation laws, was considered and passed by the senate today, but not without resistance. Senator Newlands tried to amend by inserting his bill creating the Inland Waterways Commission. He was met with prompt opposition by Mr. Nelson.

Monday, May 25.

Washington, May 25.—An effort to annihilate time by dilatory tactics without making progress on any legislation except that involved in conference reports was the chief occupation of the senate today under the leadership of Aldrich. The attempt was so successful that the net result in the way of accomplishment of the day's session was the adoption of the conference report on the sundry civil appropriation bill.

Washington, May 25.—Working under heavy pressure with a single eye to adjournment at the earliest possible moment, the house today disposed of a great amount of business. Several conference reports were agreed to and the following bills passed:

Amending the navigation laws; removing the discriminations against native officers of the Porto Rican regiment of infantry; authorizing the sale of unallotted land of the Spokane Indian reservation; encouraging the development of coal deposits in Alaska; and prescribing penalties against the sale of clothing and government property by soldiers. The omnibus bill relating to disposition of the public land was sent back to conference.

After an active debate of an hour and a half the project for a reduced hall of representatives was defeated by a large majority.

Saturday, May 23.

Washington, May 23.—Following a precedent the United States Senate killed off the attempt of the Western Senators to open the way to a constitutional amendment providing for the election of Senators by popular vote. The question came up on a resolution, offered by Owen, of Oklahoma, and after an unusually spirited debate, the resolution was referred to a committee, where it will be smothered to death.

Fulton, of Oregon, was paired in favor of the resolution; Bourne was absent. Ankeny and Piles, of Washington, both favored the passage of the resolution, as did Borah, of Idaho, but Heyburn was opposed to it.

Washington, May 23.—The House again today wrestled with the subject of mail subsidies to steamship companies and once more recorded itself against the proposition by the vote of 145 to 154. The debate ran well into the night.

Having been overwhelmingly defeated yesterday the conferees on the postoffice appropriation bill today came into the House with a new report, agreeing with the Senate on everything except the subsidy provision and that relating to the system for weighing the mails. The portion of the report on which there was no disagreement was adopted unanimously under an agreement to extend the time of debate on the subsidy question.

Friday, May 22.

Washington, May 22.—The omnibus claims bill was considered by the Senate today until displaced by the resolution to extend the period during which no penalty will be enforced for violation of the commodities clause of the Hepburn bill. Aldrich inquired of Fulton of Oregon how much of the total appropriation carried by the claims bill was for Southern war claims, and was told that two-thirds were of that character and one-half of those for damages to choice property.

Aldrich suggested that the time ought [illegible] kind of claims arising 42 years after the war, when the government could not secure witnesses who knew anything about them, except those who are relied upon by the claimants to prove their losses.

Fulton said he would offer an amendment that would do just what was desired.

Washington, May 22.—The senate amendment to the postoffice appropriation bill extending the ocean mail subsidies to steamers plying on the Pacific Ocean to the Orient and Australia and on the Pacific and Atlantic to South American ports was the subject of warm debate in the house and finally caused the rejection of the conference report by a vote of 145 to 156. There is little prospect that the house conferees will yield to the senate.

Thursday, May 21.

Washington, May 21.—The proceedings of the senate today, as is usual toward the close of a session, covered a multitude of subjects, including a probable final announcement on the currency question. Announcing that the conferees of the senate and house on the currency bill would be unable to agree is congress is to adjourn at an early day, Aldrich reported from the committee on finance a joint resolution creating a national monetary commission, to be composed of nine senators and nine representatives, to investigate all matters concerning the banking and currency system of the country, and the resolution was passed without debate.

The senate passed a bill appropriating $100,000 to enable the secretary of agriculture to co-operate with states for the conservation of forests. It also provides for a commission of five members of the senate and five from the house to study the whole question of the necessity, desirability and legality of the purchase of forest land by the United States and to report to the next congress.

