

Red Cloud Chief.

PUBLISHED WEEKLY.

RED CLOUD, NEBRASKA

Orange county, California, has 300 acres in peanuts. The output this season is estimated at 400,000 pounds, worth \$20,000.

A process has just been patented for making artificial woods out of pulp, so as to imitate such costly kinds as mahogany and rosewood.

A fruit tree in Bristol, Penn., bears two different kinds of apples and four different varieties of pears, namely, the Bartlett, the Duchess, the Catharine and the Seckel.

In some parts of the north of Scotland fisherfolk turn back if a hare or pig crosses their path; and at sea they never pronounce the name of the hare, the pig, the salmon, the trout or the dog.

Workmen while digging a tunnel in Philadelphia uncovered a line of wood water piping which had been laid in the year 1801. Much of the pipe was perfectly sound and capable of serving its original purpose.

Birmingham medalists are just now extremely busy upon the production of medals for the coronation. It is probable that upward of 10,000,000 medals will be turned out of Birmingham workshops during the next six months to cope with the demands already pouring in from all parts of the empire.

The experiment is being tried in a large New York public school of giving the boys shower baths in the basement. The equipment is such that each boy can have a bath once in two weeks—a good deal oftener than the boys would bathe otherwise. The baths are taken in recess time, and the institution is said to be popular.

The Supreme Court of Iowa recently determined the cash value of a man's leg, placing it at \$8,000. The jury gave a verdict for \$14,500, but the court declared it excessive, and followed a precedent in a similar case a few years ago, when a verdict of \$12,000 was cut down to \$8,000. This is now regarded as the standard value of an Iowa leg.

J. R. Woods, who drew claim No. 1, adjoining the city of Lawton, Oklahoma, is now attempting to fence his farm, on which are located 500 "squatters," who refuse to move. To fence the north side, one mile in length, he must go through an almost solid row of tents and shacks. He is nearing that side, and will again appeal to the United States government to remove the squatters.

As we advance from youth to middle age, a new field of action opens, and a different character is required. The flow of gay, impetuous spirits begins to subside; life gradually assumes a graver cast; the mind a more sedate and thoughtful turn. The attention is now transferred from pleasure to interest; that is, to pleasure diffused over a wider extent and measured by a larger scale.

Dr. Charles W. Pollock, mayor pro tem of Charleston, S. C., was invited to address the National Association of Funeral Directors there last week, and staggered the assembled undertakers by making an earnest and eloquent appeal for cremation. He denounced the practice of embalming bodies as a violation of natural law, and held that bodies should be allowed to decay. His hearers were naturally indignant, but allowed Dr. Pollock's address to go on the minutes.

It was probably known to nearly every Roman citizen how the mortar which cemented the stones of their buildings was made—just as it is now known to the majority of Englishmen that the principal ingredient of mortar in England is street scrapings. But, the knowledge being general, nobody wrote it down, and in time, as the Romans shifted their building upon slaves and foreigners, the recipe of their mortar was lost. So far it has not been discovered, though the secret of it would be immensely valuable, for the cement outlasts the very stones which it joins.

Some reminiscences of Mr. Gladstone's latter years, published in the Nineteenth Century and After, recall a remarkable conversation between the aged statesman and Bishop Wilberforce. They were speaking of the church, and of the fidelity and unselfishness of her servants. "It has been my lot," said Mr. Gladstone, "to dispose of some fifty preferments in the church—higher preferments, I mean, such as bishoprics and deaneries. Not one of the men I have appointed has ever asked me for anything. That is the literal and absolute fact, and I don't know that anything could be said more honorable to the church of England as a body."

A grateful schoolboy in Boston admires his teacher so much that the other day he gave her a tubercle. After delightedly inhaling its fragrance, she asked where he had got it. "Oh, dat was dead easy," he replied. "I got it off'n a dead lady."

The odor of burning leather is considered a protection against infectious disease. During the prevalence of cholera in Vienna, years ago, no shoemaker was attacked. They prevented it by burning scraps of leather in their houses.

CANAL COMMISSION REPORT

Nicaragua Route Is the Best and Cheapest.

COST ABOUT \$189,864,062.

By the Panama Route the Cost is Estimated at \$253,374,858, and in Addition the Canal Concession Would Cost the United States \$109,141,000.

