THE SCRANTON TRIBUNE-SATURDAY MORNING, MAY 8, 1897.

The Coal Measures Of New Mexico.

What a Party of Investigators Including Prominent Scrantonians Found in the Great Southwest.

paying investment.

coal that can reach El Paso is:

From Thurber, 538 miles,

From Trinidad, 520 mile?

From Cerrillon, 339 miles,

possible competition vanishes.

at from \$6 to \$10.85 per ton.

were simply amaged to find how

month before the Summer ends.

erators desire.

ado fields would put them in command

of the coal trade of that part of the

Southwest-likely to be 75,000 tong per

The monthly yields of the Salado

field can be made as great as its op-

MINES AND MINERALS.

Good judges say that no part of New

pany

Special Correspondence of The Tribune, El Paso, Texas, April 25.-It was not so many years ago when the assertion was common that "There is no church west of the Missouri and no God west of Kit Carson." If there ever was a semblance of truth behind this saying that time has gone, as our party will cheerfully testify. For ten days past we have been driving and tramping through the wildest part of New Mexico, and the party has been surprised to find so little evidence of lawlessness and such appearance of hearty welcome for any enterprise that will tend to open the country. The days of the "bad men" in this region seems to have gone forever. In out of the way places one hundred and fifty miles from any railroad-almost from any marketthrifty farmers have settled, and they, as well as the herders, miners and prospectors are as anxious for a stable government and the protection of property as are the people of any Eastern community,

Wherever there is flowing water, or a spring, the land is almost sure to be found under fence. Experiment has proved that almost anywhere on the mesas a well sunk from 10 to maybe 75 feet will yield reasonably good waters. The fact is evident from the windmills that are found in all parts of the country, and we were told that their number is steadily and rapidly increasing.

Since the primary aim of this inves tigating expedition was to see what promise the country afforded to those who would build a railroad from El Paso to the coal fields at Salado (spoken of as "Salow" by the natives) we were especially careful to inquire into all the material resources of the land, and to examine as many of them as possible.

The wagon part of our Journey began at San Antonio, N. M., on the Santa Fe road. Ninety miles of dry and dusty, up and down driving took us across the northern end of Jornade del Muerto (the Journey of Death), through the rough land between the Chapadero Mesa and the Oscura Mountains and through the northern end of the Mal Pais to White Oaks. The Mal Pais is a deposit of lava of recent origin (1680 some authorities say) that cover the plain from 5 to 50 feet deep for a length of over 50 miles with a width of from 5 to 15 miles. The cruption that produced them is supposed to have wrought the geological changes that party seem to be that it would be made the Gran Quivera a ruined city in a waterless waste.

At White Oaks our real work began and during the succeeding days we inspected timber tracks, erawled into lutely the possession of the great Salmines, burrowed like prairie dogs in prospect holes, looked wisely at outerop and pay streaks ore from here, there and everywhere, and so worked zig zag, together and in sections across the entire region of El Paso. Our route Included the Nogal district, the Bonito, Fort Stanton, the Capitans, Eagles

Creek, the Rio Duodoso, the White Mountains, a diagonal drive through the Mescalero Indian Reservation, and Mexico is richer in minerals than the region we passed through, from the a most hearty welcome from Lieutenhead of the Oscuras to the foot of the ant V. E. Stottler, who has, without a

We followed outcrop, drifts and prospects on one of these veins for over three mines, and for nearly half of this district the continuity and working thickness of the deposit had been demonstrated. The other vein outcrops perhaps a thousand yards to the eastward of the first, and presents the same westward dip of from 6 to 19 degrees. Both veins have fairly good roofs of sandstone.

vestward of Tularosa, and extending The result of repeated measurefrom near the southern end of the Mal Pals for a distance of over fifty miles, ments on both veins gives a little more in a marvelous deposit of practically than FIVE FEET of marketable bipure gypsum, in consistency and color tuminous coal in each. In one of the like fine, granulated sugar. This dedeeper workings there is plump six posit is from five to twenty-five miles feet of coal, exclusive of a small porwide, lies on the original surface of the tion of fire clay. The profane man of ground, and in billowy waves reaches the party painfully chipped at the upa depth of perhaps fifty feet. The proper part of the breast here, carefully posed railroad will skirt its edge for examined the product and ejaculated: ome miles. "well, this is d--d good!" Then, mak-To the westward of the gypsum is ing the same test of the lower part of

said to be a dried-up lake of soda crysthe breast, exclaimed: "And this is a tals, and the Government surveys show d----d sight hetter!" a sait lake in the same neighborhood The magnitude of the field, the thick Bear in mind that figures of extent and ness of the veins, the surprisingly

eight miles.

cated.

