

RAILWAY TO EUROPE

New Interest in the Project of New York to Paris by Rail.

The Idea Is Not So Chimerical as It Would Seem at First Thought—To Tunnel Beneath Behring Straits.

When a few years ago some explorers and engineers suggested an all-rail route to Paris via a tunnel under the Behring straits, it was considered as the wildest of dreams. But that there is more to the scheme than idle speculation is evident from the fact that the projectors of the new road (French and Russian capitalists and American bankers), have just filed a petition with Secretary Hitchcock, of the Interior department, for approval of the proposed route. This petition will undoubtedly be followed by an application to congress for a land grant through Alaska. Col. James Hamilton Lewis, of Chicago, Holmes Conrad, former solicitor for the department of justice, and Charles H. Aldrich, of Chicago, are the attorneys for the projectors. The petition, it is believed, is a forerunner to asking the United States to neutralize the straits as between nations, so that, in the event of war with China and Japan or Russia, no advantage will be given to the enemies of Russia.

The tunnel under the straits would be between Cape Prince of Wales, the most westerly point of Alaska, and East Cape, the most easterly point in Siberia, and will, according to a report of the engineers, prove a comparatively easy task, for beneath the water, which in no place is over 23 fathoms, the formation is not of rock, but schist or slate. No blasting would be necessary, and the Diamede Islands in the straits are so placed as to offer the most convenient means of ventilation of the tunnel. The straits, commonly reported to be from 17 to 30 miles wide, are actually 40, and the first island is 15 miles from East Cape; the second is 15 miles from that, and the third five miles from Cape Prince of Wales. Harry de Windt, the explorer, journalist and engineer, who with a party of Russians visited the straits in 1898, declared after he had carefully surveyed the situation, that the difficulties to be encountered in tunneling and constructing roads in Alaska to connect with the trans-Siberian road were not one-quarter those to be encountered in the construction of the White Pass railroad, dreamed of ten years ago by J. J. Hill, for further north the mountains diminish and the valleys, thickly wooded to within 80 miles of Cape Prince of Wales, run north and south.

According to the present plans, the Trans-Alaskan Railroad company, of which Mr. J. J. Frey, of Denver, Col.,



A MAP OF BEHRING STRAITS.

is president, will construct the road of 2,600 miles to Cape Prince of Wales. The Russian government will operate the Siberian side of the road. The White Pass railroad is paying enormously, and it is certain that the proposed new road would pay equally well, for there are vast forests, tin deposits at Cape Prince of Wales, copper deposits and gold fields of a value which is not yet known or realized.

The entire cost of building the connecting lines in Alaska and Siberia, and constructing the tunnel would not be as great as that of the New York subway. It is planned to make the road single tracked for freight with sidings, and will enable a train to pull out of Paris, and three weeks later enter New York city.

Forty engineers who were sent out by the Russian government for the sole purpose of surveying the proposed road have planned no mountain climbing or tunneling. The road by tacking would avoid the mountains from Irkutsk to Yokutsk, a distance of 2,000 miles. This section is now under construction. From Yokutsk the road will extend half way to Verkoyansk, and then strike due northeast to Verin Kolymsk; then south 100 miles, and thence to East Cape. Convict labor would be used in Siberia, and the forests would supply the ties and lumber for 1,000 miles of sheds in Siberia and Alaska.

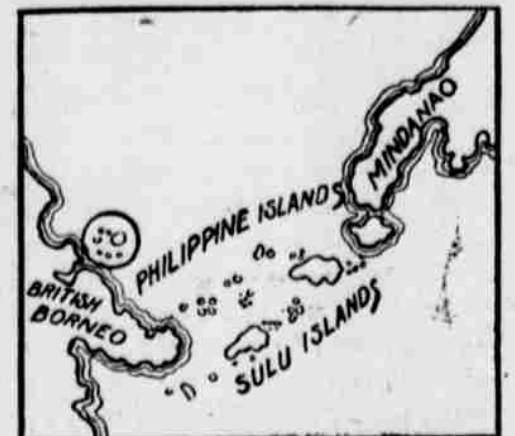
M. Locqui Lobet, member of the Geographical society, and one of those interested in the great scheme, passed through San Francisco recently, and in talking of the plans declared that 12 years would see the road and tunnel completed and trains running.

ISLANDS IN DISPUTE

The Tiny Specks That Both America and England Now Claim.

Why Those on the Coast of British North Borneo Belong to Us—Where They Are and What They Are—The People.