The Inter-oceanic Canal Commission's report is in favor of the Nicaragua route and it will be submitted to Congress before the holidays. Here is the report in full:

The investigations of this commission have shown that the selection of "the most feasible and practicable route" for an isthmian canal must be made between the Nicaragua and Panama locations. Furthermore, the complete problem involved in the selection of a route, and that with locks. The Panama route alone is feasible for a sea level canal, although both are entirely practicable and feasible for a canal with locks. The time required to complete a sea level canal on the Panama route, probably more than twice that needed to build a canal with locks, excludes it from serious consideration, aside from other serious features of its construction. It is the conclusion of this commission, therefore, that a canal with locks, and that of the Panama route, should be adopted. A comparison of the principal physical features, both natural and artificial, of the two routes, reveals several points of similarity. Both routes cross the continental divide less than ten miles from the Pacific Ocean, the Panama summit being about double the height of that in Nicaragua.

Both Routes Require Costly Dams.

For more than half its length the location of each route on the Atlantic coast is governed by the course of a river, the flow from whose drainage basin is the only source of water supply for the proposed canal, and the economic value, suffering about twenty feet in elevation—Panama being the lower—are formed by rivers, natural in the one case and artificial in the other, requiring costly dams and water ways for their regulation and for the impounding of surplus waters to meet the effect of floods and meet operating demands during the rainy seasons. The investigations made in connection with the regulations of Lake Nicaragua have demonstrated that the lake affords an inexhaustible water supply for the canal by that route. The initial proposition, on the other hand, for the Panama route, is to form Lake Belloso as a water supply for a traffic of 10,000,000 tons, which can be supplemented when needed by an amount sufficient for more than four times that traffic by means of the Alhajuela reservoir. For all practical purposes this may be considered an unlimited supply for the Panama route. So far as the practical operation of a ship canal is concerned, therefore, the water supply features on both lines are satisfactory. Both dams, however, like those encountered in the construction of the dams are less at Conchuda, on the Nicaragua line, than at Bohio, on the Panama route. Both dams, however, are practicable, but the cost of that at Bohio is one-half more than that at Conchuda.

Commission Desires a Perfect Structure.

A less expensive dam at Bohio has been proposed, but through a portion of the rock would be underlain by a deposit of sand and gravel, pervious to water. The seepage might not prove dangerous, but the security of the canal is entirely dependent upon the soundness of the policy of the commission has been to select the more perfect structure, even at a somewhat greater cost. The water-tightness of the dam is a serious difficulty. The advantages in the design and construction of the dams are in favor of the Nicaragua route. The dam at Conchuda, however, is a simple structure, consisting of the discharge of water over the crest of a weir, as the lake level rises under the influence of floods in the Chagres River. The plan of regulating the level of Lake Nicaragua is less simple, though perfectly practicable. It involves the operation of movable gates, such times and to such extent as the rainfall on the lake basin may require. The experience and judgment of the operators are essentially dependent upon the regulation of this lake. The regulation of Lake Bohio is automatic. The only means of transportation now found on the route are the Panama Railroad and the gauge Silcoo Lake Railroad, about six miles in length, and the limited navigation of San Juan River and lake; but the Nicaragua government is now building a railroad along the beach from Greytown to Monkey Point, about forty-five miles to the northward, where it proposes to establish a commercial port. By means of a pier in the area protected by the point goods and material for canal purposes can readily be landed and transported by rail to Greytown. Such piers are in constant use on our Pacific coast. This railroad and port would be of great value during the period of preparation and harbor construction, and should materially shorten that period.

Panama Has Railroad in Operation.

A well equipped railroad is in operation along the entire length of the Panama route, and existing conditions there afford immediate accommodation for a large force of laborers. The Nicaragua route has no natural harbor at either end, and the construction of a harbor terminal, however, satisfactory harbors may be created by the removal of material at low prices and by the construction of protective works of a simple and efficient design. An excellent roadstead, protected by islands, already exists at Panama, and no work need be done there to establish a harbor. The construction of a harbor at Colon, the Atlantic terminus of the Panama route, a serviceable harbor already exists, and the harbor accommodations for many years, but is open to northern winds, which a few times in each year are liable to damage the work on them to put to sea. Considerable work must be done there to create a suitable harbor at the entrance of the canal, which can be easily entered and will afford complete protection to shipping lying within.

Excavation Work Compared.

The completion of the harbors, as planned for both routes, would yield but little advantage to either, but the balance of advantages in the matter of maintenance and operation, is probably in favor of the Panama route. The existence of a harbor at each terminus of the Panama route and a line of railroad across the isthmus will make it practicable to commence work there, after the concessions are acquired, as soon as the necessary plant can be collected and put in place and the working force organized. This period of preparation is estimated at one year. In Nicaragua this period is estimated at two years, so as to include also the construction of working harbors and terminal and railroad facilities.