This gives a fair notion of the min-

GYPSUM AND SODA.

statements of geographical outline are good quality of the coal, the ease of more or less guesswork in this country, mining and the fact that the hungriest. for even the best government maps are highest-priced coal market of the ensadly incorrect in many particulars. It tire Southwest is, but 160 miles away, is little more than a surface-seen land over a down-grade route, convinced that we are dealing with, every one in the party that this is the opportunity of a lifetime to make a

LUMBER. This coal field has been secured in its The most expert lumber man we intirety, and is controlled under United ound in this region is Mr. J. A. Gumm, States' patents by the promoters of the of White Oaks. He estimated some ime since, for his own mills, that in New Mexico Railway and Coal comthe Capitans there are 11,000,000 feet of In this connection it is well to glance white and yellow pine "above 10 inches

square;" 100,000,000 feet of red spruce, at a few figures. The only competitive ,000,000 feet of bull pine fit for mining use--stulls, props, etc.-and a considerable quantity of juniper and cedar. To the surprise of most of the party

From Sabina (Mexico), 514 miles. sareful investigation showed the tim-In at least one of these places the er possibilities of the Sacramento st of mining alone is greater than Mountains, south of the Capitans, to the Salado product can be profitably be vastly greater. Indeed, it seems laid down in El Paso for. In every ow that the Sacramento section could case, with possibly one exception, the supply the timber needs of the entire cost of mining is much greater than at southwest for a great many years. The only difficulty is that the arroyas and Salado. Add half a cent a mile per ton for hauling and every shadow of ough canons on the western slope of this range would necessitate special The wholesale contract price of coal means for bringing their product to the in El Paso is \$4.80 to \$5.75 per ton; at plains.

retail, up to \$8.50 or more. Coke sells Rough timber sells at \$20 per M. in El Paso, flooring at \$25. The Capitan The Salado coal cokes admirably, but and Sacramento lumber could be put the opinion of the coal men in the there at a great profit at very much lower prices. It is evident that with a wisest to market coal alone for the railroad at command, this lumber round, present. They have all looked into the would control the El Paso market as market possibilities at El Paso, and completely as would the Salado coal

> CATTLE AND SHEEP. Lincoln county, New Mexico, proluced about 1,000,000 pounds of wool ast year, Chaves and Dona Anna ounties each rank about with Lincoln in this respect. Most of this wool is now taken by a wagon haul of 100

miles or more to a railroad and a market. There are probably 500,000 cattle in the three counties. No cattleman will

possible to drive with a wagon over drive his herd to market if reasonable 11,000 feet of this vein. There are fully railroad transportation can be had. one hundred and fifty claims in this dis-The oat and hog raisers are steadily trict-gold, lead, iron, copper-which is increasing in number and importance. a horseshoe-like plateau about six by In many sections of this county piniot seed and juniper berries afford good One of our scouts, who visited the Jafeed for a large part of the year.

rillas reported a marvelously rich min-Horses of the common grade are eral district-almost unexplored. He drug on the market. The assessor of told of a hill of iron, so thickly covered Lincoln county told me he had assesswith high grade hematite ore that ed one fine herd at \$5 each, and then "trains of cars could be loaded from the float." He also saw much of the gave the owner the benefit of a 20 pe cent, discount on his reported number precious metals. It is here that the fawhich he was well aware had been mous Tiffany turquoise mines are lomade much smaller than the fact.

FRUIT AND POTATOES.

27011.80

-There is a good part of the popula

7-Such a tead would form an im-

thing in the way of heavy grades.

So much for the business a road

could count on. The cost of building a railroad would be absurdly small.

already graded, and about nine miles

yould be over a mesa as level as an

It is the cheapest proposition in rail-

TROUTING ON THE RIO RUI-

DOSO, NEW MEXICO.

The sweetest trout you ever met. Yes, genuine speckled mountain trout,

"Trout?" Well, you just bet!

And anyone can yank them out,

Easy as winking. Just you try The Ruideso with a fly, -

No glinting of a speckled skin.

high

M. M. Gillam.

to El Paso, and avoid almost every-

The Tularosa Valley is a natural oring things we heard and saw. No one in the outfit doubts that vast riches chard site. Pears, peaches, apricots plums, apples, grapes and most small are hidden in these treeless mountains, fruit grow to a perfection there that and that the coming of a railroad will be the "open sesame" for a hundred an Easterner can scarcely realize. In size, equal to anything California can treasures greater than All Baba found. show. In every canon where water can be had the same wonderful growth

Heaped over the great plain to the | and fine quality can be safely counted Twenty miles at the El Paso end are

The higher regions of the Sacramenlaid with track. For more than one tos are the natural home of the potato. hundred and thirty miles then the road Men go into these high, rich plateaus, Illinois priarie. No costly rock work, chop off the quaking aspens, plant potatoes and never go near them again until harvest time. Then, they tell me, no bridges, no long trestles. Even the last ten miles of the one hundred and they are sure to find a crop. If they sixty present no difficulties to the railwill grow thus neglected what would road man-just easy mountain grades the result be with proper cultivation? road building I ever saw-and the best. Potatoes cannot be raised on the lowlands of New Mexico, Texas cannot

raise them; a big part of the cultivatable portion of the Southwest cannot raise them, Greeley, Col., has grown rich on the potato crop. I believe one of the largest sources of profit to settlers here and to the railroad will be the Sacramento potatoes. Such as saw were exceptionally large and smooth, and were of fine quality.

