

STATUS OF BOER WAR.

British Troops In Splendid Condition, but More Needed.

STRAIN ON OFFICERS INTENSE.

Military Correspondent Says England's General in South Africa Have Worked Twelve Hours Daily For Years—The Burgers Still Hopeful.

A military correspondent of the London Times, in a message sent from Pretoria, declares that the statements that the British troops in South Africa are "stale" are untrue. He says, on the contrary, that the men are in splendid condition, and, though they would be glad to get home, they have not lost their zest for fighting. This refers both to the regulars and the volunteers attached to the various battalions. Some colonials recently recruited at South African seaports are less satisfactory, but the best colonials, those from Canada, New Zealand and Australia, are invaluable, and the new yeomanry are improving.

The correspondent says it is undeniable that the strain on the generals and their staffs is excessive. Many of these officers have worked for twelve hours daily for two years. Lord Kitchener alone seems absolutely impervious to wear and tear. The regimental officers are all right.

Re-enforcements to the number of 25,000 would be immensely valuable, says the correspondent, and would render the last stage of the war rapid and complete. The Boers keeping in the field number from 8,000 to 10,000, and they are mostly in as good condition as the British. They are seasoned soldiers and get plenty of supplies from the Kaafir kraals and from parts of the country that are only accessible to themselves. The Kaafir kraals also serve as remount depots, and for each Boer there are two Kafirs, who, even when unarmed, are useful auxiliaries. For fighting purposes, says the correspondent, the enemy must be estimated as numbering 20,000 exceedingly mobile troops.

The Boers still believe that European intervention is imminent, that Great Britain is tired of the war and that they have only to hold out long enough in order to make the British so weary that they will surrender. The burgess are fighting to win and are convinced that they will win.

The Boers pay attention to the British press, but may not believe the politicians' speeches, as they consider politicians' professional liars. They note every word indicating the weakening of British determination, lamenting the cost of the war and speaking of the international complications to which its continuance may give rise. They have no particular enmity toward the British nation and rather like the "khaiks," but their one thought is the restoration of their independence under their own flag. Openly they say that when a Liberal government comes into power they will get justice.

The correspondent dwells on the difficulties of Lord Kitchener's position. He has 3,000 miles of communications to protect, civil governments are being re-established, the English populations are being brought back, and the enemy's families are being looked after. All is being done with a much smaller number of effective troops than has been imagined.

The removal of Lord Kitchener would be fatal, says the correspondent, and would be construed by the Boers as a great triumph for themselves. He (Kitchener) knows the Boers better than any other man in South Africa, and the army trusts and believes in him.

A dispatch to the London Times from Wellington, New Zealand, says responsible New Zealanders returning from South Africa declare that more soldiers are needed to finish the war. The troops have the utmost confidence in Lord Kitchener, but his efforts are hampered by the ill advised agitation in the United Kingdom.

Anecdote of the President's Youth.

Stories of President Roosevelt's youth and precocity are now coming to the fore, says the Washington correspondent of the New York World. An eastern senator starts off with this:

When Roosevelt was five years old, he came around to the family church early one Monday morning. He found the sexton busy cleaning up. Young Roosevelt opened the door and looked in. The sexton noticed him and told him to come in if he wanted to. Teddy made no reply, but carefully looked at roof, ceiling and floor. When young Roosevelt returned home, his mother asked him where he had been.

"I have been to church looking for the zeal," replied the boy.

"The zeal?" exclaimed the mother. "What do you mean?"

"Why," replied Teddy, "the preacher spoke yesterday about the zeal that devoured men," and I wanted to see it."

The president shook his head sadly when this story was told to him.

Balloon For Marconi's Experiments.

William Marconi, the inventor of wireless telegraphy, who is at St. John's, N. F., conducting experiments with his system, succeeded the other afternoon in floating a balloon 200 feet above the summit of Signal hill, which is 900 feet high and overlooks the harbor of St. John's, says the New York Tribune. This balloon is fastened by a series of stays which render it almost motionless. It holds up the vertical steel wire which is used in the system of wireless telegraphy in communicating with distant ships.