The work on the Panama route, Nicaragua route is distributed; it is heaviest near Conchuda, at Tamberito and in the divide west of the lake. On the Panama route it is largely concentrated in the Culebra and Emperor cuts, which are

practically one. As a rule, distributed work affords a greater number of available points of attack, contributing a quicker completion, but in either of these cases such difficulties as may exist can be successfully met with suitable organization and efficient appliances.

Labor Scarce There.

The time required for constructing the Nicaragua Canal will depend largely on the promptness with which the available force of laborers can be brought to Nicaragua, housed and organized with the locations of heaviest work along the route. Though cut through the flank west of the lake probably will require the longest time of any single feature of construction. It contains 18,000,000 cubic yards of earth and rock excavation, a little less than 10 per cent of the total work of all classes included. With adequate force and plant this commission estimates that it can be completed in four years. This indicates, under reasonable allowance for ordinary delays, if force and plant were obtainable, that security of prompt execution of all portions of work on the route the completion of the entire work might be executed within six years after the beginning of the period of preparation. The securing and organizing of the great force of laborers needed to carry out the various portions of the work to such a definite program of close fitting parts is practically impossible in the present country, involving unusual difficulties and would prolong the time required for completion. The greatest single feature of all physical construction, the excavation in the Culebra section, amounting to about 43,000,000 cubic yards of hard clay, much of which is classed as soft rock, and the removal of all classes of material to be removed.

Eight Years Required.

It is estimated that this cut can be completed in eight years, with allowance for ordinary delays, but exclusive of a two-year period for preparation and for unforeseen delays, and that the remainder of the work can be finished within the same period. The great concentration of work on this route and its less amount of delay, requires a smaller force of laborers than on the Nicaragua route. Hence the difficulties and delays involved in securing them will be correspondingly diminished. The total length of the Nicaragua route, from sea to sea, is 183.06 miles, while the total length of the Panama route is 49.09 miles. The length of the standard canal section, and the harbors and entrances, is 73.78 miles for the Nicaragua route and 36.41 miles for the Panama route. The length of sailing waterways connecting the two oceans, while that in Lake Bohio is 12.68 miles. That portion of the Nicaragua route in the canalized San Juan is 39.57 miles. The preceding features of the two routes measure the magnitude of the work to be done in the construction of waterways along the two routes. The estimated cost of constructing the Nicaragua route is \$45,630,704 more than that of completing the Panama Canal, omitting the cost of acquiring the latter route. The difference in the magnitude of the obstacles to be overcome in the actual construction of the two canals, and the greater or less height of dams, the greater or less depth of cuts, the presence or absence of natural harbors, the presence of a line of railroad, and the amount of work remaining to be done. The estimated annual cost of maintaining and operating the Nicaragua Canal is \$1,000,000 more than that of the Panama Canal.

Panama Route Shorter.

The Panama route would be 134.57 miles shorter, from sea to sea, than the Nicaragua route. It would have less summit elevation, fewer locks, and a shorter deep draft vessel to pass through is about three hours for Panama and thirty hours for Nicaragua. These periods practically measure the measure of the relative advantages of the two canals as water ways connecting the two oceans, but not entirely because of the risks to vessels and the dangers of delay are greater in a canal than in the open sea. Except for the items of risk and delay, the results to be gained through the canal need be taken into account only as an element in the time required by vessels to make their voyage between the Atlantic and Pacific ports, the Nicaragua route is the more advantageous for all transisthmian commerce except that originating or ending in the western coast of Central America, or the commerce in which the United States is most interested, that between our Pacific ports and Atlantic ports. European and American commerce is shorter by one day. The same advantage exists between our Atlantic ports and the Atlantic ports of the Nicaragua route is nearly two days. For commerce between North Atlantic ports and the west coast of South America the saving is about one day. The Nicaragua route is the more favorable one for sailing vessels, because of the uncertain winds in the Bay of Panama. This is not, however, a matter of great importance, as the route is being displaced by steamships. A canal by the Panama route will be simply a means of communication between the two oceans. The route has been a highway of commerce for more than 300 years, and a railroad has been in operation since 1850. The route has been a highway of commerce for more than 300 years, and a railroad has been in operation since 1850. The route has been a highway of commerce for more than 300 years, and a railroad has been in operation since 1850. The route has been a highway of commerce for more than 300 years, and a railroad has been in operation since 1850.