HEALTH RESORTS.

Or bug, or worm, or anything, And see how quick you'll catch a string Whe shall say where the sanitarium of the world is? I cannot. But this I am confident of, that in the White So spoke the bright New Mexican And fire! his party, to a man, With dreams of speckled beauties fried And broiled-and heaps of fun besides, Mountain region is a better climate for those suffering from lung trouble than either Colorado Springs of El Paso And so they struggled day by day Along the rough and arid way can show. It is more equitable, the Until at last they all gave thanks By Ruideso's verdant banks, elevation is better. I look to see the day, and not very far off, either, when this will be the favorite American resort for consumptives and those with And rapture shone in Gillam's eye, pulmenic troubles.

Gay as a youngster just from school In those high, shady valleys, rich The colonel found a favorite pool with vendure, rich with living streams, The staid and stately commodore Approving, walked the grassy shore, And Dickenson forgot his fat will also be the favorite Summer resorts for El Paso people and for the Left off his coat and cocked his hat residents of all the Southwest. There And trudged the grove with caution grea is no other region available that ap-In efforts vain to shoot some bait, Harmon and Hawkins pleasure saw proaches it either in natural beauty or healthfulness. With means of travel In striving to teach cach other law almost as primitive as in the days of And armed themselves in other scenes the patriarchs thousands make their To catch their fish by legal means. The Eddy brothers came and went weary way every Summer into those wilds to camp by the Rio Rudoso, or To give each guest complete content. some of the other never-falling moun-And Simpson curled beneath a tree tain streams close by, to eatch trout Said, "This is good enough for me from their clear waters and to get new vigor from the dry, bracing air. The They dropped, and tossed, and threw, an principal peak of the White Mountains swished. Meantime the fishers faithful fished, principal peak of the White Mountains is still snow-capped, and I believe, They tried the fly-grass-hoppers tried, snow is found upon it all the year Bugs, bits of meat, and lots besides, But all in vain! No fleck of fin,

THE RAILROAD.

No shadow darting in and out And now we come to the summing Betrayed the presence of a trout, A native who the anglers saw, In spite of fate, in spite of law, up. Is a railroad from El Paso to Salado a paying proposition at present? I think there is not a man in the Approached the foremost fisherman, "What be you trying to catch?" party who has a doubt on that question.

The native answered with a shout, 1-There is enough of coal alone to warrant the building of a railroad. "Well I'll be d-d 2-There are mineral possibilities that

trout!

The fools ain't altogether dead, The fish we catches in these 'an's By gosh' they always comes in cans." should of themselves make a railroad a good investment. 3-There are lumber, potatoes, fruit and live stock to be carried, which And ate a lunch of French sardines.

A TITARTIA IN O

would pay interest on a large outlay Shrewd capitalists not long since prepared to run a railroad into this country just to tap the mountainous Sunday Street Cars. beds of gypsum. It could probably be done with profit at any time. 5—There are twelve thousand people Ought Their Operation to be Prohibited by Law? whose supplies and products need transporting. With a railroad their number would quickly and largely in-

permit street cars to be operated on Sundays? Here are two interesting their position as employers of labor, or points concerning which opinion in all at least as persons who have the power cities has differed widely, and in relaportant link in a system that would bring Chicago 300 miles nearer by rall tion to which an animated controversy is at present waging in Toronto. The Globe of that city, in a recent issue, devoted three columns to an editorial discussion of the subject, and we find several points in its article which impress us as worthy of consideration. Supporters of a Sunday car service in Foronto have crystallized the affirmative contention in five main propositions. The first is that such a service will be a great public convenience, especially in view of "the changed conditions of modern life, which have inreased the population of citles and spread them over large areas." The econd is the argument in favor of quality; people with bicycles and arriages can travel on Sunday, why ot others? The third is an argument in favor of personal liberty; if A does not like Sunday cars that is no reason why he should forbid them to B, who, as a fellow citizen, has an equal inter-est in the car service. The fourth is a contention that Sunday cars will in crease the efficiency of Sunday Schools and churches. And the fifth is that the agreement under which the Toronto company operates thoroughly protects the interests of the workingment in other words, that there is no danger of the employes of the road being compell-

ed to work seven days in the week.