ANNOYING THE PRESIDENT.

Reply Sent to a Woman Who Lectured Him For Sabbath Breaking.

Among the annoyances of a president's life are the intrusions of well intentioned people upon his private and personal affairs, says Harper's Weekly. He is the common property of the nation. He has no home, or as little of one as the public is compelled to leave him. He is worse off than any private citizen in the country in this respect, for when he and his wife ask some friends to call on them on a certain day of the week persons who are not asked and who do not know them accept the invitation which was not given them and go also. Not so annoying perhaps are the people who open upon the president as teachers of personal morality. They have no delicacy. They rush in where they are not asked, and they insist that now the president is in the White House, he shall conform his life to theirs, shall live as they think is right and is a monster of iniquity if he does not accept their tutelage. There is not a president who has escaped them, and there never will be until we have a score or so of presidents each of whom will not heed them, who will not answer their letters, who will insist on having his own habits and on living according to his own light and not according to the light of another.

We have recently had a temperance president who has been called a drunkard because some one said he saw him drink a glass of champagne at dinner. Denials of the truth of the statement merely whetted the appetite for obfuscation. And now we have another president, a very abstemious man, who receives letters nearly every day whose writers express the regret that they have a "winebibber" in the White House. These letters, we are told, are not answered, but a reply was sent to the woman who reminded the president of the commandment, "Six days shall thou labor," and then lectured him for Sabbath breaking. The reply was written by Secretary Cortelyou and was this:

"I am directed by the president to say that he goes to church on Sunday morning and takes his wife and children into the country Sunday afternoon.

"To which of these occupations do you object?"

HALO OF HEVELIUS IS RARE

St. Louis Astronomer Talks of Unusual Phenomenon.

"The great halo of Hevelius observed recently at Cleveland, O.," said the Rev. M. S. Brennan, lecturer on astronomy at St. Louis university, to a reporter of the St. Louis Republic, the other day, "is a phenomenon remarkable only for its rarity. It is produced by the same condition that gives us rainbows, parhelia, parasels, sun dogs and a number of other halos about the sun and moon.

"All these are caused by light both reflected and refracted by vesicular clouds—that is, clouds which carry small particles of water. In these the light is separated as in a prism, the white rays of the sun or moon coming forth in bands showing all the colors of the spectrum. That is refraction. If this is then reflected upon the earth, it is visible to us. We then see the various phenomena I have mentioned.

"The common sun ring, or halo, is at a distance of 22 degrees. There is another, less common, at a distance of 46 degrees. The third, very rare indeed, at a distance of 90 degrees, is that first accurately described by Hevelius about the time of Galilee, though observed previously. This has been seen since its description only seven times until the recent observation of the Rev. Frederick Odenbach of St. Ignace's college in Cleveland.

"Though this observation has not yet been reported officially, I have no doubt it was substantially correct, as related in the press dispatches. The atmospheric conditions over the country are now in a state calculated to exhibit such phenomena. This great halo may not be seen again in hundreds of years, or it might possibly appear every day for a week."

MOVING SIDEWALK URGED.

Novel Underground System Suggested to Relieve Paris Streets.

A novel plan to relieve the congested condition of Paris streets has just been submitted at a meeting of prominent engineers which was held to discuss further improvements in public transportation. M. Cassalouga, a well known civil engineer, suggested that an underground moving sidewalk similar to that at the Paris exposition of 1900, but much larger, be constructed. According to his plan, there would be four platforms, each moving at a different rate of speed from the others, the fastest going at the rate of thirteen miles an hour.

M. Cassalouga convinced his hearers that such a scheme would be cheaper than an electric underground railway and that it would multiply greatly the accommodation of the public. He said to the Paris correspondent of the Chicago Daily News:

"Part of the platform might be given up to the use of heavy teams, the city thus gaining both from an aesthetic and a pecuniary point of view, since the paving department would save hundreds of thousands of francs annually by the reduction of wear on the street surfaces. I am sure also that the public would prefer the rolling sidewalk to stuffy cars, not to mention the elimination of danger from collisions."