Nicaragua the Healthier.

The Nicaragua route lies in a region of sparse population, and a path of much trade and movement of people. Conditions productive of much sickness do not exist. On the other hand, a considerable population has long existed on the Panama route and on a pathway of comparatively large trade, along which currents of moving people from the Pacific to the Atlantic surge, thus creating conditions favorable to epidemics. Existing conditions indicate hygienic advantages for the Nicaragua route, and it is probable that no less effective sanitary measures must be taken during construction in the one case than in the other. The cost of constructing a canal by the Nicaragua route and of completing the Panama Canal, without including the cost of acquiring the concessions from the different governments, is estimated as follows:

Nicaragua	\$189,864,062
Panama	144,233,328

For a proper comparison there must be added to the latter the cost of acquiring the rights and property of the New Panama Canal Company. This commission has estimated the value of these rights at \$40,000,000. In order to exercise the rights

necessary for the construction of the canal and for its management after completion the United States should acquire control of a strip of territory from sea to sea sufficient in area for the convenient and efficient accomplishment of these purposes. Measures must also be taken to protect the line from unlawful acts of all kinds to insure sanitary control and to render police jurisdiction effective. The strip should be not less than one mile wide on each side of the center line of the canal, or ten miles in total width. No treaties now exist with any foreign power over the territory the two routes lie authorizing the United States to occupy its territory for the construction and operation of a canal. When has been determined to undertake the work and the route has been selected, the consent of Colombia, or of Nicaragua and Costa Rica, for such occupation must be obtained before the inauguration of the enterprise, and one or more conventions must be entered into by the United States to secure the necessary privileges and authority. The republics of Nicaragua and Costa Rica are untrammelled by any existing concessions or treaty obligations, and are free to grant to the United States the rights necessary for the attainment of these ends, and in December, 1900, demonstrated their willingness to have the territory so occupied by the United States by executing protocols by which it was agreed that they would enter into negotiations to settle in detail the necessary agreements necessary to accomplish the construction and provide for the ownership of the proposed canal when the President of the United States is authorized by law to acquire the necessary control and authority.

Colombia Not Free.

The government of Colombia, on the contrary, in whose territory the Panama route lies, has granted concessions which belong to, or are controlled by, the New Panama Canal Company, and have many years to run. These concessions, limited in time and defective in other ways, would be a serious obstacle to the purposes of the United States, but while they exist Colombia is not free to treat with this government. If the Panama route is selected these concessions must be removed in order that the republics may enter into a treaty to enable the United States to acquire the control upon the Panama route. It will be necessary and to fix the consideration. An agreement with the New Panama Canal Company to surrender or transfer its concessions, and to complete the work, and the commission undertook, soon after its organization, to ascertain upon what terms this work could be completed. Much correspondence and many conferences followed, but no proposition naming a price was presented until the middle of October, 1901, when the Panama route was submitted to the commission in a modified form on the 4th of November, to be included in its report to the President. The limited statements appear in an earlier chapter of the report. The total amount for which the company offers to sell and transfer its canal property in the United States is \$10,000,000. This, added to the cost of completing the work, makes the whole cost of a canal by the Panama route \$253,374,858, while the Nicaragua route is \$189,864,062, a difference of \$63,510,796 in favor of the Nicaragua route.

States Must Be Compensated.

In each case there must be added the cost of obtaining the use of the territory to be occupied and such other privileges as may be necessary for the construction and operation of the canal in perpetuity. The compensation that the different states will ask for granting these privileges is now unknown. There are certain physical advantages such as a shorter canal line, a more complete knowledge of the country, the better maintenance and operation, in favor of the Panama route, but the price fixed by the Panama Canal Company for a sale of its property and franchise is so unreasonable that its acceptance cannot be recommended by this commission. After considering all the facts developed by the investigations made by the commission, the actual situation as it now stands, and having in view the terms offered by the Panama Canal Company, the commission is of the opinion that "the most practicable and feasible route" for an isthmian canal to be "under the control, management and ownership of the United States" is that known as the Nicaragua route.

THE MINORITY REPORT.

George Morrison of the Canal Commission Favors Panama Route.

