

ROAD TO CROSS TWO CONTINENTS

LENGTH 10,000 MILES.

Railway Projected from Hudson Bay to South Pacific Ocean Estimated to Cost \$250,000,000.

Plans for a gigantic railroad were discovered at Guthrie, Okla., when articles of incorporation of the Pan-American Hartford Company, with a capital placed at \$250,000,000, were filed there Aug. 24, with secretary of the Territory. The purpose of the corporation, it is said, is to build a line extending from Port Nelson, Hudson Bay, in a southerly direction, crossing the line of the Canadian Pacific near Winnipeg, Manitoba, through North Dakota, South Dakota, Nebraska, Kansas, Oklahoma and Indian Territory to Galveston, Tex.; from Galveston through the tropic of Mexico to the boundary line of Central America, through the Isthmus of Panama, thence through the United States of Colombia to Ecuador, and finally through the republic of Peru to Buenos Ayres on the Atlantic ocean. Also a branch line beginning in the southeastern direction through Brazil to Rio de Janeiro; also a branch line beginning in the republic of Peru and extending in a southerly direction through Chili, to Valparaiso, on the south Pacific ocean. The estimated cost of the Pan-American railway is \$250,000,000, and the estimated length 10,000 miles. The incorporators are W. R. Dodge, Stephen A. Sheldon, W. J. Pendleton, Eldredge G. Eldredge of Shawnee, Okla., and C. E. Wells, of Lincoln, Neb. It is not known what outside interests, if any, these men represent. The principal offices of the company are stated to be at Guthrie and Shawnee, Okla. Within the corporation of the Pan-American Railway will be several construction companies. The largest of these will be the Canadian-American Construction Company, among whose directors are said to be Charles F. Beach, Jr., London, England; M. L. Muhlemann, New York, and Charles B. Williams, City of Mexico. These directors will hold in general way for the other companies. A charter was also issued to the American Townsite Company, an adjunct of the railway corporation, with a capital stock fixed at \$10,000,000, with business offices at Shawnee and Guthrie, Okla.; New York City; Superior, Neb.; Hutchinson, Kan.; Dallas and Galveston, Tex.; Winnipeg, Canada, and the City of Mexico.

SAVED ON THE SCAFFOLD.

Respite Arrived After the Black Cap Was Drawn.

The life of Samuel Stiles, a negro preacher, who was to have been hanged at Cuero, Tex., for murder, was saved by Gov. Lanham by less than two minutes. Stiles was on the scaffold, the black cap had been drawn over his head and the sheriff was about to pull the trap lever when a telegram messenger arrived with a telegram from the governor respiteing the convicted man. Stiles swooned when informed that he had been respiteed. A woman confessed to the murder.

AT THE NATIONAL CAPITOL.

The postmaster general issued a formal order authorizing the delivery of unpouched newspaper mail by baggagemasters.

Secretary of the Treasury Shaw made arrangements to deposit \$40,000,000 in banks should money stringency occur during his term.

J. B. White, postmaster at Hardy, W. Va., wired the Postoffice department that the postoffice was robbed and all the stamps taken.

Maj. Scriven, acting chief signal officer of the army, has been informed that telegraphic communication is now established in all parts of Alaska covered by the signal corps lines.

President ordered European squadron to proceed to Beirut, Syria, to enforce demand made at Constantinople for reparation for the assassination of Vice Consul Mageslassen at Beirut, Syria.

Plans are perfected for the winter naval maneuvers under Admiral Dewey off Culebra in the latter part of January. The squadron will rendezvous at Hampton Roads on November 30.

The state department has been advised by the Costa Rican legation that the government of Costa Rica has ratified the convention for the practice of the liberal professions, signed at the City of Mexico.

The department of commerce and labor announces the appointment of Edwin W. Sims as special attorney in this bureau of corporations. He has been practicing law in Chicago for the past 10 years and has been county

Bids were opened at the Bureau of Insular Affairs for the sale of three million dollars of Philippine certificates of indebtedness for the purpose of supplying and maintaining the gold reserve under the Philippine currency legislation.