The senate today passed the general deficiency and military academy appropriation bills, the last of the great appropriation bills.

Washington, May 21.—The house spent another busy day today. After a protracted debate, the conference report on the District of Columbia traction bill, permitting the laying of street car tracks to the Union station, was adopted with the provision for universal transfers eliminated; the conference report on the agricultural appropriation bill was agreed to; the senate amendments which increased by $1,000,000 the public building bill appropriation were disagreed to, and a conference asked, and bills were passed as follows:

Establishing in the interior department a bureau of mines and providing for the co-operation of states for the conservation of the forests and waters of the White and Southern Applachian mountains, and the appointment of a national forest commission.

Wednesday, May 20.

Washington, May 20.—The senate today passed the omnibus public building bill, inserting not only the numerous amendments suggested by the senate committee on public buildings and grounds, but also a few proposed by individual senators. As passed the bill carries a total of about $35,000,000, of which $6,000,000 is for building contracts. The larger appropriations for new buildings added by the senate included: Riverside, Cal., $125,000; Everett and Walla Walla, Wash., $140,000.

The limit of cost fixed for the subtreasury building in San Francisco was increased from $375,000 to $625,000. The senate amendment providing for a new office building for the departments of state and justice to be used jointly was retained, the ultimate cost of which is limited to $2,500,000, and it is hinted that if this item is not retained the bill may be allowed to fail. The amendment appropriating $400,000 for purchase of an embassy building in Paris to be used as an office and residence also was accepted by the senate.

Washington, May 19.—The conference report on the sundry civil appropriation bill was submitted to the house today and action on it has been postponed until tomorrow. The report of the house conferees showed that about 40 of the 163 amendments under consideration have been disagreed to.

Chief among these are the appropriation of $3,000,000 for the purchase of a site for the department of commerce and labor building; $600,000 for the purchase of two steamers for the Panama trade; $600,000 for the Alaska-Yukon Exposition of Seattle and upward of half a million dollars for new revenue cutters and lightships.

Spends Over a Billion.

Washington, May 26.—Although the figures on the total appropriations for the present session of Congress are incomplete, from careful estimates the indications are that they will exceed $1,000,000,000. This is $100,000,000 in excess of any previous session. The largest increases over previous years are found in the postoffice, pension, naval and army appropriation bills.

President Not to Interfere.

Washington, May 21.—That President Roosevelt has authorized no one to speak for him regarding the anti-gambling legislation pending at Albany, was the only comment obtainable at the White House regarding the report from Albany that the president has privately expressed himself on that subject. President Roosevelt's policy, it was stated, has universally been to interfere in no way whatever in state legislation, and it was added that he has made no exception to that policy in the present instance.

Mercury Cure a Success.

Washington, May 21.—Recent advices from the new naval hospital at Fort Lyon, Colo., confirm the promising report made by Surgeon B. L. Wright regarding the results of treating tuberculosis by the use of mercury. Naval surgeons at the hospital have been closely observant in the 30 cases subjected to the treatment, and progress, it is said, has been such as to lead to the conviction that they have made an important discovery.

Quash Land Fraud Cases.

Washington, May 27.—Arguments looking to the quashing of the indictments in the Hyde-Benson land fraud cases today occupied the time of those interested in the proceedings. Counsel for the defense maintained that the prosecution has not made out its case, asserting that the whole question of the defendants' guilt apparently hinges on the court's ruling as to the transactions in Oregon that are alleged to be fraudulent. The defense argued that they are within the statute of limitation and should be ruled out.

Insists on Subsidy Clause.

Washington, May 27.—A partial agreement of the conferees on the postoffice appropriation bill has been laid before the senate by Mr. Penrose and was agreed to. The sections applying to ocean mail subsidy and the weighing of the mails were not agreed to by the conferees. The senate ordered that this amendment be insisted upon and continued Senators Penrose, Burrows and Clay as conferees.