Plans and estimates of the curious undertaking were submitted recently to the traction committee of the municipal council, members of which reported that they were vastly attracted by the idea, provided electric power for it would not prove too costly.

HUGE RAILWAY COMBINE

Details of Plan Advanced by Paul Morton.

NATIONAL OWNERSHIP SUGGESTED

Vice President of the Santa Fe System, In a Lecture at Chicago University, Favored the Consolidation of All Lines in the United States. Plea For Pooling.

Consolidation of all the railway lines of the country under the control of a single corporation, either private or public, was advanced by Vice President Paul Morton of the Santa Fe system the other evening as the ultimate solution of the weighty transportation problems that are at present vexing the business world.

This, Mr. Morton declared, is the result toward which the large railway systems, driven by the legal restrictions on pooling, which work against their business interests, are now rapidly tending.

He imparted these views on the subject in a lecture on "Some Railway Problems," delivered before the students and faculty of the University of Chicago in Cobb hall, Chicago, says the New York Journal.

Whether the ownership of the consolidated lines would remain in the hands of private individuals or be taken over by the national government Mr. Morton expressed himself as unable to foretell, but that consolidation itself was bound to come in the near future he stated as certain from present conditions in the railway world and the underlying tendencies of modern industrial progress.

"The best minds of the business world are engaged today," said Mr. Morton, "in working out plans for the further consolidation of industrial operations under great corporations. The same tendency is at work in the railway world.

"Under the present laws there is a great deal of unlawful pooling done in secret, and it is remarkable that there is not more.

"I see only three solutions to the problems which are at present vexing the railroad world. These are:

"First.—Legalizing of legitimate pooling.

"Second.—Unification of ownership of all the railway systems.

"Third.—Government ownership and management.

"I have always been in favor of legitimate pooling. Its absence, as I say, is at present hastening the consolidation of interests between the different railroads. Personally I view the solution of unity of ownership as much better than legalized pooling, and I do not see any harm that would ensue from a consolidation of all the railway interests of the country under a single private management.

"A vast amount of money could be saved under such a system of control, and the railroad management would certainly give a part of this gain to the public in the shape of lower rates and better service."

SURPRISED BY BOLOMEN.

How Unarmed American Soldiers Defeated a Number of Filipinos.

Interesting details are drifting in of the bravery of the soldiers surprised and massacred at Balangiga, writes the Manila correspondent of the New York Evening Post. Prodigies of valor were performed by some of the men, armed with table knives, stones, clubs or other rude weapons. A hospital corps man is credited with killing eleven natives with a shovel, while another man beat out the brains of four bolomen with a baseball bat before he went down. A sergeant of Company C and six men fought their way to the headquarters building to rescue the officers if possible. The officers were all dead, but the little squad held its ground until it had hauled down and saved the flag, when it fought its way back to the beach and sailed away.

One explanation of how so many men with bolos could be so near the quarters of the troops is that between 100 and 200 natives were employed to clear the surrounding grounds. These men were furnished by the presidente of the village, and they were permitted to carry their bolos, as part of their work was the cutting of underbrush. These were the men who, on a preconcerted signal, threw themselves on the unarmed soldiers.

Ibsen and His Work.

A Norwegian recently arrived in New York tells this, says the New York Times:

Henrik Ibsen, the Norwegian dramatist, was one day at dinner asked by a gushing maid how many words he wrote per day. Replied he:

"My dear miss, I haven't written a single word in ten years!"

Of course his questioner and those who happened to overhear the conversation were fairly startled. One of the party was bold enough to say it was incredible, drawing especial attention to the fact that the poet's work, "When We Dead Awake," had just run off the press, adding triumphantly:

"Now, master, you don't mean to say you didn't write that?"

And then the Norse skeptic unbent and explained:

"I did not write that play. I merely thought it out. My secretary wrote it."

A Novelty in Foods.

One of the newest things in the way of foods is fish powder, which, it is claimed, is a highly nutritious article, easy of digestion, and therefore particularly suitable for invalids. It is intended for ordinary household use.

BIG RAILWAY STATION HOTEL

There Will Be One In New York's New Pennsylvania Depot.