Following is a summary of the minority report of George S. Morrison of the Nicaragua route. While concurring in the excellence of the greater part of the majority report, I was unable to accept the conclusions at which the majority have arrived. I am of the opinion that the Nicaragua route is the more advantageous for all transisthmian commerce except that originating or ending in the western coast of Central America, or the commerce in which the United States is most interested, that between our Pacific ports and Atlantic ports. European and American commerce is shorter by one day. The same advantage exists between our Atlantic ports and the Atlantic ports of the Nicaragua route is nearly two days. For commerce between North Atlantic ports and the west coast of South America the saving is about one day. The Nicaragua route is the more favorable one for sailing vessels, because of the uncertain winds in the Bay of Panama. This is not, however, a matter of great importance, as the route is being displaced by steamships. A canal by the Panama route will be simply a means of communication between the two oceans. The route has been a highway of commerce for more than 300 years, and a railroad has been in operation since 1850. The route has been a highway of commerce for more than 300 years, and a railroad has been in operation since 1850.

The cost of the work on both the Nicaragua and the Panama routes has been estimated at the same percentage to cover "Engineering, Police, Sanitation and General Contingencies."

The excavation of the Panama Canal has been opened for nearly its entire length, and the character of the material to be removed can be examined in position.

On the Nicaragua route the character of material has been determined by borings which, though unusually complete, do not give the definite information that is visible at Panama.

At Panama there are fair harbors at both ends of the canal that are fully adequate for all demands during construction and connected by a railroad in high position, which is a great advantage, and many of the necessary accommodations for a large working force are there. Before the eastern section of the Nicaragua Canal can be begun a harbor must be created at Greytown, convenient lines of transportation which do not now exist must be provided, as must also the means of housing and caring for a large laboring population, nearly all of which must be imported.

The preliminary engineering has been done at Panama and the general contingencies have been reduced to a minimum. Comparing modified estimates, the cost of completing the Panama Canal is less than that of building the Nicaragua Canal.

On the Panama route two concessions must be extinguished before such rights can be acquired. They are the Panama Canal, by which the Panama Railroad holds its present rights, and the Wyse concessions, under which the French canal companies have been operating.

The settlement of the French must be simply the extinguishment of their rights; the authority to build the canal must be derived from a new treaty with the republic of Colombia.

The Panama route has advantages over the Nicaragua route in cost of construction, in cost of operation and in convenience when done, while its use is less likely to lead to international complications. If the United States government is to build an isthmian canal the Panama route is the best.

The French rights must first be extinguished, and whatever this government may pay for such extinguishment will be salvage to the French. If these rights cannot be extinguished the Nicaragua route is available.

Current News and Views

COMFORT FOR THE AGED.

That many persons live in long continued dread of landing in the poorhouse is not to be doubted. That this fear is wholesome is believed by some and doubted by others. That it tends to stimulate increased endeavor to provide against destitution is obviously true. A typical case of the way in which life sometimes winds up in the public refuge despite this fear is that of an old truck gardener in the southern outskirts of Chicago whom the County Agent has been urging to go to the poorhouse. He had seen better days, but old age disabled him, his wife died, the title to his little "spot" slipped into other hands, and, despite his resolute determination never to meet that fate, he has finally yielded, or probably must yield, to the County Agent's solicitation. Some of the most commendable instances of charity, whether public or private, are those devised for the aged poor, and especially such as provide for aged couples to live together instead of being separated as they are in the typical British workhouse and in our own poorhouse. Of this sort are the great Krupp works in Essen, and some of the almshouses maintained by some English towns, and now and then by private charity. There is a sense of fitness in provisions which allow destitute old couples who have performed their work to complete their days in peace together. Such provisions dignify human life, and likewise human labor.

STRETCHER IN A LAMP POST.

An ambulance in a lamp post is the latest idea in street contrivances.



THE AMBULANCE LAMP POST OF PARIS.

Paris has just been endowed with several specimens of what is called a "phare de secours," or first-aid light-house. It consists of an ornamental bronze pillar about fifteen feet high, with a round, overhanging top resembling that of a lighthouse, and containing a clock face barometer and three transparent pictorial advertisements, revolved by clockwork and lighted by gas from within. In the base of the pillar is a letter box, and in the shaft is a folding stretcher, with printed directions for affording first aid to the injured. In case of a street accident the stretcher can be immediately obtained by breaking a small glass window just above the letter box, taking out the key, and unlocking the receptacle.

PRINTER BEATS MILLIONAIRE.

