

bility of the establishment of a large steam-driven station for the supply of the mines. The idea of utilizing the Victoria Falls was then quite new to the German group. When, however, they realized the probable requirements of the country it was at once apparent that ultimately the water power must be the only satisfactory mode of supply. The idea of using Zambesi water power, nature's own reservoir of power, was then quickly taken up. Its scientific possibilities had even been previously examined by leading experts, such as Mr. Ralph D. Merston of New York, Prof. Blondel of Paris, Dr. Tissot of Bale and Signori Saldini and Scotti of Milan, besides the chief British engineers. All agreed that the project was technically and commercially feasible, and this induced the German financial group in which the Dresden bank plays a leading part to 'come in.' The Transvaal, like the United States, continues to have no end of trouble over the Orientals. The last Asiatic ordinance of the Transvaal legislature, passed in September and now awaiting imperial sanction, has carried racial distinction to a degree which has caused the Indian and the Chinese and the Japanese residents to protest."

ALBERT T. PATRICK, charged with the murder of William Marsh Rice, has been saved from the electrical chair by an order of Governor Higgins of New York, his sentence being commuted to life imprisonment. It was on September 23, 1900, that William Marsh Rice was murdered. Subsequent events are shown as follows: October 3, 1900, Albert T. Patrick and Charles F. Jones, Rice's valet, arrested on charge of forgery. February 27, 1901, Jones confesses that he murdered Rice at the instigation of Patrick. April 16, 1901, Albert T. Patrick held for murder by Justice Jerome. January 20, 1902, Patrick's trial begun. March 26, 1902, Patrick convicted. March 30, 1902, Patrick marries Mrs. Addie M. Francis in Tombs. April 7, 1902, Patrick sentenced to die May 5. June, 1903, motion for new trial denied. June 9, 1905, denial of new trial affirmed. June 15, 1905, August 7 set for execution. July 24, 1905, stay granted pending appeal for reargument. October 27, 1905, reargument denied. December 6, 1906, Patrick resentenced. July 11, 1906, Recorder Goff denies Patrick's appeal petition for new trial. December 20, 1906, sentence commuted to life imprisonment.

THE TALLEST OFFICE building in the world is now being erected in New York City. It is the Singer building on Broadway, between Cortland and Liberty streets. It will be forty-one stories, 612 feet high, and will be ready for occupancy May 1. The foundations are carried down ninety feet below Broadway. The New York World describes the method of preparing the foundation: "After the necessary excavation has been made the working chamber, a deep box made of small sections of timber or steel, without a bottom, and with the lower edges shod with steel, is lowered into place. The sandhogs begin to undermine the cutting edges, the spalls being removed by huge buckets. As the chamber sinks below the water line a sectional shaft, equipped with an airlock, is inserted in the roof, and compressed air pumped into the chamber to keep it clear of water. One pound of pressure is employed for every two and one-third feet below the water line. The building of the foundation pier is done simultaneously with the sinking of the chamber by placing layers of concrete on top of it, and increasing them as the chamber sinks. At the same time the concrete serves to counterbalance the air pressure within the chamber. When the chamber has reached bed rock the foundation pier is almost complete. The chamber and shaft are then removed and the space left filled with concrete."

IN THE MIDST of its Christmas festivities the whole country paused to watch with beating hearts the efforts to rescue one man from a living grave. And when the entombed man was finally brought to the surface, alive and well, everybody rejoiced. The story is another proof of the adage that "truth is stranger than fiction." L. B. Hicks and five other miners were caught in a cave-in hundreds of feet below the surface in a mine near Bakersfield, Cal. Hicks' five companions were killed, but an overturned steel car saved Hicks. For three days he subsisted on a plug of tobacco, and finally managed to reach a pipe extending to the surface. He tapped off the miners' distress signal and the men at the surface were amazed to hear it. Instantly they re-

doubled their efforts. They had expected only to secure the bodies of six dead companions, and here came a message that one or more were still alive. The pipe had been jammed so that it was impossible to send anything through it. But a new pipe was sent down inside of it, and through this pipe Hicks was nourished. For sixteen days he was confined in a narrow, boulder-lined space only large enough for him to roll over in. At the end of ten days the rescuers were so near him they could talk to him, but the shifting sand and rocks made caution necessary. A misstep and Hicks would be crushed. A phonograph was rigged up to entertain him, the chief fear being that his mind would give way under the strain. Finally he was rescued, and Bakersfield was the scene of a jollification that will live in local history. Hicks was buried for sixteen days, but when rescued was feeling good. During that sixteen days millions of eyes anxiously looked every day for the good news that this humble miner who was making such a gallant fight for life had been rescued. And for sixteen days hundreds of sturdy men worked without ceasing to rescue their comrade. It was a Christmas story that won all hearts.

REPRESENTATIVES OF the lumber trade are considerably exercised because of the increasing car shortage. J. E. Deffenbaugh, editor of the American Lumberman, has sent a letter to lumber dealers saying that this car shortage "has reached a point where it threatens the prosperity of the country and of the lumber industry." Mr. Deffenbaugh announces in his paper that a "national reciprocal demurrage convention" will be held at Chicago January 4. In his letter Mr. Deffenbaugh says: "Laws and court decisions relate only to the railroad interest, while reciprocal obligations as common carriers are ignored. Believing the time has come for national action and that the matter is urgent, and as anything introduced at this short session of congress should be presented promptly, I purpose, on behalf and with the approval of the lumber industry, to issue a call for a meeting of the representatives of lumber associations and individual shippers, together with representatives of other great shipping industries, to be held at Chicago during the first week of January, 1907, to prepare an argument in behalf of reciprocal demurrage and to draft a bill to be presented to congress, we hope in a special message by the president, backed by the weight of such a convention, providing for an amendment to the interstate commerce law which will provide for just and adequate reciprocity in car service. In such a law lumbermen will concede national demurrage regulations, while demanding equivalent penalties from the railroads for failure to perform their duties as common carriers."