When the sultan of Sulu (or Jolo) first saw an American, he asked: "Why did you come here to get more land?"—having heard that Americans were very rich and possessed immeasurable lands. And if he now knows, or ever happens to hear, that our government has taken the trouble to put her seal on those tiny specks of land lying off the northeast coast of Borneo, the wee isles of Bagnau, Taganac, Bak-kungnau, Lihiman, Boani, Siebung, and Lankkayan, he may, indeed, doubt the tales of boundless wealth and wide domains belonging to the United States. But these wee islands have strategical value, and therefore we



THE DISPUTED ISLANDS. They Are Shown in the Circle off the Borneo Coast.

want them. And, anyway, they belong to us.

These seven islands lying so close to British North Borneo, came to us along with the sultan of Sulu. But we lay claim to them, not because this Sulu sultan has spiritual power over the Mohammedans in some islands without the Sulu group, and even over Mohammedans residing in British North Borneo, but because of two treaties; the first, a treaty between Great Britain, Germany and Spain, wherein Spain was given title to all the islands "outside a marine league's distance of the Borneo coast"; the second treaty referred to the one between the United States government and the sultan of Jolo, in which agreement was made that all the islands ceded to Spain by the treaty of 1885 should belong to the United States.

The seven islands recently visited by the United States gunboat are unquestionably out of the marine league limit of this treaty, and authorities declare the British have not a shadow of claim to them. They are uninhabited and reputed uninhabitable; all lie close together and are spread over an area of about 40 miles. The largest of the seven, Boani and Taganac, command the harbor of Sandakam, the capital of British North Borneo. Rear Admiral Evans, recognizing their value from a strategic point of view, sent one of the Philippine gunboats to the islands to survey them, hoist the American flag and erect American tablets.

The island of Borneo is the largest of the East India Islands. The Dutch possessions comprise by far the major part of the territory, the British territory (31,106 square miles) occupying the extreme northern portion of the island. British North Borneo has a coast line of about 900 miles, a mountainous interior, and much jungle land; the population is 200,000; on the coast are Mohammedan settlers, some Chinese traders and artisans, and inland dwell the aboriginal tribes. Brunel and Sarawak, neighboring territories, were placed under British protection in 1888. British North Borneo is under the jurisdiction of the British North Borneo company, held under grants from the sultans of Sulu and of Brunel. The territory is administered by a governor (English) in Borneo and a court of directors in London.

Our friend, the sultan of Sulu, seems to have been considerable of a personage in the past—and may yet be, for all we know; both Great Britain and Spain treating him with consideration. Spain used to pay him an annual tribute, and the North Borneo Trading company still hands over to him a yearly tribute of 5,000 Mexican dollars. And yet in his own land the potentate has welded but an uncertain authority; where "each man is more or less of a free lance, and his authority is measured largely by the number of rifles he possesses."

Following the word of out putting hand to the seven tiny islands off the coast of Borneo comes the report that France is going to turn over to us her insular possessions in the eastern Pacific. A cynical writer, commenting on the reported transfer, says: "The correspondent fails to tell whether we are to pay for them, or be paid for taking them." Certainly their revenues are not such as to make us eager. The local budgets of all for last year amounted to not more than \$300,000; the islands altogether have an area of about 1,520 square miles, and a population of 29,000.

THE PEDIGREE SYSTEM.

By It American Stock Has Been Brought Up to Its Present Standard of Excellence.

We often hear farmers and stock-raisers say that they care nothing for pedigree. They forget that it is by a system of registration that well-bred animals have been brought up to their present high standard of excellence, and that the pedigree is a guarantee that the animal is what is claimed for it; it stands, as a rule, for individual merit. If it were not for the pedigree system, farmers would often be imposed upon by unscrupulous breeders, by having half-bloods or grades put off on them as full-bloods. Grade animals have passed with many as full-bloods; and, in fact, from their appearance, they sometimes pass the most careful observer, as genuine. High-grade animals are quite as good in many respects as full-bloods—but they are not good breeders. They cannot be depended upon to stamp their good qualities upon their offspring.

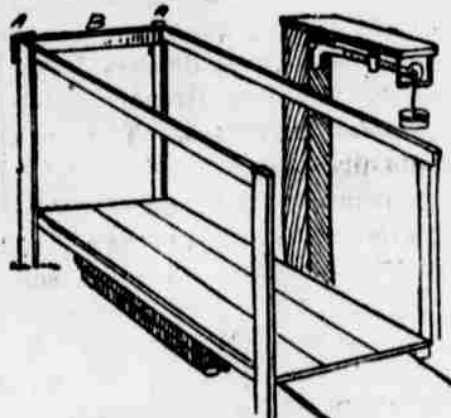
The full-blood is prepotent over the grade animal, and to grade up a herd we must use full-blood males; to be sure the new blood is genuine, require a pedigree. This must, of course, be backed up by good individuality. It is true enough that an inferior animal cannot be made a valuable one by pedigree alone. But the good individual whose registered family history shows a line of ancestry from which these excellent qualities have been inherited, can be trusted to transmit the favorable traits to his offspring. While undoubtedly too much stress is often laid on pedigree alone, it will be a fortunate day when more farmers come to a realization of the importance of the pedigree. We shall then look for a marked improvement in the quality of the animals found on the farm.—W. J. Hayes, in Midland Farmer.