In addition to being a novelty, through its possession of underground trackage, the projected union station of the Pennsylvania Railroad company will be the first building of its kind in or around New York to hold a hotel, says the New York Herald.

It will be on the west or Eighth avenue side of the big station. The great structure will be five and one-half stories above ground. There will be two stories below ground, leading to and providing for the tracks. A passenger entering the building on the east side will walk down a long incline to the first story, eighteen feet underground.

Ticket offices and waiting rooms will probably be placed on the ground floor, but some of the ticket offices are expected to be on the underground floor. On that floor will be a wide gallery overlooking the tracks. From it passengers will descend sixteen feet by stairways to the train platforms. Provision is to be made for carriage drives down to the level of the long gallery over the tracks.

The Long Island road will occupy the north half of the station and the Pennsylvania the south section. A simple switching arrangement provides for the receipt of trains on the outside tunnels and their dispatch by the Thirty-second street lines. The Thirty-second and Thirty-first street tubes can be used for direct traffic, such as through trains to Long Island points from Philadelphia or places farther west and for through trains from cities south of New York for New England points.

Two express trains that are the pride of the Pennsylvania road—the Federal and the Colonial—which run from Boston to Washington and vice versa without change, will undoubtedly go through this tunnel when the new Hell Gate bridge is completed and connection established by it between the Long Island and the New York, New Haven and Hartford roads. These trains are now ferried around New York and make no stop in that city.

NEW MEXICANS FOOLED.

Saw 'Gamble' Over the Senator's Door and Wanted a Game.

Down in the basement of the capitol at Washington there is a row of committee rooms used by members of the senate and house who cannot get better ones up stairs. Over the door of each room is painted the name of the occupant. Senator Gamble of North Dakota, while waiting for the senate painter to prepare him a sign, printed the word "Gamble" in sprightly capital letters on a large sheet of paper and pasted it on the frosted glass door.

Three visitors from New Mexico wandered past the other afternoon reading the signs on the doors, says the New York World. When they came to Senator Gamble's room, with its paper sign, one of them nudged another and said, "Let's go in and look her over." They opened the door and walked in, to the astonishment of a mild mannered young man at work at a typewriter. The three New Mexicans stood together near the door and looked around. Finally one of them said, "Where's it?"

"Where's what?" asked the young man at the typewriter.

"Why, the layout or the wheel? What's the game, and how much is a stack?"

"I don't understand you," said the young man at the typewriter.

"Aw, that's all right," said one of the party. "We're all right too. Open up, and we'll take a chance."

By this time the young man was beginning to think the visitors were crazy. He protested that he did not know what the New Mexicans meant, and they, after a whispered conversation, stalked out into the hall.

"Guess our game ain't good enough for him," was the only comment made. "But it says 'Gamble' on the sign, sure enough."

BABY QUENTIN DISSATISFIED

Youngest Roosevelt Longs For the Freedom of His Old Home.

Quentin, the youngest son of President Roosevelt, is the only member of the family who can boast the Capital City as a birthplace. He was born just prior to the Spanish-American war at 1735 N street, Washington, while his father was organizing the rough riders. He often wears a little rough rider's uniform, and the attendants of the White House must maneuver through all details whenever the infant warrior takes a notion.

Quentin does not think much of Washington as a place of residence, says the New York World. The other day he desired to walk through the flower beds on stilts. His father told him that the gardener objected. The youngster answered:

"I don't see what good it does for you to be president. There are so many things we can't do here. I wish I was home again."

New Species of Otter.

Way down in South America, from Guiana to Argentina, there has been discovered the airanha, recognized as the largest species of the otter. It grows to a length of five feet. The oddest thing about it is that its skin seems to be much too large for its body, says the Philadelphia Times. An airanha has been tamed and has a hand for its playfellow. At a certain hour the captive goes to the door of its cage and there whines and yells until turned loose in the garden, where it rushes around, barking joyously. It deftly catches the fish thrown to it and skillfully prevents the dog from appropriating any of the food.

FUTURE OF OKLAHOMA

Development of the Territory Discussed by Delegate Flynn.