JURY FAILS TO AGREE.

Ruef Again Escapes, but New Trial Will Be Pressed.

San Francisco, May 22.—Unable to agree, after being out almost 44 hours, the jury in the case of Abraham Ruef, charged with offering a bribe to former Supervisor Jennings J. Phillips, was discharged at 5 o'clock last evening by Judge Dooling. Thirteen ballots were taken, and the jury stood 6 to 6 from the outset. At no stage was there a chance for an agreement, the credibility of the witnesses being the main point upon which the jurors divided.

The failure of the jury to convict will not alter the attitude of the prosecution as there are numerous indictments pending against Ruef, on one of which he will be placed on trial as soon as the state can make its arrangements to that end. In view of this fact the board of supervisors today appropriated $70,000 for the continuance of the graft prosecutions.

Resuming their deliberations yesterday morning, the jury was called into court at 11:45 o'clock by Judge Dooling, but asked the court for more time. The request was granted and they retired.

When 4 o'clock arrived the bailiff ordered the courtroom cleared, as Judge Dooling had decided to send for the jury in a short time, and there was a desire to avoid any demonstration on the part of the spectators. As a result attorneys directly interested and the members of the press were about the only ones in attendance when the jurors filed in and took their places in the box.

Foreman Penny arose, and in response to the question of Judge Dooling said it was impossible for the jury to agree. Each juror was then questioned by Judge Dooling, and all agreed that they could not arrive at a verdict. Judge Dooling then formally discharged the jury.

BUILD TO PACIFIC.

Edwin Gould Makes Announcement for Western Pacific.

Los Angeles, May 22.—Edwin Gould, pathfinder for the "ocean to ocean" railroad ambition of his brother, George, announced that the Gould lines will not only reach San Francisco, but they will enter Los Angeles and the ports of the Pacific Northwest, through Portland. Mr. Gould arrived today from Texas in his private care "Dixie."

Gould is a director of the Western Pacific, and makes the positive announcement that the ocean to ocean Gould line will be consummated with the early completion of the Western Pacific into San Francisco, and that the lines of the Goulds will also be extended to Portland in the near future.

Further, Mr. Gould declares that the Pacific Coast will be the scene of the most extensive railroad operations ever known.

For many months it has been rumored that the Gould interests have been securing options on rights of way along the coast from the north shore of San Francisco bay to Eureka. The Northwestern railroad, which ends at Willets, Mendocino county, is supposed to be the property of the Southern Pacific and Santa Fe jointly, but lately it has been reported that part of the right of way between Willets and Eureka has been found to overlap other claims, and litigation was threatened.

WRECK IN BELGIUM.

Sixty Killed and Hundred Injured in Collision of Trains.

Antwerp, May 22.—In one of the worst railroad disasters that ever occurred in this country a great number of passengers, the number being estimated as high as 60, were killed today, and at least 100 seriously injured in a collision between two passengers trains. The trains were running at a high rate of speed when the crash occurred. They came together with great force, throwing the cars from the tracks and piling them up in heaps of ruins. Great difficulty was experienced in releasing the imprisoned passengers. Twenty-two bodies have been recovered, and search for more is being made in the ruins.

The collision occurred at Contich, six miles southeast of Antwerp. One train was bound for Brussels and the other was going to Lierre. Three coaches of the latter train were crushed into kindling wood. The accident, which is thought to have been due to mistaken signals, took place on a crossing.

Chinese School at Bay City.

San Francisco, May 22.—San Francisco is to have the first Chinese school in the country. Plans for such an educational institution where the children of local Chinese can be taught their language and trained as if they were in China are now being drawn up. The site, which is on Stockton street, between Clay and Sacramento, has already been purchased, and the building will be erected at an expenditure of $50,000, which represents half of the $100,000 relief fund sent to the Chinese after the fire and earthquake.

New Outbreak in Hayti.