CHEAP STOCK SCALE.

How One Farmer Keeps Track of How Much His Hogs Gain from Week to Week.

I have an ordinary platform scale that I used to weigh stock to note the gain. I first started weighing vegetables and then to weigh pigs, so now I weigh feed and hogs every week and can tell how much they gain and how much feed it takes to make that gain.

In weighing hogs I use a crate made of 1x4 slabs, with a gate at each end. I set the crate with one end at the hog house door, balanced on a platform scale with blocks underneath to prevent



FOR WEIGHING STOCK.

teetering, open gate in hoghouse end of crate and let in as many as the crate will hold. After weighing, I let them out of the front end and I am ready to weigh again. In this way two men can weigh 40 hogs in about half an hour, after everything is ready.

For weighing cattle, I take two pieces 2x10 inches eight feet long and cleat them together and lay across the scale as in cut and lead the animal on to it. If the animals are not gentle you can set four posts in the ground, nail 2x4s on them, so as to make a chute to lead them through onto the scale. The corner of frame (a) must be made very strong. The piece (b) may be made movable at both ends if desired. Extra weights can be had at any scale house.—C. J. Davidson, in Farm and Home.

A Bathing for Hogs.

A breeder thus tells how he prepared a bath for swine: "Some years ago we tried an experiment by making a shallow bath, four feet wide and ten feet long, of planks, with sides eight inches high. This, being bedded in puddled clay, was easily made watertight. The whole thing did not cost more than three hours' labor. Water was pumped from a stock well near by and run into this bath by a spout. Gravel was placed some inches deep around the bath to prevent mud. The water was drawn off and the bath refilled every day. The pigs did not require any teaching. We have seen seven pigs in it at once, and the others trying to root them out so they could get possession."

Best Fuel for Appliance.

The most common kinds of smoker-fuel used by apiarists are rotten wood, planer shavings and old rags. Better than any of these is the dried and pulverized dust of rotten corn-cobs; but best of all is the stuff known as cotton-waste, such as is used by engineers for cleaning their engines. Take a bunch of the waste just large enough to fill the smoker and touch a match to it. It will not go out, will last nearly half a day, and will be all ready for business every time it is wanted.—Midland Farmer.

BIGNESS OF SIBERIA

Surpasses Any Other Country in the World in This Respect.

Some Facts and Figures About This Mighty Colony of the Czar—What the Siberian Railway Is Now Doing for It.

The diplomatic fight which Russia is making to retain Manchuria, with its ice-free ports, so as to provide a market for Siberia serves to call attention to that great Russian colony and make the statement of a few facts regarding the colony and the railway which has been built across it of special interest at this time.

We in America are in the habit of referring to the bigness of things, but we must admit that Siberia is, par excellence, the land of distances. It is 200 times the size of Scotland, and its mining and agricultural belt is at least 50 times as large as England. Of its innumerable waterways, nearly 30,000 miles are navigable. It has gold fields many thousand square miles in extent, and for 4,000 miles—from the Steppes of the Altai mountains and thence through the Balkan region of the East Siberian ranges—fields of silver, lead, copper and iron persist in an unbroken metallic chain. The great railroad itself, which transports us from gray Europe to the golden east and the Pacific, is 6,000 miles long—that is to say, it girdles nearly



A TYPICAL RAILWAY STATION.

a quarter of the globe's circumference.

As with distances so with numbers. It was decided to build a railroad which should hinge Europe to the far east. Immediately an army of 200,000 appeared to build it. That army of workmen promptly scored a record for its cosmopolitanism—Russians, Germans, Americans, French, Turks, Khirghis, Tartars, Tungus, Buriats, Ostiaks, Mongolians, Chinese, Manchurians, Japanese—are all conspicuous in it. Think of the task of feeding them!

The whole length of line may be divided into four sections—the vast plains of West Siberia, the forested rolling country of central Siberia, the high ranges of the Baikal region, and the taiga, or forest country, which Pacific. I give a view of the line in the taiga, or forest country, which shows its character well enough. Owing to the great number of marshes and peat bogs the line frequently develops unexpected curves. On the other hand, when you enter a dry region the rails are laid so straight that if you could shoot straight enough and far enough from the center of the observation car at the rear of the train your bullet might land between those rails a dozen miles away.