TRAINS CROWDED WITH SETTLERS

Enormous Influx of Immigration Is Making the Great Southwest Rich in Capital and Resources—People Happy and Prosperous, but Want to Come Into the Union.

Delegate Dennis T. Flynn is enthusiastic over the growth and prosperity of Oklahoma. In conversation with the St. Louis Globe-Democrat's Washington correspondent he discussed the development of the territory enthusiastically. He said: "There was never such a steady flow of good people with money into any new possession of this country as has been and is today converging into Oklahoma, and the people of the east have no conception of it."

"If you don't believe it, try to get a seat in a Pullman car going through the territory. They are as crowded as the day coaches. It is impossible for the average passenger at a way station to get a seat on any train in the territory, so great is the multitude of people traveling. It is estimated that, aside from the rush of settlers, 20,000 people from the two states of Iowa and Illinois alone have come to us and bought farms inside of two years. Notwithstanding that, where the main lines formerly operated one through train each way a day there are now run to meet these conditions of immense passenger traffic."

"And what do you think of this: Many of the farms that were given to settlers as free homesteads only two years ago are now selling for \$10,000 each. There is something doing out with us."

Oklahoma has a territorial extent nearly as large as that of the great state of Ohio. It has a population of half a million. It has an assessed valuation of taxable property of \$300,000,000. It has the largest native born population of any state or territory in the Union. We boast of the largest and best public school system of any state admitted within recent years. Our climate is unsurpassed, and we can raise corn, wheat, oats, cotton, peanuts, rye, sweet potatoes and other agricultural products on the same piece of land, which is a good combination to play to for a farmer."

"The opening of the new lands under the wise and able administration of Secretary Hitchcock has added fully 100,000 new people to our population. The manner of opening these new lands was an entire change from all precedents since the government was organized and has redounded not only beneficially to the people of the territory, but to the administration as well."

"Oklahoma has more state and national banks and more money on deposit in them than any other agricultural section in the country. Brick and frame houses are being erected faster than the material can be supplied. The people are not only prosperous, but are happy. They only ask now for one right to which they are entitled, and that is statehood. We raised a surplus of 30,000,000 bushels of wheat last year, and the total crop was 40,000,000 bushels. We wear smiles with our good clothes. The various industries and occupations are all thriving and, while there has been a short cotton and corn crop by reason of the drought, an abundance of other crops and great commercial activity have prevented any stringency in financial matters."

"When we come into the Union, we will come in with colors flying. Oklahoma raises the finest staple cotton, only being surpassed by that of the south sea islands. More miles of railroad have been and are being constructed there during the past two years than in any other part of the country. The territory is fairly being gridironed by the old trunk lines as well as by new companies who want our traffic. The fruit crop, of which little is said, is one of the best. The jobbers are now using our peaches to compete with the best California brands. The prospect of the next wheat crop is very promising, and thousands of cattle are being wintered on the wheat lands. The opening of the Kiowa and Comanche country has given great impetus to the development of these rich lands, and oil and gas have already been discovered."

"I shall advocate that all future lands shall be opened to settlement in the same manner as were the last lands opened. Under the present management by the interior department the settlers are guaranteed freedom from blackmail and contest, while the counties are guaranteed freedom from indebtedness by the sale of lots in the county seat towns and the proceeds used for improvements.

"Just think of three county seats containing 320 acres in what was a wilderness on the 8th of August last bringing within twenty days thereafter about \$750,000 from the sale of lots, the money to be expended for improvements, in the counties in which they are located. And we still have several Indian reservations of several million acres of public lands, which can be entered in 160 acre tracts under the homestead law.

"Our people have the greatest personal admiration for President Roosevelt, as they think he is a man of great courage and ability, and," concluded Mr. Flynn as he disappeared within the door of the committee room, "when he signs the bill this winter making Oklahoma a state, we will love him all the more."

Several Japanese women barbers are employed in Honolulu.

WONDERFUL CAVE FOUND.

Marvels of a Prehistoric Dwelling Place in the Rockies.