Minister Squires at Havana has informed the state department of the murder of Ira C. Bradley, near Holguin, Cuba, on June 5. Bradley was about 60 years old and a resident of California, and had been trying to establish in Cuba an American settlement known as "Bradley's colony."

President Roosevelt announced that Henry C. Ide, at present a member of the Philippine commission would be designated a vice governor of the Philippines in succession to General Luke E. Wright, when the latter assumes the office of governor general.

Uncle Sam's interests on the Pacific coast are growing so rapidly that it has been found necessary to establish a Southern Pacific cruiser squadron. The squadron now on duty on the Pacific will be known as the North Pacific squadron and its sphere of operations will extend only as far south as the Isthmus.

WRIGHT SUCCEEDS ROOT.

He Will Be Made Governor When His Chief Goes Into the Roosevelt Cabinet.

President Roosevelt announced that he had accepted the resignation of Elihu Root as Secretary of War, to take effect about January 1, that he would appoint William H. Taft, now Governor of the Philippines, to the war portfolio and that General Luke E. Wright, now Vice Governor of the Philippines, would take Judge Taft's place. President Roosevelt authorized the following statement: "The President some months ago tendered the Secretaryship of War to Judge Taft, and at that time it was arranged that he would succeed Secretary Root. Secretary Root will go out of office some time in January and Judge Taft will assume the duties of the office shortly afterward." The acceptance of Governor Taft of the office Elihu Root is about to give up means the continuation of the policy of Mr. Root in the administration of the War Department. A few army officers had an idea that Governor Taft would not be selected, but the wish was father to the thought. Taft has had serious collisions with several army officers concerning the administration of affairs in the Philippines, notably with General Chaffee. They are not on the best of terms now. In accepting Secretary Root's resignation, President Roosevelt said: "My Dear Mr. Root—It is hard, indeed, for me to accept your resignation; and I do so not only with keen personal regret, but with a lively understanding of the gap your withdrawal will create in public life. My sense of personal loss is very great; and yet my sense of the loss to the nation as a whole is even greater. Your duties have included more than merely the administration of the department and the reorganization of the army on an effective basis. You have also been the head of the department which dealt with the vast and delicate problems involved in our possession of the Philippine Islands, and your success in dealing with this part of your work has been as signal as your success in dealing with the purely military problems. To very few statesmen, indeed, in any country is it given at the one and the same time to achieve signal and striking triumphs in the administration and reform of the military branch of the government and in the administration of what was, in effect, a department of insular dependencies, where the problems were now to our people and were in themselves of great difficulty."

MUST TAKE THE OATH.

Order of Public Printer Creates Stir Among Bookbinders.

An order from Public Printer Palmer was issued to the heads of divisions in the government printing office to appear before a notary public and take the oath of allegiance to the United States as subscribed to by clerks under the civil service law. Mr. Palmer said he had issued the order at the suggestion of a government official whose name he declined to give. He said that its object was to place the per diem employees in the same attitude toward the government as that of the clerks on annual salaries, who have subscribed to the oath. Every employe in the office will be affected by the order. The issuance of the order created considerable surprise among the employes of the office, especially among members of the bookbinders' union, who believe it has indirectly a bearing on the issues growing out of the case of W. A. Miller, the assistant foreman of the bindery, who was discharged from the office because he had been expelled from the local bookbinders' union, but who was afterward reinstated at the direction of President Roosevelt.

GARY ISSUES STATEMENT.

Corporation Chairman Says No Change Scheduled for Presidency.

Judge E. H. Gary, chairman of the executive committee of the United States Steel Corporation, has issued the following statement: "I know of no arrangement or understanding for the return of Mr. Schwab to the presidency of the corporation. I think his general desire is to fully and permanently resign his health. It has been officially stated that his salary was \$100,000 per annum, and that in addition he received something out of the bonus fund the same as other officials. These statements, like all other official statements, can be relied upon."

KNOCKS JEFF DAVIS DOWN.