Port au Prince, Hayti, May 22.—Incited to insurrection by Septimus Marius, the rebel leader, a serious anti-government outbreak has taken place in the southern part of the island. Strong forces have been sent to the scene to suppress the uprising, but fears are entertained that before the troops arrive the insurrectionists will have seized a number of cities, following the seizure with massacres in revenge for the summary execution of a number of prominent anti-government sympathizers in this city last March.

Telegraph Operators to Strike.

Chicago, May 22.—Members of the Commercial Telegraphers union are again talking strike. They are planning a general tie-up of the wires at the time of the republican national convention in June, it is said. They figure that the moral effect of a strike at such a time may produce results within the convention hall which might be repeated later when the delegates meet in Denver, and bring about a governmental investigation of conditions.

Favors Opium Conference.

Tokio, May 22.—The Japanese government has signified its intention of joining America in the latter's efforts to secure the calling of an international opium conference.

COMPROMISE ON FAIR SEEN BY THOUSANDS

Congressional Committees Agree on Seattle Appropriation.

SPEND $650,000 FOR EXHIBITS

Washington Delegation Highly Elated at Result—Useless Expenses Are Stricken Out.

Washington, May 22.—The conference committee on the sundry civil bill yesterday agreed to give $650,000 to the Seattle exposition. Fifty thousand dollars will be cut off from the expenses of the government board, which is reduced to three members, and uninteresting features of the government exhibit are eliminated. There was no cut in the appropriation for buildings or the Alaska, Philippine or Hawaii exhibits. The conference report will be agreed to today. The compromise is highly satisfactory to the Washington delegation.

GOVERNOR SPARKS DEAD.

Nevada Executive Killed by Overwork at Extra Session.

Reno, Nev., May 23.—"I don't fear death. I have done my best. I am tired and am ready to go. Good-bye."

Surrounded by his wife, three sons and a daughter, Governor John Sparks, conscious to the last, sank to death at 8:30 yesterday morning, after uttering the above words.

The illness which culminated in the governor's death was directly due to overwork and nervous strain attendant upon the extra session of Nevada's legislature late last fall.

Mr. Sparks was born in Mississippi, August 30, 1843, and came to this state in 1868, engaging in stockraising. He owned large cattle ranches in Nevada and Texas, as well as a large cotton plantation in Texas. He was elected chief executive in 1902 and again in 1906 by large majorities.

Lieutenant-Governor D. S. Dickerson is now governor of Nevada. He came to Nevada eight years ago and went to work in a mine at Cherry Tree.

EXTRA SESSION CALLED.

Philippine Assembly Needs a Month More to Finish Work.

Manila, May 23.—The statutory time for the adjournment of the Philippine assembly having arrived with the work of that body incomplete, Governor-General Smith has called a month's extra session. Prior to the adjournment of the regular session, the radicals attempted to present a resolution favoring immediate independence, but were headed off by the conservatives under the leadership of President Osmena. It is believed that the attempt to present the resolution will be renewed during the extra session.

The Philippine commission has rejected the assembly bill providing for the teaching of the various Filipino dialects in the public schools, and has substituted a bill creating an institute for the study of these dialects.

Manuel Quescon, a member of the assembly, has been appointed delegate to the navigation congress, to be held at St. Petersburg. He will sail tomorrow, accompanied by his secretary, Theodore Rogers.

Sues to Recover Graft.

San Francisco, May 23.—Joseph A. Sullivan, a retired capitalist, who owns a block of stock in the United Railways Investment Company, today began a suit in equity in the superior court to recover the $200,000 Patrick Calhoun, president of the United Railroads, is alleged to have paid, through Tirey L. Ford, general counsel for that corporation, to Abe Ruef for the purpose of influencing the supervisors to grant the company a trolley franchise. Interest on the above-named amount and costs are also demanded by the plaintiff. The complaint alleges that the suit is brought in the interest of all the stockholders of the corporation.

Conspirator May Hang.