A new cave that gives promise of developing into the most wonderful of its kind in the known world has been discovered in the mountains about forty-eight miles east of Butte, Mont., in Jefferson canyon, says the St. Louis Globe-Democrat. Its extent is as yet unknown, though it has been explored for a distance of ten miles and to a depth of about 300 feet. The entrance to the cave, which is near the track of the Northern Pacific railway and about 1,500 feet above the bed of the river, was discovered a few weeks ago by a hunter, and the cavern has just been explored by a party headed by J. W. Gilbert, a newspaper writer of Butte.

Mr. Gilbert returned recently with evidence of his discoveries and the wonders of the cave. Several skeletons were found in one of the many rooms and many articles and utensils of stone and copper were lying about, some of which have been brought out. The skeletons are of people of gigantic stature, and the belief of Mr. Gilbert is that the cave was the abode of a prehistoric people and that further exploration will bring to light proof of that fact and more remains of its inhabitants.

A theory is that by a sudden change and disturbance of the earth the entrance to the ancient home was closed and the inhabitants walled up and left to die. A large river, with a fall of 100 feet at one place, is one of the wonders of the cave, and a score of apartments, some hundreds of feet in extent, are decorated with the wonderful formations of nature. One room resembles the interior of a cathedral, with a gigantic pipe organ, the pipes being formed of stalactites tuned by nature to give forth beautiful notes of harmony. A member of the exploring party, by striking the pipes with a stick, played "Nearer, My God, to Thee," and the explorers declare it was the grandest music ever heard.

Access to the cave is very difficult, as a direct descent of 400 feet is necessary before any footing can be secured. Another party will shortly visit the cave fully equipped for a thorough exploration.

HEATING THE WHITE HOUSE

Open Fireplaces Made Use of by the President.

With a thought to solid comfort the architects of the White House planned an open fireplace for almost every room in the house, but not since the furnaces were put in years ago have they been generally used until the advent of President Roosevelt and his family, writes the Washington correspondent of the Philadelphia Press. Mrs. Roosevelt always has open fires in the rooms in which she receives her guests on reception days.

The president and, in fact, the entire family use the library more than has any president's family in many years, and an open fire glows on the hearth all the time. Each of the other living rooms have open grates, and they are kept in use most of the time. In the executive part of the White House the open fires also are used, and nothing so accentuates the southern air of the White House as the carrying of coal in huge scuttles from room to room to replenish the fires.

It is a matter of unceasing interest to the northern bred children of the president to watch the firemen keep the fires going. They are planning great times for Christmas, when corn popping over the bright coals will be one of their amusements.

NEGRO WORLD'S FAIR.

Company Has Been Organized and Cities Are Asked to Bid.

The Negro World's Fair company has been organized, the plan being to hold the fair some time in 1904, and cities throughout the country are being asked to bid for it, says a dispatch from Savannah to the New York Tribune. The Rev. H. N. Newsome of Opelika, Ala., is president of the organization that proposes to hold a mammoth fair for the amusement and enlightenment of the colored race. He has urged the Savannah city council to make an offer to secure the fair.

The north, east, south and west are already represented in the company. The promoters say that the fair will attract persons from the four corners of the globe and are enthusiastic for the undertaking.

For Nursing Tramp, \$5,000.

George Adams, a miner living at Shanes, near McKeesport, Pa., ten years ago was summoned to his door one cold night. A stranger was there almost famished from hunger and cold. Adams gave him food and a bed. In the morning the stranger was too ill to proceed on his way. Adams and his wife nursed him for two weeks. After he recovered the stranger, who gave his name as David Craig, left. Adams has just received a letter, according to the New York World, from a lawyer in Denver saying that Craig, who had died in that city, had left \$5,000 in his will to Adams and his wife.

The Lone Yuletide.

Where spend ye the eve of the Holy One's birth, Oh, child who hast wandered away from my hearth?

The joy of the Christmastic fills all the earth: Where pass ye the Yule of the year?

There stands a lone fir in the field of the dead, Bedecked with frost, tinsel beside thy white bed; For candles the glint of the stars overhead, But still is thy chamber and dream.

If one of you stars could but guide me to thee, I'd follow its beams to the uttermost sea; For e'en thy motherless child, I implore, And give her thy love's Christmas cheer.