Candidate for Governor Fails to Have Questions Answered Promptly.

Judge Carroll L. Wood, of the Arkansas Supreme Court, who is opposing Governor Davis' candidates, for a third term, knocked Governor Davis off a speaking stand, four feet, to the ground, during the meeting at Bismarck. Governor Davis was not hurt. Judge Wood was immediately arrested. Governor Davis publicly asked Judge Wood questions, and before they could be fully answered interrupted with more questions, which so angered Judge Wood that he knocked Governor Davis from the platform. Later the matter was adjusted.

Dog Uneath Murder.

The well-dressed body of a man of medium height was found by a hunter's dog in a clump of bushes near Rochester, Ind. From the fact that the body was badly decomposed and that a heavy beaver overcoat formed part of the clothing, it is thought the man was murdered some time last spring.

McDonald Is Superintendent.

Frank McDonald, formerly of Bradock, Pa., who has been night superintendent of the Bessemer plant of the Republic Iron and Steel Company, has been promoted to the position of superintendent, vice Perry Mackey, resigned, who goes to Wheeling to accept a position with the United States Steel Corporation.

OWES HIS ELECTION TO SATOLI.

CARDINAL INDEFATIGABLE.

Inside History of the Late Conclave. Austria Interposed Veto Against Cardinal Rampolla.

Information concerning the recent election of Pope Pius X., has been received in Chicago in the shape of an official diary of the four days of the conclave, during which the Cardinals of the church sought to elect a successor to Leo XIII. Father James McGovern, a friend of the new Pope, is the recipient of the papers, which indicate that Cardinal Satoli owed his election largely to the personal efforts of Cardinal Rampolla. The events of Sunday, the second day, are thus chronicled: "Intense agitation among the Cardinals. Satoli was indefatigable. He passed from room to room, begging the Cardinals to vote for the Patriarch of Venice. The supporters of Rampolla began to feel the ground sinking under their feet. Cardinal Rampolla remained cold and indifferent, moving through the corridors in silence, occasionally transmitting an order in a low voice to some Cardinal or his assistant. The Cardinals in charge of the dioceses gave a full expression to their desire of having a Pope elected who would be more approachable and would look after the needs of the people committed to his care. Satoli used this for all it was worth." Sunday was the day on which the veto of Emperor Francis Joseph of Austria to the candidacy of Cardinal Rampolla was presented. Concerning it the diary says: "On the second day of the conclave, when the name of Cardinal Rampolla was in the ascendant, one of the Austrian-Hungarian Cardinals presented a veto coming from Emperor Francis Joseph of Austria against the election of Cardinal Rampolla. The veto was in the Austrian-Hungarian Parliament. Cardinal Rampolla interfered, caused intense opposition to him many times, and the various dissensions among the Slavs, which prevented the union of the churches, caused the people of Austria and the Emperor to disapprove of the election of Rampolla as successor to Leo XIII. The last proceedings of the conclave on Tuesday are thus described: "Cardinals assembled for the last time. Cardinal Sartorio appeared pale and apparently unhappy. He had passed a sleepless night. Cardinal Rampolla was severe of aspect, but he had an impenetrable calmness. His friends were discouraged, but they did not abandon him. In the last ballot only 10 stood by him, so it was certain that the election of Sartorio was assured. As the votes were being counted many of those Cardinals finally went to Satoli and expressed great satisfaction. The last vote resulted: Sartio, 50; Rampolla, 10; Gotti, 2."

GOING TO ST. LOUIS IN 1904.

Service Men in Emperor's Army Form National Organization.

The North American Kriegerbund at Terre Haute, Ind., adjourned to meet in St. Louis in 1904. As a result of the session a united society of men who served in the German army has been formed. The committee appointed to perfect the organization of a central society formed the United Kriegerbund of America. The president, Richard Mueller, New York; vice president, Carl Schmidt, of Cleveland; secretary, Carl Schoendue, Akron, O.; treasurer, John Schickler, of Chicago.

BIG KITE CARRIED HIM UP.

Merrill's Experiments, After Sliding Down a Rope, Cease.