It would be difficult to find two men who presented such a marked contrast as the candidates for mayor in the aristocratic city of Yonkers. John E. Andrus, the Republican nominee, is reputed to be worth \$30,000,000. Opposed to this man of 60 whose record it would seem, could do naught but establish him firmly in the esteem of the people was Michael J. Walsh, an active, reputable young man of fine character and something of a politician. He is a printer by trade and, though he has a small establishment of his own, has been but moderately successful in business. As a writer for newspapers and as an alderman, he has, however, gained great popularity and so well did the people of Yonkers think of him that they elected the printer, his plurality over the multi-millionaire being 650—the largest ever given a candidate for mayor in Yonkers.

Yonkers contains more rich people than any city of its size in the east.

GEORGE S. MORRISON.

Clot on the Brain.

An extraordinary operation in a New York hospital recently was the cutting through a man's skull and the removing of a blood clot on the right side and leg were paralyzed. Two days after the removal of the clot the man could move his leg, the paralysis gradually left him and last to be recovered was the power of speech, which was a matter of days, and was not perfectly accomplished at last accounts, but the surgeons had no doubt of his entire recovery.

Reciprocity with Canada.

A delegation representing the Chambers of Commerce of the United States has told President Roosevelt that it believes reciprocity with Canada will be of great value to American commerce and industry. The President told the delegation that he would take the matter "under advisement." This is usually a polite method of saying that one is not ready to take action.

PEOPLE AND EVENTS

HELEN GOULD ACCEPTS.

Miss Helen Gould, who has accepted her appointment as member of the board of lady managers of the St. Louis world's fair, is the most distinguished member of the family of the late Jay Gould.



HELEN GOULD.

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DRESS HAS THE ADVANTAGE.

It may be unfortunate, but it is true, that dress and manners count for about as much as ability in the capitals of Europe and South America. A diplomat who is laughed at in society can be of little use to his government. He loses much of the gossip heard in exclusive circles which a diplomat ought to know, and he meets with coldness instead of cordiality at the foreign office. The general character of the United States representatives abroad has been raised of recent years. But congress has not yet appreciated the value of the social standing of the government's envoys.—Kansas City Star.

PEACE TESTS OF BRAVERY.

Peace has its tests of a sailor's or a soldier's bravery no less severe than those of war, though they may be less glorious. Few civilians would fancy the duty which has been assigned to several naval officers of sealing themselves up in the new submarine torpedo boat Fulton, of sinking then below the surface of the water, and of remaining there from twelve to fifteen hours. The officers and men who are to undergo this experience will breathe bottled air, so to speak, the necessary supply of atmospheric fluid being contained in compressed air flasks.—New York Mail and Express.

FROM COOK TO MILLIONAIRE.

William Morgan, second cook at the St. Charles hotel in St. Joseph, Mo., is



WILLIAM MORGAN.

(St. Joseph, Mo., chef, who has fallen heir to \$1,000,000.)

preparing to claim the \$1,000,000 fortune left him by an uncle's will. His uncle resided in London, England.

Ancient Pie Eaters.

An antiquarian has been searching through the records of the city government of Geneva in the hope of finding something of historical value with reference to the times of John Calvin. The search cannot be pronounced successful, as most of the material examined is rubbish; yet one little note is amusing if not precious, and it shows how puritanical was the little Swiss city in the sixteenth century. The record in question preserves the interesting fact that three artisans were punished for having eaten three dozen pies at breakfast—this being regarded as evidence of dissolute living.

When Welshmen Used the Bow.

There still exist proofs in the pipe-rolls and other government documents that the army of Edward I. in that monarch's campaigns, both against the Welsh and the Scots, partly consisted of Welshmen, drawn from Monmouthshire and Breconshire. Those Welshmen were the first to use longbows in war. Those bows were made of yew, and it is an interesting fact that there are still more yew trees in the counties just mentioned than in any other part of Wales.—Cardiff Mail.

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SCRAPS.

To be vain of one's rank or place, is to show that one is below it.—Stanislaus.

At all seasons of the year 5 o'clock in the morning is the coldest hour of the twenty-four.

We are made ridiculous less by our defects than by the affectation of qualities which are not ours.

This year's harvest in the south of Ireland is stated to be the best experienced for a quarter of a century.

Steel Roofs.

A new patent steel roofing will shortly be placed on the market, and it is asserted that this product will completely displace galvanized iron for roofing purposes. The system of manufacture consists of steel strips bent cold in the press, the covering being formed of plain galvanized sheets bent back on the edges and locked into tubular rafters. Works for the manufacture of this product on a large scale are being constructed at Darlington, England.