To the first point the Globe replies: Unquestionably it would be conven-ent for citizens to be able to reach the purks, the woods, the churches, the emeteries, the homes of their relatives Then Lathrop's sportman's heart beat and friends on the day which affords them the greatest leisure for those purposes. There are also emergencies, such as the necessity for calling a physician suddenly, in which it would be extremely convenient to be able to jump aboard a street car instead of trudging about on foot or paying the gxpense of a cab. There is no use inimizing or concealing these things; no use in telling a man that he and his family can enjoy themselves as well by sitting in a backyard or a small enclosure which is little better than a public square, as in rambling about the parks and woods and shores that are to be found at the termini of the street car lines. Nor is there any use in denying that there is a public demand for the means of reaching these places, The crowds of bleycles wheeling along the streets and the large and growing business of hiring wheels on Sunday are partial indications of that demand. And there can be little doubt that a Sunday service once established would

> be extensively used." Continuing, the Globe says: "As to the second point, the argument in favor of equality has been affected in the last four years by the extensive use of mitted to jail for contempt. the bleycle. The persons who, under the old state of things, could afford to maintain or hire a carriage on Sunday were a privileged class but a small class, and consequently their privilege was not constantly obtruded on the notice of the pedestrian. Now it can

fairly be said that during six or seven

to control the conditions of labor of a considerable body of men directly, and of a large number indirectly. We regard this point as of so much importance that we shall deal with it at some length. The fear that a street car service on seven days of the week would be a retrograde step in lengthening the hours of labor cannot be regarded as groundless. It is true that legal machinery has been created by which the city council may prevent the continuous employment of men, other than the superintendent and one assistant, the electrician and one assistant, and six roadmasters, more than 60 hours, or six days, per week, except in cases of 'civil commotions,' which may mean strikes, 'exceptional accidents,' 'unusual storms' and during the twelve days of the Industrial exhibition. If other men be employed on other occasions for more than six days in the week. and the City council move in the matter for the purpose of preventing it, the city engineer may decide as to wheth-er or net there were exceptional accicivil commotions, unusual dents, storms, or other causes justifying such continuous employment. Within two weeks after the city engineer shall have given his decision and communicated it to the council and to the company either party may appeal to the county judge, who shall have power to summon witnesses, demand the production of papers and perform all the acts necessary to judicial routine. Within one month after the county judge shall have reported the evidence, his decision thereon and the grounds thereof to the City council, either that body or the Street Rallway company may appeal to the court of appeal for Ontarlo, which sits four times a year. If that body should decide that a 'substantial' breach of the covenant regarding hours of labor has taken place, and that it 'could reasonably have been avoided,' or if such a decision should be given by the city engineer or the county judge, and the time for appeal be allowed to lapse, the city council may within three months after such decision impose a penalty on the company of not more than \$500 nor less than \$100. If the penalty be not paid within seven days after it has been imposed the city council may recover it in any court having jurisdiction to the amount of the said penalty.' The city council has still another resource. Instead of imposing a penalty it may by resolution deprive the Street Railway company of its right to run cars on Sunday. If the company does not then suspend its Sunday service the city council may obtain an 'order and injunction of any court of competent jurisdiction to that effect. If the ser-vice be not then discontinued, some one, perhaps a motorman, may be com-

"Those who understand the actual position of a workman-the threat of unemployment which must continually hang over his head under existing conditions-will be apt to regard these elaborate safeguards as practically A motorman or conductor

tion of an area larger than that of all the Middle States together to be car-ried to and from the White Mountain Is it immoral and is it inexpedient to | Toronto as users of a street car service. sealth and summer resorts, to say We now pass to the consideration of nothing of invalids from all over the country, and supplies for all of them.

soldier or gun, completely metamorphosed his Apache charge. From this point a portion of the party went to the famous potato and timber regions of the Sacramento Mountains and thence to La Luz, while the others went down Tularosa caron to the lovely orchard town of that name. Then there were other days by the marvelous deposits of pure gypsum-almost as large as a Pennsylvania county-and 'dry camps' and hill climbing, and mine seeing, and cattle herders and a flying column (two strong) to the lower foot hills of the Sacramentos and to the Jarilla Mountaing. And so with welcome everywhere, with every question volunteered, we skirted the San Andreas, the Black and the Organ Mountains until Fort Bliss and the Old Flag, under the shadow of the Franklin peaks, told us El Paso was at hand.

Having thus touched upon our course I will now briefly summarize the reguits of our investigations under separate heads,

THE COAL.