While flying a monster box kite, 12 feet high by 4 feet square, Ed Merrill, of Glenwood, Ia., was suddenly jerked from the ground and carried to a height from which he descended by sliding down the kite rope. Merrill had been experimenting with kites for some time, and was determining the carrying power of his largest kite. The cord to which the weight to be lifted was attached broke, and Merrill, who had hold of the kite rope, was jerked from his feet, and taken 100 feet in the air. The kite rope had previously been fastened to a tree, to which fact Merrill owes his life. After the first fright had passed, Merrill slid down the rope to the ground. He has quit experimenting with kites.

BOTH SIDES ARE BLAMED.

Cononer's Jury Render a Verdict in Circus Accident.

The coroner's jury at Durand, Mich., inquiring into the death of the 22 victims who were killed in the wreck of the Wallace Brothers' circus train, on the Grand Trunk railroad, on August 7, rendered a verdict that the wreck was caused by the failure of the air brakes to work on the second section; that the wreck might have been avoided if the engineer, Charles M. Propst, had watched the air gauge before him, and also if Wallace Brothers had had their cars properly equipped with handbrakes.

Five Prisoners Break Jail.

Five prisoners, including Carlos McCormick, the boy murderer, aged 16, escaped from the county jail at Tucson, Ariz., by digging a hole in the wall and dropping from the second story by means of a rope made from their blankets. All of the prisoners except McCormick were Mexicans.

Boat 'Turned Turtle.'

The three-master schooner Willie L. Newton of Bangor, Me., capsized in the sound of Wilson Point, near South Norwalk, Conn. Her master, Captain Edward Coombes, and all of her crew were lost, in all eight lives. The vessel lay on her side in about 20 feet of water, with all sails set.

Half Million Storm Damage.

The damage to farms in Nemaha and Marshall counties, Kan., by cloudburst is estimated at \$500,000.

LATEST NEWS NOTES.

Admiral Schley prevented a panic on a yacht during a collision. Number of persons met death in flood at Council Bluffs, Ia.

Eleven Spaniards were drowned during a sudden squall near Tarifa, Spain. Bishop Denis J. Dougherty has departed for his post in the Philippines. William Duncan, proprietor of a hotel at Raymond, Cal., shot a colored ambulance driver.

A severe storm struck Mosaville, Ill., killing one and injuring several persons. The new cruiser Cleveland was given a trial over the Southport measured course.

Mrs. Feberill A. Mecento, of St. Paul, Minn., recovered from an attack of lockjaw. Indians in Leech lake Indian reservation in northern Minnesota threaten an uprising.

The weather bureau's report of crop conditions shows an improvement in general conditions. John I. Davenport, formerly supervisor of elections in New York, died at Stamford, Conn.

One man was killed and several persons were injured during an electrical storm at Peoria, Ill. Sir Thomas Lipton refused to admit any mistake in the handling of Shamrock in Tuesday's race.

Representative Overstreet, of Indiana, says currency legislation is not necessary to prosperity. Lieut. Gen. Miles, in parting letter to Secretary of War Root, made starting recommendations.

Contract was let by Cleveland (O.) concern for largest vessel on the lakes, to carry 10,000 tons of ore. Samuel Cohen confessed to having blown up the Northern Pacific railroad bridge at Livingston, Mont.

Shamrock III was remeasured but enough ballast was taken out to avoid any change in her time allowance. The seventieth birthday of the Empress Dowager of China is to be celebrated next year with great pomp.

The Right Rev. Charles H. Colton was consecrated bishop of Buffalo in St. Patrick's Cathedral, New York. Fire at Auburn, Cal., destroyed the Auburn hotel, and Daniel Christy and W. B. Mather perished in the flames.

Nellie Brooks, said to be the wife of Harry Brooks, the gentleman burglar of New York, was arrested in Kansas City. The Tailors' Trust, which Charles M. Schwab is said to be backing, will establish seven or eight stores in Chicago.