Deer Lodge, Mont., May 23.—William Hays, a convict in the state prison here, was today found guilty of first-degree murder in killing Guard John A. Robinson in the course of the sensational prison break in March. George Rock pleaded guilty two weeks ago and was sentenced to hang June 15. Hays' defense proved he had not laid a hand on Robinson, but he was found guilty of conspiracy. The jury recommended hanging. Two others are charged and are yet to be tried. These are C. B. Young and Orell Stevens.

Railroads Cut Wages.

Chicago, May 23.—A general cut in wages of all section men and unskilled laborers has been ordered by the railroads extending west from Chicago. Several thousand men are affected. This is the first wage reduction made by the western roads and is considered in some quarters the first step in a general cut which is declared to be inevitable unless the revenue can be increased by an advance in freight rates. The reduction in the case of most section men is from $1.35 a day for 10 hours to $1.25.

Big Power Project.

San Francisco, May 23. — A deal which will ultimately revolutionize the price of electricity throughout the state of California, will soon be consummated in the investment of an additional $25,000,000 in the $12,000,000 powerhouse that is nearing completion on the north fork of the American river. The plant will be ready for operation in October, but in the meantime eastern capitalists are making arrangements to advance the enormous amount of capital.

Eight Perished in Fire.

Chicago, May 21.—Although eight men are believed to have perished in the fire that destroyed the Wintermayer box factory yesterday, only two bodies had been recovered at midnight, when the search was abandoned until tomorrow.

Atlantic Squadron In Sight Two Hours Off Astoria.

GET SPLENDID VIEW OF PARADE

Excursion Steamers Salute Warships as They Round Tillamook Head —Colors Dipped in Reply.

Astoria, Or., May 21.—From every point of vantage on dunes and headlands between Willapa Harbor and Tillamook Head yesterday the patriotic people of the Pacific Northwest waved their welcome and farewell to the battleships of the Atlantic fleet as they steamed up the coast. Ten thousand throats cheered the imposing pageant of the nation's naval power; hats were flung high in the air and tears streamed down the faces of many spectators in an excess of patriotism, as the imposing file of monster fighting ships rounded Tillamook Head and came in sight of the waiting multitude.

It was a magnificent sight, such as the Oregon coast has never before witnessed. In the lead, flying Rear-Admiral Sperry's blue two-starred flag, was the Connecticut, the splendid type of the navy's latest fighting machines. The vessel that led the squadron on its historic voyage from Hampton Roads with "Fighting Bob" Evans on the bridge, still stood at the head of the column, which was made up of the following ships:

First squadron, first division—Connecticut, Kansas, Minnesota and Vermont.

Second division—Georgia, Nebraska, New Jersey and Rhode Island.

Second squadron, third division—Louisiana, Virginia, Ohio and Missouri.

Fourth division—Wisconsin, Illinois, Kearsarge and Kentucky.

Accompanying the war vessels was the hospital ship relief.

As the fleet rounded Tillamook Head at 11:30 in the morning, the battleships, which were steaming abreast of each other in a straight line stretching to the horizon, swung into a single column, the flagship leading the van, and cruised within two miles of the surf, affording a splendid view to the spectators on shore. A fleet of excursion steamers crossed the bar early in the day and greeted the battleships off Tillamook Rock with a volley of whistles. Each vessel was loaded to its capacity with excursionists, and their cheers were added to the noisy salute. The mosquito fleet escorted the war vessels northward of the Columbia River, when they returned to Astoria. When the war vessels left the excursion craft behind, the battleships resumed their positions, steaming to the north abreast of each other.

As the squadron steamed along in perfect order, each vessel dipped its colors in acknowledgment of the loud acclaim from the excursion craft

BOMB WRECKS TENEMENT.

Black Hand Angered Because Efforts to Extort Money Fail.