At White Oaks we examined with great care the Parker and the Shinsing veins, situated in the mountains about three miles from the town. In each of them we found a vein of coal aggregating something over three feet in thickness, exclusive of the streaks of fireclay and shale. They are of a fair grade of bituminous, with good sandstone roof, and dip westwardly into mountain at about a 20-degree pitch. While there is undoubtedly considerable amount of coal to be had from these mines, and possibly from some other deposits thereabouts, the Eastern coal men were by no means enthusiastic over them. To the untrained eye it seemed that faults and broken veins must surely be encountered in such a rough country, with the mountains generally inclined to assume the peak shape.

I fancied that the coal contingent of the party approached the Salado region 25 miles to the south, with no great expectations after this experience, I have been with investigating parties on a great many important trips, but I never saw a more complete surprise than awaited them there. Before we had seen even a "blossom" one of the old stagers remarked: "Well, this looks something like." It was plain even to me that if there was any coal, at all in that section there must be lots of it. We had been seeing veins in a mountain's top; here was a great peak-surrounded basin, broken by low, irregular hills, and apparently underlaid by coal in much of its area. After exam ining many of the drifts and prospects Col. Boles climbed one of the low hills, and after a long, all-around look from its top, hazarded a guess, based on the geology of the thing, that this coal field might be "six miles by three." Mr. Lathrop did the measuring and sampling, and whenever rule or pick were in use the space around was crowded with eager watchers.

We entered more than a dozen drifts and openings, some of them fully 190 feet in depth, and in a few instances chambered to some extent. In every case the breast of the drift was in the solid vein, and there was nowhere any sign of serious fault or of any pinching

There are two well-defined veins of coal in this remarkable field, each of them outcropping for a great distance and each of them ready to yield shipping coal almost from the first pick strike. Still other veins have been located, and the entire party is now ready to believe that almost nothing is too extravagant to be true of this ainazing coal deposit.

Many people insist that this is the treasure house of the Southwest. One of them seriously expressed him self to me thus: "The Almighty put his great riches here because they are so hard to get at." one-tenth of the tales of wealth

locked in these mountains is true, there are sure to be sensational developments here before long. There have already been astounding discoveries, as, for instance, when Pat Breen took \$20,000 or \$40,000 in gold from a pocket on the top of Black Mountain. We learned of fourteen distinct and important mining sections within a few miles of our route, and inspected about half of them. Here is a list of loca-

tions: Jicarillas Nogal. White Oaks, Willow Springs Texas Park Bonito. Three Rivers Tularosa, Bear Canyon. La Luz. Black Mountain, Jarillas, north Ben. Stevenson. Jarillas, south.

Gold, silver, cooper, lead and iron are here in astounding quantities, according to report. And there are scores of square miles that have never been prospected. Indeed, outside of the White Oaks and Nogal districts, development is usually of the most superficial kind. It is certain that the advent of a railroad would put life and activity into a region bigger than the state of Connecticut. The cost of transporting machinery and supplies has been prohibitive to most owners, and it has been an almost insuperable bar to the investment of outside capital.

At White Oaks the Old Abe has yielded over \$600,000 in gold in about four working years, and it was developed from itself without outside capital of any sort. The North and South Homestake mines in this camp have also been large producers.

At Nogal the American mine, owned a company, of which Commodore W. Lowrey, of New York, is G. C. president, gives great promise. They have a number of claims on a true issure vein, and show samples of good re that run so far into the thousands the ton that it makes a tenderfoot link to see them. The Helen Rae, close by, and owned by Scranton people, is being actively pushed, and gives very evidence of great value. It is apparently on the same vein as the American.

The riches of the Jicarillas has been a camp wood in New Mexico for generations. The mines are many and the placer possibilities bewilderingwere there any water near. I was told that Mexicans found profit in packing this placer dirt on burro back fifteen or twenty miles to where it can be vashed

The eyes of thousands have been urned to the 450,000 acres of the Mescalero Indian Reservation for its minerals even more than for its farm lands. The Three Rivers section in the northwest corner of the reservation, is undoubtedly a treasure house mineral possibilities. Judge A, B, Fall, of Las Cruces, who is very shrewd in these matters, believes it to prom-

ise more than any similar section in New Mexico. In the Tularosa canon we examined copper deposit with more than a mile of outcrop, ranging in surface width from 60 to 300 feet, This rock was mostly low grade, but at a depth of thirty feet of copper glance that yielded over 70 per cent, from a five ton lot sent to Baltimore for reduction. This glance is streaked through twenty feet of soft imestone.