The case of Caleb Powers was formally closed at Georgetown, Ky., and the arguments to the jury began August 25. Eleven Spaniards engaged in salvage work on the wreck of the steamer Iruak-Bat near Tarifa drowned during a squall.

Samuel Parks, convicted in New York of extortion and sentenced to Sing Sing, was committed to that institution. While going to North Carolina for his health, Otto G. Braum, of Buffalo, died on a Pennsylvania train at Williamsport, Pa.

During a dance held at Pincus hall in Hornellsville, N. Y., Miss Katherine Birmingham swooned and died in her partner's arms. The Blue Ridge Packing Company, of Wilkesbarre, with a factory at Luzerne, made an assignment for the benefit of creditors.

A new motive power has been invented by a Joplin (Mo.) man that promises to revolutionize industry. S. F. Stearns is the inventor. An inspection of the battleship Massachusetts at the New York navy yard showed that there were five breaks in the ship's bottom.

On the crowded streets at Newark, N. J., Warren Nicholas, aged 24, a former Philippine soldier, fatally shot his friend, Edward Stine, aged 19. Former Mayor Mills, of Seymour, Ind., was shot and probably fatally wounded in a quarrel with Police Officers Reddinger and Baughman.

Charles Mellon, aged 24, a fireman on the Philadelphia and Reading railway, was killed in Philadelphia by a locomotive falling into a turn-table pit. President Hadley, of Yale university and Mrs. Hadley, with their son, Morris, sailed on the steamer Princess Irene from Genoa, Italy, for New York.

Sir Thomas Lipton during squall in Horseshoe bay, went to rescue of imperiled women on board the yacht Allita and escorted them to the Erin. One hundred and fifty longshoremen, employed by the Joy Steamship Company of New York, went on a strike because the head stevedore was discharged.

Thirty or more passengers were seriously injured by a collision at the junction of the Illinois Central and Lake Erie and Western Railroads, near Bloomington. The reorganization of the Norcross Bros. Company, which recently assigned with liabilities of \$2,000,000, was assented to by Judge Brown at Boston, Mass.

The widow and children of the late C. W. McCormick, of Chicago, have given \$10,000 toward a new science hall for Washington and Lee university at Lexington, Va. The Metropolitan steamship, H. M. Whitney, from New York to Boston, ran down and sank the schooner John Booth, west of New Haven, Conn. Five of the crew were drowned.

Justice Lore of Delaware, in speech at peace conference at Mystic, Conn., advocated unusual punishment for persons guilty of assault. The Wagner family has refused to take part in the unveiling of the Wagner monument in Berlin, Germany, October 1 because the Emperor refused to accept the program offered by the family.

In an attempt to rescue the family of William Sanborn, consisting of father, mother and four children at Nodaway, Ia., from the houseboat, the raft overturned, drowning Mrs. Sanborn and two children.

AMERICAN BOAT ALWAYS IN LEAD.

SHAMROCK NEVER IN IT.

Lipton's Skipper Outgeneraled—Lack of Wind Robs Reliance of Victory in Fourth Race.

Sir Thomas Lipton's Shamrock III, and the defender Reliance met at the old red lightship off Sandy Hook, Thursday morning at the usual hour of 11 o'clock. The wind was light, but was growing, and the sea was so smooth that the sharps confidently believed that the 1903 series of races for the America's cup was to be ended forthwith. As the seconds passed just before the first starting gun was fired Reliance was leading in a reach across the lightship for the line. Shamrock might have held on and crossed the windward end of the line soon after the gun, but instead of doing that, Mr. Fife turned her around to eastward. She was then on Reliance's weather quarter—a very desirable position if both had been heading for the line. The difference in time of crossing was clear gain for the defender. When once they were in it he need only be said that Reliance gained just a trifle over 45 seconds for every mile in the windward leg. In the run home she gained more than 30 seconds a mile. With Reliance less than a third of a mile from the finish and Shamrock III, hull down on the horizon, fully two miles astern of the gallant defender, the fourth race of the present series for the America's cup was declared off because of the expiration of the time limit of five and one-half hours, as happened on Thursday last. Although officially it was no race, the defeat administered to the challenger was so ignominious that whatever lingering hope remained in the breasts of the friends of Sir Thomas's boat vanished into thin air. Reliance's victory was in every way more decisive than that of last Saturday. Outslated, outpointed and out-tuned, it was a procession from start to finish. The Herrshoff wonder boat the Shamrock hopeless in the 15 miles out of windward work, rounding the outer mark 12 minutes and 30 seconds ahead of her, a gain in actual time of 11 minutes and 29 seconds, and down the wind she steadily increased her lead.