—Harper's Weekly.

NEW ELECTRIC DEVICE

Present Street Railway Systems May Be Revolutionized by It.

DOES AWAY WITH TROLLEYS.

Cost of Construction Is Much Less Than the Trolley or Third Rail System—The Current Is Underground—No Danger of Live Wires From It.

A new system of operating electric street railways, which promises to revolutionize the business and do away with the dangerous and unsightly trolley wires and poles, has been invented by an electrician of Milbury, Mass., says a Boston dispatch to the St. Louis Globe-Democrat. It consists of a row of square iron boxes imbedded in the street between the tracks and fed by an underground current, ingeniously cut off when not in use and the power taken up by a shoe on the car. The boxes may be placed at a distance of ten feet, if desired, and it has been illustrated that there is no danger to horse or man in crossing or coming in contact with them.

For several months experiments have been going on in the vicinity of the car barns of the Milbury and Blackstone electric road in Milbury, where a long piece of track has been laid and an equipment of iron boxes placed between the rails, surrounded with half a dozen kinds of paving and street construction materials. No one was let into the details of the affair until the other day, owing to the fact that all the patents applied for had not been granted. Scores of street railway men and electricians have thoroughly investigated the system while it has been in operation. In every test made it has proved its success, and all the railway men have been convinced upon investigation that the new system of underground power is a marvel of inventive genius and certain to revolutionize street railroading.

Instead of feeding the current through overhead wires this system feeds it through an underground wire into a cast iron box, which is covered with manganese steel, insulated therefrom. One end of this cover is slightly elevated and rounded, but when set into the pavement is in no way an impediment to travel. Within this box is a sheet of copper, imbedded in a slate backing at one end of the box. In the center of the box and extending toward the opposite end bent at right angles and inserted into a pressed steel armature rests a solid block of insulation. The top of the armature lies within an inch or so below the underside of the cover of the box.

Underneath the car a long shoe is strung, to which is attached at regular intervals, in pairs, magnets wound for 500 volts. Attached to the shoe are plates of nonmagnetic steel which are movable and used as the contact shoe and susceptible to unevenness or rise and fall necessary to always come in contact with the boxes. When the current is on, the armature in the box is drawn up in contact with the cover of the box in such a way as to make a contact and with a sufficient surface to allow the carrying of 300 or more amperes, if required, into the motor of the car.

When a car is immediately over and the shoe is in contact with the projecting part of the box, the boxes and shoe are then alive, but as soon as the car passes from over said point the armature yields and drops by gravity to its normal condition, resting upon the block of insulation.

The cost of the construction depends entirely upon the number of boxes and amount of feed wire used to the mile. The road now in operation in Milbury is constructed with a car shoe 21 feet long and with the boxes 10 feet apart. In large cities, however, it is thought that it would be more practicable to have the boxes within 5 or 6 feet and use a shoe of 8 or 10 feet. The cost of construction is much less than the trolley system or even the third rail system, and there is less danger, as the boxes through which the power is derived are alive only when a car is over them.

One of the tests made was to set the brakes on a car containing thirty passengers and then apply the power, and to the surprise of the electricians and railroad men who were present the car moved off with ease. It has been demonstrated that a car can run up a grade of 5 per cent with 100 passengers when all the brakes are set, which is considered a remarkable test of the strength of current supplied through the boxes on the ground.

House Under the Earth.

An interesting discovery has been made on the estate of the Marquis of Zetland, in Orkney, says the London Express. Workmen came across a subterranean house about thirty-six feet long, and further explorations brought to light several signs of habitations, including the remains of ruined walls, the bones of sheep, oxen, boars, fish and whales, deer horns, stone vessels, pottery and charcoal, together with some implements fashioned from bones. The most remarkable feature in the building is that the roofing is supported by four massive pillars, each consisting of a water worn stone placed on end.

How to Quarrel With a Newspaper.

"Never quarrel with a newspaper," says Isidor Rayner, Rear Admiral Schley's lawyer, "unless you own one yourself."

A Breadwinner.

Friend—Love, your office is as hot as an oven.

Lawyer—It ought