At Black Mountain we saw the Sunol



The Easter season has been unusually Prolific in new books and new editions. Fiction, belies letters, travel and science n.e each received valuable additions rom authors old and new. The character of the books published and their ready appreciation by a grateful public show that the literary taste of the American people is readily susceptible to influences

a purer and better literature. The large and steady sale of such work. Nansen's "Farthest North" and a Dr. Capt. Mahan's "Life of Lord Nelson" shows that Americans prefer good books to trash, and works of this character find a constantly widening market. Dr. Nan-en's great work, to say the least, certainly deserves all the good things that have been said about it and just at present the author is the literary lion, both at the English and French capitals. Capt. Mahan's crowning work has won for him unending praise and added even to his

enviable fame gained by his former work on "The Influence of the Sea Power," In the field of fiction there are a host o new books by the old favorites, most of them deserving more than passing notice, "Miss Archer Archer," by Clara Louise Burnham, is one of the best of this popular story-teller's ever-welcome books "Hilda Strafford," by Beatrice Harraden is the first work from the pen of the creator of "Ships" since its wonderful success three years ago. It is a charming story of Southern California breathing the freshness of that sunny clime and gleaming with a genial humor characteris clime and ic of the author. Miss Harraden, sinc her return to England, has improved but dightly in health and her literary labors

for the present are consequently limited One of the sunniest, brightest, cheerles and most mirth provoking stories of th year is "The Great K, and A. Train Rob ry," by Paul Lelcester Ford, author of 'he Hon. Peter Sterling" and "The Life Washington." This book is not as its

title might imply a regulation detective story, but a sparking, original, up-to-date love story of no mean order. "A Marital Liability," by Elizabeth Phipps Train, is also a story of this happy description and is not mostly the proved the other of is well worthy the pen of the author of "A Social Highwayman." Stephen Crane has taken us to the country for the scene of his new story which bears the title, "The Third Violet." Of this little pasoral we certainly can say what hesitate to say about either "Maggle" or "George's Mother," that is: a fresh, healthy story, pleasingly told. We had hardly followed the author from his police

ourt fame in the metropolis to bloody 'uba before we found him at the seat of to "The Journal" and observing the scene of action by the light of "Greek Fire." "The Mutable Many" is a new story by

Robert Barr and we predict for it a success equal to any of Mr. Barr's previou books, most of which have been exception tionally good. "Trooper Peter Halkel" is a romance of Jameson's Raid told by Olive Schreiner. We feel certain that Miss Schreiner has added but little to anas schreiner has added but hitle to her literary fame in this novel and are glad to let her reputation rest on her more popular "Dreams" and "The Story of an African Farm." "Christine of the Hills" is the title of Max Pemberton's new book. Those of his admirers who have original "The Impresentable City" have enjoyed "The Impregnable City," "The Little Huguenot" and "A Puritar Wife" need only to know that this latest effort is up to his former standard. There is a freshness, humor, and originality aobut Mr. Pemberton that makes his name an "Open Sexame" with every lover of good flotion. "A Merry Maid of Arca-dy" is the initial story of a bright volume Mrs. Burton Harrison. Frank R ockton, after a silence of several years has given us a spiendid group of short tories under the title of "A Story Teller's Pack." The above include most eccent works of fiction, although of th there

are many others well worthy of mengold lead belonging to Judge Fall. It is Rev. George Henmanth has had pub-

lar to his first series. These sermotis de ive their title from the fact that one of hem appears in each issue of the New York (Sundry) Heraid.

LITERARY NOTES.

The production of Hardy's "Tess of the D'Ubervilles" at the Fifth Avenue theater has caused quite a revival in the sale of the book. Mrs. Minnie Maddern-Fiske

Gilbert Parker's "Scats of the Mighty' had the distinction of being the initial play at Beerbohm Tree's new theater-"Her Majesty" last week. Notwithstand-ing her majesty's absence, a goodly num-ber of celebrities graced the performance, among whom were the Prince of Wales, Poet Laureate Austin, Ambassador Col. John Hay and Lady Randolph Churchill, "The Wisdom of Fools" is the title given to a volume of fcur etaellent short stories

recently from the pen of Margaret De-land, author of "Jchn Ward, Preacher." Admirers of Alice Brown's charming "Meadow Grass" will be pleased to know that her new novel, "In the Day of His Youth," is now published and that it is everything that could be desired-a graceful story by a graceful author. No novel of recent years, not even

Trilby, has had the phenomenal success orded to Bellamy's "Looking Back-rd." Over a million copies in over ward. twenty different languages have been printed and sold. His new book, "Equali-ty," will probably be published in May.

H. Howard Beldleman

REVIEWS.

The newest Crockett book is "Lad's Love," published by the Appletons. It is not to be compared in continuity of plot with "Cleg Kelly," but there are quaint touches here and there that suggest what this singularly effective author can do, The materials employed are a close-fisted Scotch farmer with three marriageable and incorrigible daughters who entertain masculine admirers surreptitiously ameonian neighbor whose son isn't good nough for one of those daughters; some ddle pated lairds, a peddler, a poacher, a betrayed girl, etc.; in fact the usual in-gredients of a melodrama of the moors, These are shuffled together in whatever suits the author's pleasure, while the result will bring down upon him the censure of the critics, it will satisfy Cuba before we found him at the seat of any reader who is not overly fastidious war in the east penning sanginary cables and run up a royalty account that we would mightily like to have to our credit in the bank.