In a glorious whole-sail breeze, over a triangular course, 10 miles to a leg, the Reliance again, August 25, showed her heels to Sir Thomas Lipton's challenger, taking the second race of the cup series of 1903 by the narrow margin of 1 minute and 19 seconds. It was as pretty a contest as has ever been sailed off Sandy Hook, and had the wind not fallen during the last 10 minutes, the record for the course, 3 hours 12 minutes and 15 seconds, made by Columbia two years ago in her memorable race against Shamrock II, would have been broken. As it was, Reliance sailed the 30 miles within 2 minutes and 30 seconds of the record, which speaks wonders for her speed in the wind that was blowing.

In a splendid 12 to 15 knot breeze, over a windward and leeward course of 30 miles, the sloop Reliance, Saturday, August 22, beat Shamrock III, in commanding style by exactly nine minutes actual time, or seven minutes and three seconds after deducting the 1 minute and 57 seconds which the defender conceded to Sir Thomas Lipton's third challenger on account of her large sailing plan as at present measured. The Reliance beat the British boat 3 minutes and 24 seconds in the thrash to windward and 5 minutes and 36 seconds in the run down the wind.

TRENCH CASE SETTLED.

An Oil Suit Against the Guffey Company Ended.

The suit at Beaumont, Tex., in which Annie Trench, of England, and George Howell, of Kentucky, joined by a large number of family connections, sought to gain possession of 2,300 acres of Spindletop and vicinity, has been compromised. The principal defendants were the J. M. Guffey Petroleum Company and the Gladys City Company. The attorneys finally succeeded in getting the plaintiffs to accept a clear title to 230 acres of land and \$75,000 in cash for their claims. The damages originally claimed by the plaintiffs were \$2,000,000. The suit was filed two years ago, when the wells were first gushing, and tied up the field for a time.

PANIC IN A THEATER.

In Rush for Doors Women Faint and Are Trampled Upon.

During a heavy thunder storm at Newark, N. J., the lights in a theater were extinguished and the audience, composed mainly of women and children, became panic stricken and rushed for the fire escapes, many of the women fainting and being trampled on. Florence Keirgel, aged 6, fell from a fire escape platform and was fatally injured.

Pledged to the Zionists.

At the session of the Zionist congress at Basle, Switzerland, Dr. Herzl, the president, submitted to the delegates a letter which he had received from the Russian minister of the Interior, Von Plehwe, apparently pledging the support of the Russian government to the Zionists in their movement to establish an independent state in Palestine.

Rockefeller After Lead Mines.

John B. Rockefeller, Jr., arrived at Wallace, Ida., in a special train, in company with Charles Sweeney, who is promoting the purchase of the lead mines in the Coeur d'Alene district by a \$30,000,000 incorporation in which John D. Rockefeller is said to be the principal stockholder.

Combine Box Board Industries.

Charles R. Flint at New York announced that he is organizing a new combination of the box board industries of the country.

REVIEW OF TRADE.

Business Holding Up Well—Removal of Industrial Clouds Gives Brighter Outlook.