New York, May 21.—The refusal of a wealthy Italian physician to comply with the demands of Black Hand criminals for money resulted in endangering the lives of 100 persons yesterday, when a bomb was exploded in the tenement house at 316 East Eleventh street. A number of persons were injured and the occupants of the house rushed into the street in panic, while doors and beams which had been twisted out by the explosion tumbled all around them. The lower part of the house was almost completely wrecked. None of the injured was dangerously hurt with the exception of Tony Lambarro, who was crushed by falling timbers and internally injured.

The explosion occurred when most of the occupants of the house were at breakfast. The bomb had been placed in the rear hall, under the stairs. The stairway was almost completely torn away, every door on the first and second floors was wrenched off, windows were blown out, and plaster and beams all over the house were shaken down. Lambarro was on the stairs when the explosion occurred. The others injured were struck by flying timbers in their apartments.

Western Pacific to Rush Work.

Reno, Nev., May 21.—Orders have been issued to rush with all possible speed the work of constructing the Western Pacific Railroad's new tunnel through the Sierra Nevadas at Chilcott. The slow progress made during the past winter is partly responsible for the order, which authorizes the employment of an increased force. It is not thought that the tunnel can be completed inside of a year. Officials of the road expect that within two years trains will be running through Reno from Great Salt Lake to tidewater in the west.

Big Deal in Oil Land.

Los Angeles, May 21.—The biggest oil deal in the history of California has been closed by the purchase of 1,200 acres of oil fields in the heart of the Coalinga district by the American Petroleum Company for the sum of $2,000,000. With the exception of the Southern Pacific holdings this land represents all the undeveloped ground in the best part of the Coalinga field. Early operation and the production of an enormous quantity of oil are assured, as the American Petroleum Company is capitalized at $10,000,000.

Seven Killed in Explosion.

Memphis, Tenn., May 21.—Seven persons lost their lives and nine others narrowly escaped destruction in an accident which befell the gasoline launch Columbia, about eight miles south of Clarendon, Ark., at 10 o'clock Tuesday night. The tank on the launch exploded.

The surviving members of the party are in a precarious condition. An inspection of what remains of the launch shows that both sides of the craft were blown out.

Italy Protests.

Rio de Janeiro, May 21.—The minister of Italy has delivered to the minister of foreign affairs a protest against the conduct of the coffee planters of San Paulo, who oblige Italian laborers to become naturalized citizens before they will employ them.

RABBITS FOOT MADE GOOD.

Fell Out of the Engineer's Pocket and He Stopped Train.

"A good, clever rabbit's foot, left hind," said the engineer to a New York Sun man, "one that is always on the job, is a great boon. Now, I have one that I always carry in my inside jumper pocket. I ran over a rabbit one day 'n' in the choppin' process its left hind leg was tossed through the cab window right into my lap. Of course it would be too much like temptin' fate to let a good thing like that get by, 'n' I've carried it with me on my runs ever since.

"The other day I stopped at the junction for water with the daylight express. The boys at the roundhouse down there got to throwin' a josh into me about my rabbit's-foot protector. Some of them didn't believe it was true that I put so much faith into it.

"'Well,' I says, 'you can josh me as much as you like, but I am frank to admit that I wouldn't like to go out on the road for a trip without my hunch in my pocket.'

"Then they all had to have a look at it. After they had passed it around it was time for our train to leave, 'n' I carelessly stuffed it in the outside pocket of my jumper, I was in such a hurry.

"I had a heavy train, but we were right on time, so I didn't mind much, as the 1327 was workin' her dandiest 'n' we plowed along just like an ice yacht before a forty-mile gale. Goin' round the Ten Degree curve the 1327 slipped 'n' hobbled for a second like a fat man steppin' on a banana peel. I eased her off with the throttle a bit, stickin' my head out of the cab window to see what caused the unsteadiness on the part of the 1327. As I did the locomotive gave a little lurch 'n' I felt my rabbit's foot slidin' out of my jumper pocket. I made a grab at it, but I didn't come within a foot of it. It landed on a little ledge of the runnin' board just outside the cab. I leaned out of the window to get it. Some mysterious influence seemed to be workin' against my reachin' that rabbit's foot. In another second it bounced off to the ballast to one side of the track.