Russian system naturally dominates everything. Here it is, for example, in the stations, of which, by the way, there are 400. They are built on a strictly systematic plan and graduated into classes—four classes, at least. The first and second class are built of brick or stone; they have very good refreshment rooms, and complete arrangements at the back for temporary housing and dispersing the 250,000 picked emigrants now annually entering Siberia. The lower classes are built of wood, and uncooked food is procurable at these. All, of course, have a water-tower, and a storehouse—banked with earth up to the roof to keep out the cold—and to every station there is attached a small dispensary, with a dispenser in attendance, which is a welcome enough sight in this land of distances.

Last year 2,000,000 passengers and 1,500,000 tons of goods passed along the railway. That is not bad for a single line. What will it be, however, as Siberia develops? Its population has already risen, with the railway, from 6,000,000 to 9,000,000. Towns have already sprung up in the wilderness. Two years ago the junction for Tomsk possessed three houses, and to-day it contains 12,000 people! Branch lines have been built to Archangel in the far northwest and to the Caspian in the southwest. Every outlet of European Russia is being connected with the Siberian railroad—White sea, Baltic and Black set; everywhere is development; everywhere haste and energy in building up Greater Russia. For, whichever way we look at it, we must never forget that what we are watching is the expansion of Russia, and that in Siberia and her capacity for almost unlimited growth Russia has discovered and now is founding her colonial empire.

SPORTS AND ATHLETICS

Joe McGinnity, known in baseball circles as "the iron man," has long been regarded as one of the premier pitchers of the major leagues. He is having a very successful season this year with the New York National league team, having won about two-thirds of the games pitched. In a recent discourse on the art of pitching, he said: "My



Joe McGinnity.

'raise' ball, which I have used quite successfully, I first got the hang of from Billy Rhines, the famous pitcher of the Cincinnati club. I was much taken with the delivery, and thought it could be developed into more effectiveness by using a change of pace and adding to it a curve. Every winter when I went to my home in Indian Territory I practiced the delivery assiduously, but I found it a very difficult ball to control. I kept at it, however, and gradually gained command of the delivery, but it took me five years of almost constant practice to get it down fine enough to make the success of it the public is pleased to give me credit for now. The 'raise' ball cannot be used exclusively to be effective. With that alone opposing batters would soon get the hang of it and hit it a mile. The upshoot is puzzling at first to a batter who has never faced it before, but he will soon size it up. I have found it necessary, therefore, to give a slight curve—not a big break—to it. I have also practiced the underhand delivery, which is necessary to use with the 'raise,' so much that I am able to give the ball a drop and also an incurve with the same motion. The underhand swing I find, too, saves my arm, and is much less fatiguing than the overhand shoulder motion that most pitchers use. I, of course, use the overhand delivery when I want to put in a straight, speedy ball and to help me mix 'em up. That is the whole secret of successful pitching—mix 'em up. Don't pitch any two balls alike, unless you are in a hole and forced to. In pitching my 'raise' ball I hold the ball tightly in my two forefingers and thumb, the same exactly as for the overhand outcurve. With a stooping motion and underhand swing I let the ball twist off my fingers with a nail upward. It floats up to the plate with a rise just enough to make the batter pop it up in the air. But I cannot say that it is always a success. I have had my bumps, and many of them, and probably shall again."

Eddie Graney, prominent in western sporting circles, has been selected to referee the battle for the heavy-weight championship of the world between Jeffries and Corbett at San Francisco, August 14. When the articles for the fight were signed some time ago the principals agreed to leave the question of a referee open until some future date, but when the matter was brought up recently the selection of Graney was mutual, and there is no doubt but that the contestants will receive a square deal and that the best man will be declared the winner.



Eddie Graney.

Robert Fitzsimmons, ex-champion heavyweight pugilist of the world, has signed articles—this time not for a fight, but which unite him in marriage to Miss Julia May Gifford, an actress. Their honeymoon will be spent at Harbin Springs, Cal., where Fitzsimmons is helping to prepare Champion Jeffries for his coming contest.

"Billy" Maynard was knocked out in the first round by Champion "Young Corbett" recently at Philadelphia. The men were to have boxed six rounds. The fight, as far as it went, was fast and all in the champion's favor. A few seconds before the bell sounded ending the round Corbett caught Maynard on the jaw with a right, sending him down and out. Some time ago Maynard secured a six-round draw with "Young Corbett."

Barney Oldfield has been lowering world's automobile records with monotonous regularity recently. His latest feat was covering a mile at Yonkers, N. Y., in 0:55 4-5. The best previous record was his own of 0:56 2-5.

England won the national challenge trophy at Bisley during the recent tournament with a score of 1,821. Wales was second with 1,805. Scotland scored 1,804 and Ireland 1,755.

Frank Kanaly, of Cambridge, Mass., the former five-mile A. A. U. national champion, ran a mile in a professional contest at Boston the other day in 4:29.

HARRY MARTIN.