R. G. Dun & Co.'s "Weekly Review of Trade" says: There is still no indication of depression in trade and industry that pessimists predicted would follow the decline in securities. Conservatism was developed by the uncertainty regarding the effect upon financial conditions, but legitimate business is able to secure funds as they are required, and the more cautious progress of business gives promise of greater permanent gain. Weak spots have been disclosed, and the technical position strengthened, just as occurred in the stock market. Readjustment after a period of inflation must of necessity bring some losses, yet the outlook is brightened by the removal of threatening industrial clouds. Dispatches from all sections testify to the liberal distribution of merchandise and the disposition to prepare for greater consumption of all the necessities of life, while the crops are making good progress aside from some cotton districts in Texas. The number of buyers in New York is increasing, and a heavy fall trade is anticipated. It is gratifying to find that consumers of pig iron have at last apparently decided to place contracts without waiting for further concessions. The decline has now reached its limit, judging by the larger amount of contracts offered, and this is the most important indication of a restoration to normal conditions of prosperity in the steel industry. It is estimated that a large tonnage of structural steel will soon be ordered for delivery in 1904, although this is in a large degree dependent on the absence of labor troubles. The railways are still vigorous purchasers of steel, especially as to rails. There is a fair business in plates and sheets, but an effort to re-sell an oversupply of billets has produced temporary weakness in that division. There is sufficient business on the books of New England shoe manufacturers to assure full operation of machinery for several months. Failures this week numbered 176 in the United States, against 173 last year, and 33 in Canada, compared with 14 a year ago.

Bradstreet's says: Fall trade in favorably situated sections compares well with a year ago, while in others a disposition to hold back is manifested. What business is doing is of a solid character and in fact any tendency to overextension is conspicuously absent. Wheat, including flour, exports for the week ending August 27, aggregate 3,245,056 bushels, against 3,372,789 last week, 5,438,530 this week last year. For eight weeks of the cereal year they aggregate 25,073,239 bushels, against 34,775,229 in 1902. Corn exports for the week aggregate 868,220 bushels, against 599,495 last week, 1,151,500 a year ago. For eight weeks of the present cereal year they aggregate 8,325,295 bushels, against 754,659 in 1902.

CABLE FLASHES.

Maedonians held an immense mass meeting and issued appeal to European powers for help. Turkey has called out all army reserves. In the course of the proceedings in the case of Whitaker Wright, the comrade promoter, in England, it was stated that the losses of shareholders in the capital of the three companies amounted to \$25,000,000.

The German Automobile Club at Berlin, has appropriated \$20,000 for the expenses incidental to the international race for the James Gordon Bennett cup. Emperor William is taking personal interest in the event.

A schooner which arrived at Kingston, Jamaica, reports that the British Cayman Islands were devastated by a hurricane. Many houses at Georgetown, a village near the west end of Grand Cayman island, were demolished.

Chinese reports from Peking assert that the banished Prince Tuan is there incognito and that he has had several secret interviews with the Dowager Empress while the Emperor was asleep. Literary chancellors who are being sent to all the provinces are all reactionaries against foreigners and foreign reforms.

One hundred and twenty lives are thought to be lost as the result of a fire in a four-story building at Budapest. The executive council of San Juan, Porto Rico, has ordered a committee of three of its members to immediately investigate the leper colony scandal and make their report at the earliest possible moment. The disclosures continue.

The Italian government has appointed Senator Augusto Pierantoni, professor of international law, to be counsel for Italy in the question of the preferential rights claimed by Germany, Great Britain and Italy in the settlement with Venezuela.

The Chilean steamer Mapocho, from Panama and southward bound, bringing American and European mails, passengers and cargo, arrived at Guayaquil, Ecuador, but was not admitted, because when she left Valparaiso after the appearance of bubonic plague there.

A hundred thousand Austro-Hungarian troops, whose three years' service expires in September, have been notified that they must remain with the colors until the end of 1903, in consequence of the Hungarian diet not passing the bill providing for the annual quota of recruits from Hungary.

A telegram from Vladivostok, Russia, says local and American capitalists there have organized a company to build a railroad from Khabarovsk to the Gulf of De Castries, on the eastern seaboard. A large amount of traffic is anticipated in Saghalien petroleum besides coal, lumber and fish.

Secretary Hitchcock will investigate every phase of the Indian land scandals, so far as the Dawes commission is concerned, but it will remain for congress to provide the punishment if it is found that its members have been guilty of irregularities or conduct unbecoming officials of the government.