"Well, I was in a quandary for a second. However, I firmly made up my mind I wasn't goin' to lose my rabbit's foot guardian angel in that fashion. So I put on the air. As the train came to a stop I dropped from the runnin' board 'n' dusted back after my good luck piece. As soon as the train stopped a natural curiosity rose in the minds of the passengers 'n' the train crew as to what was the matter. Jim Spratt, the conductor, asked me what was up, 'n' I just told him that I dropped something of considerable value 'n' had stopped to pick it up. A fresh guy in one of the Pullman's overheard my answer 'n' butted in as follows:

"'Say, ol' sport, I dropped a quill toothpick from the dining car back up the road a piece. Would you mind backin' up there 'n' getting it for me? Of course we are in no hurry to get in this near railroadin' fatigues me.'

"I didn't make any reply to him, though I would have liked to give him a slam in the slats. In less time than it takes to tell it I had the train started again. I just got 'em moving about eight miles an' hour when I heard a crashin' of the ties 'n' the 1327 listed over to one side. Of course we were going so slow that we could almost stop in a space the size of a 10-cent piece. I dropped down to the ground again 'n' on inspectin' the track I found a broken rail. Now, wasn't that nice work for that rabbit's foot?"

FOLLOWING INSTRUCTIONS.

Mrs. Wilcox had boundless faith in the wisdom and general effectiveness of her husband's advice, and consequently he had primed her with instructions for any emergency that might arise when he was absent. Among other things, he had repeatedly warned her in case of fire to spread a rug on the blaze, and then telephone for the engines.

So deeply was this advice impressed on her sub-consciousness that her actions the day of the fire in her home were purely automatic.

She had bought a new hat, and the room being rather poorly lighted, she used the gas-jet over her bureau as an aid to studying the new millinery achievement. Suddenly, as she was lifting the lace creation off her head, it slipped and fell directly upon the blazing gas-jet.

The expected happened. The hat was soon burning fiercely, still on the top of the gas pipe.

Mrs. Wilcox, mindful of Jack's advice, grabbed a valuable Persian rug on the floor, and spreading it carefully over the lighted gas-jet and flaming hat, rushed out to the telephone.

At the doorway she collided with her maid, Estelle, who, hearing the rapid movements in the room, was coming to learn the cause.

Running over to the bureau, the girl turned out the gas, and throwing the rug on the floor, stamped out the flames which had burned a hole through the valuable tapestry.

"Why, Mrs. Wilcox," she cried, "why didn't you turn out the gas?"

"Turn out the gas?" answered her mistress. "Well, aren't you bright! I never thought of that. Jack has always told me to put a rug on a fire."

Earth's Limit of Population.

It is estimated that the fertile lands of the globe amount to 28,000,000 square miles, the steppes to 14,000,000 and the deserts to 1,000,000. Fixing 207 persons to the square mile for fertile lands, ten for steppes and one for deserts as the greatest population that the earth could possibly nourish, scientists have arrived at the conclusion that when the number of inhabitants reaches 6,000,000,000 the earth will be peopled to its full capacity. At present it contains somewhat more than one-quarter of that number. If the rate of increase shown by the latest census statistics should be uniformly maintained, the globe would be fully peopled about the year 2072.

MAKING SAILOR CLOTHES.

Factory at Brooklyn Navy Yard Gets Requisitions from Pacific.

The clothing factory at the Brooklyn navy yard has just received large requisitions for jumpers, overshirts, trousers and overcoats, to be delivered before May 1 at the navy yards at Mare Island and Bremerton on the Pacific coast, says the New Orleans Picayune. The local factory is the only one operated by the government for the navy proper. Another factory is maintained in Philadelphia for the marine corps. The navy yard factory was founded in April, 1879, by R. W. Thompson, then secretary of the navy department. At present it is under the superintendence of Paymaster Jewett, the latter of whom is in charge of the department of provisions and clothing.