A MANILA NEWSPAPER, La Independencia, calls attention to the fact that sometime ago President Roosevelt said he favored government of the Filipinos assisted by Americans. La Independencia says: "We appreciate that it would be a violent, although possible measure to discharge Americans in office to replace them by natives; but at the same time that we recognize the undesirability of such a proceeding, we can not understand how, face to face with the declared intention of the United States, the authorities, when a vacancy appears, seem to seek far and wide for any American to fill the post, while not making the least effort to find a Filipino, of whom, as a rule, there are not one, but many. Our affirmation must not be ascribed to blind national self love. It is the result of a firm conviction as to our present capacity, pursuant to which we agitate for our speedy independence. In that sense the independence party will labor and try to influence the authorities. In view of our assertion that we possess the necessary capacity, and inasmuch as there has been plenty of time and plenty of opportunity for putting into practice the benevolent formula of President Roosevelt, we regret to state that if its application is much longer deferred the Filipinos may easily come to doubt whether this promise was at all sincere, or was only given to quiet a natural impatience. We believe the former. And since we believe it we think that the government is sacredly bound to materialize this often repeated expression, which has all the importance of a promise given to us from the White House. If the American authorities disbelieve our capacity we still must remind them that a late and slow apprenticeship implies a slow and late capacity. If there be a doubt, let it be ascertained whether truth is with us or with those who deny our aptness. If we are unfortunate enough to

fall, it may then be considered to be demonstrated that our release from American supremacy is denied because we have unsuccessfully tried our hand at self-government. The present course of affairs necessarily discourages even the most confident amongst us."

ACCORDING TO A. R. Reeve, writing in the New York World, deaths from football in the United States were 87 per cent fewer during 1906 than during 1905, while injuries have been one-third less frequent and of a far less serious character. Mr. Reeve says: "The death roll of the gridiron of 1906 numbers three victims, against twenty-two in 1905. Last year two players died from being kicked in the stomach, three from dislocation of the spine, two from concussion of the brain, two from paralysis, one from a broken rib driven into his heart, one from an abscess on the brain, one from the bursting of a blood vessel, one from blood poisoning, one from intercranial hemorrhage, one from cerebral hemorrhage, one from subdural hemorrhage, one from meningitis and a girl from peritonitis. This year the death roll includes only one death from internal injuries due to the old mass play and two deaths due to tackling, one from the rupture of a blood vessel in the head and one from a broken neck. In addition to these three, two players died of heart failure—deaths not to be attributed to football, since they might have occurred in any sport in which a physically unfit man enters or in any brisk exercise. Neither player was in a scrimmage at the time of his death. Two more deaths occurred at Rugby, in Canada, but as neither Rugby nor Canadian statistics figured last year it would scarcely be fair to charge them up against football this year. In the matter of injuries, the decrease was from ninety-five to fifty-nine really serious cases. The dangerous injuries due to mass play have been almost eliminated; the less serious injuries, due to hard tackles in the open field, have remained practically the same. The injuries for 1906 are: Ten broken collarbones, ten broken legs, two sprained ankles, one bad face wound, two fractured ankles, one wrenched hip, seven twisted knees, two cases of concussion of the brain, three men kicked in the head, one 'seriously injured,' three arms broken, two broken noses, two broken fingers, three leg bruises of a minor character, three legs twisted, one injured knee, two backs bruised, one player dazed, one breastbone fractured, one elbow dislocated and one player merely described as 'laid up.' Football is not yet a parlor game, but it is no longer permissible to murder an opposing team in cold blood."

LONDON WALLACE BATES, a civil engineer of high standing, does not share President Roosevelt's optimism with respect to the completion of the Panama canal. Mr. Bates, speaking to a representative of the New York World, says: "I have every reason to accept as most accurate the president's report upon existing conditions at Panama insofar as he does examine and report upon them. He has investigated conscientiously, zealously and minutely. The men are doubtless well housed, sufficiently fed and their creature comforts in games and their recreations certainly well considered and provided for with dutiful care. These are all essentials, and are wisely safeguarded. But, after all, they are details, not the basic elements of canal construction. Many will wish that the president could have thought it wise to go into the larger reaches of the subject and have touched the heart of its living issues, financial and technical. First, is the appropriation going to cover the expenditures? Three years have gone by and \$40,000,000 has been expended before the work is really begun. Is the balance going to cover the full toll of the coming strenuous years? And are eight years going to compass the execution? My own views upon every element and feature of this great project have been set forth with deliberation and care in 'The Crisis at Panama.' That the absolute truth and the full truth be given the public at every step of this arduous path is, in my belief, the only hope for the canal. Believing as I do that large deficits will soon appear, I believe it would be the right proceeding to prepare the people and let them anticipate what must come. Had the French people known the whole inside facts there would have been no discontinuance of their ill-fated enterprise. They could have called wiser counsels in time and could have had their dearly wished for canal. It is because I supremely desire an isthmian waterway, and for twenty years have studied and worked for one, that I bring such light and knowledge as I possess to the American people."