> After some silence, Guy Boothby through the Appleons, springs on the pube another Oriental stunner, whose contents are quite up to the pace set in "Dr. Nikola" and indicated in the title of the present effusion. "The Beautiful White present effusion. "The Beautiful White Devil." The "devil" is a very accom-plished, fascinating and resourceful young woman who rules over a secret island in the Pacific, owns a phenomenal boat by means of which she ever and anon abducts me rich Chinese mandarin, holds up a treasure ship or performs other feats erior to anything of which Captain Kild ver dreamed, always escaping from pur suit, and disports herself in ways too novel to mention. When Dumns wrote "Monte Christo" he merely scratched the surface of the ground that Boothby has owed in his novel. We don't wonder that he young doctor whom she hired to treat the small pox in her island bailiwick fell in love with this impossible what is more, married her. setble creature and

Gertrude Atherton has told us on num rous occasions that she entertains the

NOTES, GOSSIP AND REVIEWS. Ished a second volume of "Herald Ser- (published by the Appletons). The them mons" which have proven equally popu- of this book is the barter and sale of Yam kee womanhood in exchange for foreign titles which goes on in uninterrupted regu-larity in the higher social circles of New York and other large American cities; but we cannot see that the author had added

anything of particular moment to the already ample controversial literature or this subject, and certainly her book is no intrinsically important as a story. Th characters in it are all men or women of straw; and the tone is abhorrently realis-tic. We suspect that it did not need Gerhas made a striking success in the title trude Atherton's pen to establish that the American mother who plots to trade her daughter for social distinction is morally not one bit above the depraved creature who sells the virtue of her offspring for money; or that the petted darling who knowingly consents to the trade and intrigues for and encourages it is really in finitely worse than the ignorant and wayward damsel of the strets.

> There is good reading in "A Galahad of the Greeks" by S. Levett-Yeats (pub-lished by the Appletons.) It pictures of ficial life in Burmah; shows how hard it is for a man bred in the north, where ac-tivity is the rule, to keep fresh and clean and useful under a tropical sun; exhibits the disadvantages under which the mar works who carries into political office the morals and the conscience trained at

mother's knee; and finally gives a pictul of innocent love between a wife and a man not her husband, with a tragedy which saves that innocence from reaching the level of guilt. It is a well-told story and one which is thoroughly fit to be read

"The Pioneers of Evolution" (New York: D. Appleon & Co.) Edward Clodd presents the story of the origin of the evo-lution idea away back in the time of Thales, and traces its subsqeuent develop ment up to the moment of its elaboratio by Darwin, Huxley and Horbert Spence ecompanying this story is an intermed-ate chapter on the causes of the arrest of The volum the evolution movement. contains several portraits and is, withal, ctive and a valuable book to students of science.

MAY MAGAZINES.

Few recent issues of the Century have equaled that for May either in the diver-ity or in the timeliness and uniform interest of the contents. In another direction we have already directed attention to the notable chapter of secret history contributed in this number by General Schofeld concerning the withdrawal of the French from Mexico. A paper on Crote by a resi-dent of Athens and General Porter's in-

stalment of recollections of Grant are ad-ditional features of a historical character. Three papers on scientific kite flying will be read with eagerness by all who wish to be well informed on current scientific progress. A review of the Tennessee centennial and a chapter on "Bicycling Through the Dolomites," with the usual quantity of serial and short stories, pound ditorial comment and miscellany, fill up a generous measure of literary instruction and entertainment, What the Century is for adults the May St. Nicholas is for sociation with theaters, beer gardens, base ball games, etc. Here, while we young folk. would not undertake to say that the

The opening paper in the current Forum is by Compirciller Roberts, of New York, and is a defense of the progressive inheri-tance tax lately passed by the Empire state legislature. The papers by Editors Miller and West on congressional subjects have heretofore been reviewed in The Tribune. A study of the German Kalser by a prominent Berlin journalist; a scath ing arraignment by Thomas Davidson of

Europe for its treatment of the Eastern question and a paper by the eminent man-ufacturer, George T. Oliver, on "indus-trial Combinations" are additional feat-ures worthy of note. The dozen papers in this issue represent a significant addition to the contraversial literature of the dozen. utmost contempt for the American society woman; yet she has presumably felt ob-liged to renew this information by means of a novel called "His Fortunate ".race" to the controversial literature of the day.