The factory employs a number of cutters and inspectors, who work in building No. 31, where the factory is maintained, and about 150 men and women who work in shops outside of the yard or in their own homes. The trousers and overcoats are made almost exclusively by operatives who have shops of their own, but the various kinds of jumpers and overshirts are made by women. These are usually the wives and daughters of United States veterans. All of them are amenable to the State factory law and if they live in a tenement or apartment house must have a State license. It is a common sight at the Sands street gate every morning to see long lines of women laden with large packages returning work that has been assigned to them.

All such work done on the outside is rigidly inspected by government officers, and if properly and neatly made is passed. If for any reason a garment is rejected the government is empowered to charge the cost of the material against the operative. Women are paid from 20 to 25 cents for making jumpers, 48 cents apiece for overshirts, 10 cents per collar for taping and 2½ cents for embroidering a star on the collar.

When the operative returns a finished garment, another allotment of material is made to her and she takes it home and puts it together. This material is cut and assembled ready to be sewed together.

Book News and Reviews.

Jesse Lynch Williams' "My Lost Duchess" is a romance, with a mystery, the scenes set chiefly in Fifth avenue and Central Park.

A new and drastically revised edition of John Galsworthy's novel, "The Island Pharisees," containing a preface by the author, will be issued in a few weeks. The book originally appeared in the spring of 1904.

The translation into French of Henry Van Dyke's "The Ruling Passion" has had a great success in France, and M. Emile Faguet, a member of the academy and author of "The History of English Literature," called it "a pure chef-d'oeuvre." Thus do we learn to estimate M. Emile Faguet.

Lord Roberts is using his spare time in the collection of material for another volume of an autobiographical nature, designed to be a companion to his account of his forty years in India. The book, of course, will include the period of the South African war, and if "Bobs" publishes in cold print some comments on certain generals who figured in that campaign, which cable dispatches say he does not hesitate to express in private, he will cause some sensation.

Prof. A. Lawrence Lowell's long-awaited work on "England" is announced for publication. It is predicted by those who know Prof. Lowell and his work best, that this book will prove scarcely less important in its way than Bryce's "American Commonwealth." It is a comprehensive survey of the English political system at the present time, written from the point of view of a highly trained student of affairs and a notably intelligent and sympathetic critic.

According to a reliable estimate, the number of books published each year throughout the world is at the present time about 7,000. Most of these go into well merited oblivion. Some enjoy a temporary popularity. A very limited number are translated into several languages and became part of the permanent heritage of humanity. From the point of view of both writer and reader few questions can be of greater importance than this: What is the quality that makes a book vital, that gives it world importance? In the largest sense, it may be answered that the universal book is the book that transcends all national boundaries and appeals to universal emotions. But these emotions vary in intensity from age to age and from century to century.—Current Literature.

So Near and Yet So Far.

The western river had executed one of its lightning changes and dug a new channel for itself, thereby cutting a man's farm in two.

The farmer was sitting on the bank of the river, gazing disconsolately at the opposite shore, a quarter of a mile away.

"Water has been pretty high here, hasn't it?" asked the passing traveler.

"Toler'ble, like," answered the farmer, without looking around.

"Looks as if your bank had been caving in."

"Sort o'."

"Has it done any mischief to your land?"

"Mischief!" said the farmer, slowly turning his head and looking at him. "Say, Mister, see that patch o' ground over there on the other side?"

"Yes."

"There's twenty acres in it. Well, that used to be mine. 'Tain't now."

"No? Changed hands, has it?"

"Changed hands! You dern fool, can't you see it's changed banks?"

The traveler rode on, and the farmer continued to sit and gaze at his lost acres.—Chicago Tribune.