MANUAL TRAINING.

Important Advance in the Objective Methods of Teaching.

Fortunately for the public life of the United States, the great convention of American teachers in Boston paid especial attention to manual training. The distinguished experts who discussed this subject before the convention did not allow manual training to run away with all training, but they conceded that in an industrial society and in a powerful commercial age like the present the education of the senses is of pre-eminent importance. Hence the value of drawing to discipline the eye, and of manual training to discipline the sense of touch, and the nervous and muscular systems were favorably recognized.

The commercial course, the manual training course and the art course do not necessarily draw essential attention from other branches if the time be properly utilized, because these new courses greatly rest the mind and thus economize time. But these new courses also develop aptitudes which under the old system would have been quite dormant but for the opportunities furnished in rural communities in the form of manual training under parental control.

As this is an age of tools, it is essential that manual training be developed in the use of power tools. In all probability the electric motor, moving power tools, will be more generally introduced in the next decade in the public schools than is now in evidence. The recognition by our teachers of the importance of manual training is one of the happiest signs of the times.

The variety of things to be done and the relative oversupply of people in the learned professions, and the undersupply of men and women in the scientific professions, show that our schools need to be adjusted to the present conditions of the industry of the age.

That the teachers of the United States are keenly alive to this demand is a happy omen for the generation that is now passing through the public schools.

The best way to develop the mind is to recognize the law of all human development and to get at the subject by the way of the object. An ocular demonstration is far better than an oracular demonstration.—New York News.

An Ingenious Scheme. To any one who doesn't possess the modest luxury of a private car, traveling is always a thing fraught with discomfort. Columns could be written on the pathetic struggles of the woman who travels to stow her wearing apparel away in the coffin-like confines of a lower berth. Any right-minded woman prepares to shed tears when she thinks of the next morning state of her traveling skirt. Time was when porters looked after such things, and could be induced to preserve garments over-night in mysterious places, but these days, on nine sleeping cars out of ten, the porter is instructed to inform you that he can't be responsible for anything entrusted to him. These things being as they are, I feel that I owe a debt of gratitude to a lady—name to me unknown—who showed me how to dispose of a whole wardrobe in a sleeping car.

She travels a great deal, she informed me, and she never leaves home without at least a dozen of the big safety pins and hook combinations that people use to attach curtain rings—I forget the technical term for them, if I ever knew it. I was allowed to peep into her berth after she had arranged herself for the night, and I found she had fastened one of these pins into each of her more bulky garments and had hooked them all in a row to the top of the berth curtain. She said the idea was all her own and that it was the greatest comfort in the world to know that everything was hanging up neatly, just as it would be at home. For giving a really homelike atmosphere to a sleeping car I can think of no other scheme more highly to be recommended.—Washington Post.

Spools From Pulp. The process of making spools from pulp has been in course of development for the past two years, and many obstacles have had to be overcome before the spool was perfected. It was comparatively easy, says the Hartford Courant, to mould the spool into the proper form, but after it had become dry and hard the difficulty was to grind or turn it into the proper size to hold the required amount of thread. This trouble has now been overcome. Pulp will be used only for the large size of spools, as it is not practical to make the smaller sizes of that material.

Many of the large spools are nearly four inches in diameter, and up to the present time they have been made of wood. When they were first made they were turned from a single piece of wood, but it was discovered that in many cases the pressure of the thread as it was wound on the spool would push the head off the barrel, although it was the same piece of wood. In order to remedy this difficulty, it became necessary to make the large spools from three pieces, the barrel and two heads, and when the heads were closely fitted to the barrel and glued, they were found to remain better than when they were one piece of wood.

Highest of Railroads. The Ferrocarril Central del Peru is the highest railway in the world. In eight hours it takes passengers from the tropics to the eternal snows at an altitude nearly equal to the top of Mount Blanc, the highest summit in Europe. It cost \$45,000,000 to build this road. In one place it was found necessary to drain a river by means of a tunnel and use its dry bed for the tracks.