the in the year the only person would no more undertake to move the who are debarred from getting about city council to move the judiciary to freely on Sunday are the very old. move the corporation employing him the very young, and generally those than he would undertake to move a who are too poor or too feeble to own, hire or use a bicycle. The case is mountain. And if a trades unlon or sometimes stated as if the users of philanthropic organization undertook carriages and bicycles were selfishly the work he would probably beg of depriving their less fortunate fellow numan beings of the power of travelling on Sunday. We do not think this is fair. We fancy that if the vote to be taken a fortnight hence could be analyzed, a large majority of wheelmen and horsemen would be found voting for Sunday cars; and the opposition would come largely from those who, if Sunday cars were not established, would have no other means of rapid transit. The negative votes will be those of the older people, the quieter people, the people who have religlous objections to a Sunday service, and those who fear that such a service would be the thin end of a wedge that would destroy the workingman's day of rest. Consequently, while we admit the force of the argument in favor of equality, we believe it is true that what may be called the privileged class is in the main perfectly willing that there should be a service that will meet the needs of all; and that those who oppose the introduction of the service will be denying themselves as well as others the power of travelling rapidly and freely on Sunday.

who regard the day as sacred.

introduction of Sunday cars would

have no effect upon the general observ-

times found associated. A community

day cars; but it does not follow that

a community which wants the cars will

them to drop it. Much as a man would dread the loss of his day o' rest he would dread the loss of work still more. Employes entitled by shop and ractory laws to certain privileges have begged of those moving in their behalf to drop the matter lest a far worse infliction, dismissal, he brought upon them. Employes will generally express a willingness to work seven days a week, whatever may be their private feelings, if such willingness will win favor and make toward the permanence of their occupation There are street railway employes eager to work seven days a week in the mistaken belisf that it will permanently increase their returns. Such work is like the killing pace assumed by plec-workers in other callings. It leads to a cut in price, or the feature of an increase when conditions would otherwise have brougt it about. Another influence which would make toward continuous labor is the disinclination of foremen to be bothered with restrictions imposing unnecessary changes. The spare man is rarely wanted anywhere except to influence wages. Directors of workmen desire the minimum of change, restriction, annoyance and inconveni-"As to personal liberty, we do not think that one citizen who, on religious ence, and they find trouble and bother grounds, objects to any but necessary enough without having to care lest travel on Sunday has the right to try workmen's hours overrun a by-law. o enforce his own views on another. With all these influences at work against an unwieldy safeguard with a We would, most of us, admit that it would be outrageous to forbid a ramjudiciary having perhaps 'no sympathy ble on foot or on horseback or on the with such laws nor with the men who force them through parliament,' it is wheel, or the reading of a novel, or visits made for pleasure, or conversanot unreasonable to infer that seven tion of a secular kind on that day. In days' continuous street car service per general we agree to compromise on week would mean seven days' work for the matter. We agree not to shock other than the specified employes at other time than exhibition weeks. Even one another by the outward evidences if the legal machinery be put in moof desecration; but we know that we cannot make Sunday what many tion it would be easy to find that the Christians would desire it to be, not encroachment was not 'substantial,' only a day of rest but a day of devothat it could not 'reasonably have been tion, of worship, of spiritual growth. avoided,' or that some of the more definite loop holes were open. We can forbid a young man to fish, to

shoot or to play ball on Sunday, but

"It is scarcely necessary to argue we cannot prevent his reading novels. or smoking, or conversing on frivolous against any change likely to involve the loss of a day of rest to a large numtopics, or even playing cards in his own room. We cannot drive him to ber of workmen. That its influence would be lowering; physically and church, all we can do is to preserve an mentally, no one will question. Were external appearance of quiet and decorum and avoid openly shocking those workmen in a position to afford and to secure reasonable relaxation Sunday labor could be introduced to a greater

extent without any such material dan-"Allied to the religious objection is ger. But that is, unfortunately, not the objection that the introduction of the case. Sunday work under the con-Sunday cars would pave the way for Sunday amusements of various kinds, ditions of modern life has become a question of degree. Every departure in for the adoption of what is called the that direction is urged as a precedent 'continental Sabbath,' and in this con-nection we are referred to the experifor more 'necessary' work, the bounence of cities on the other side of the dary of necessities being incapable of definition. line where Sunday cars are found in as-

That the introduction of a Sunday That the introduction of a Sunday street car service would greatly inrease the degree of Sunday labor in the city cannot reasonably be questioned. Under existing industrial conance of the day, we think that it is ditions, without considering the Sabcarrying the argument too far to say batarian aspect of the question, it is that Sunday cars are the cause of all necessary to limit as far as possible the customs with which they are somehe proportionate extent of such labor. This is, in our opinion, the main obs which wants Sunday theaters and beer gardens will certainly insist on Sunjection to a Sunday car service."

NO GAME.

nsist on the theaters and beer gardens In showery spring both sides may sing And boast with might and main, "Up to this point we have been con-And tell with give what the score would be If it hadn't been for rain .-- Wash. Star, sidering the position of the people of |