

## GIANT TASK IN RAILROAD BUILDING

Two Carloads of Powder in a Single Blast—\$250,000 Paid for One Mile of Track—2,629 Men Employed on a Piece of Track Being Built for the Wabash System.

Cumberland, Md., May 2.—"Look out! Look out! It's going off!" was the wild cry heard a few days ago in Paw Paw, a small mountain enclave West Virginia town, on the new line of the Wabash, twenty miles east of Cumberland, when the ringing of bells and blowing of whistles gave the warning that in a few minutes the button would be pressed that would explode 8,000 pounds of giant powder in the rocky mountain side directly opposite and close to the town.

For three days the people of Paw Paw had watched men carrying can after can of powder into the tunnels dug into the face of rocks. As the number of cans disappearing in the mountain side increased the alarm of the people grew, and some in terror left the town, while those remaining filled their ears with cotton and waited for—they knew not what.

At last, when 325 cans of powder, 8,125 pounds, had been emptied in the arms extending right and left from the inner ends of the two 45-foot tunnels, wires laid and the tunnel closed, the electric button was pressed. There was a deep, rumbling report, the whole earth seemed to rock as though shaken by an earthquake and tons of rock plunged forward and toppled over into the canal and river.

### Carloads of Powder in One Blast.

Not a stone had been thrown a hundred feet toward the frenzied town, but 20,000 yards of rock had been torn from the mountain side and many precious days saved the contractors who are building the "link" connecting the Western Maryland railroad at Cherry Run with the West Virginia Central railroad at Cumberland, and thus bringing nearer realization George Gould's dream of making the Wabash railroad an ocean to ocean line.

It was only the proximity of this blast to a town that made it particularly prominent on this railroad construction that is requiring a blast for almost every foot of the roadbed, in fact it was a small one in comparison to some that have been fired. In one blast, in Sidling Hill mountain, the charge consisted of 1,400 cans of powder, just two carloads, and when it was put off rocks weighing half a ton were hurled through the air hundreds of yards, across the Potomac river and striking telegraph poles along the Baltimore & Ohio railroad broke them off close to the ground.

It is this necessity for almost continuous blasting that has done much toward making this sixty-five mile strip of railroad construction the most expensive of any built in recent years, with the single exception of the line over which the Wabash enters Pittsburgh. The cost of building the first five miles from Cumberland averaged \$250,000 a mile, and the average cost for the sixty-five miles is \$100,000 a mile. In building this connecting link, the Wabash has had to contend with an unusually large number of obstacles of a surprising variety, some placed in the way by nature, others by man.

### Tunneling Through Solid Rock.

Until the advent of the Wabash it was supposed there was no feasible route through the narrow gaps in the mountains between Cumberland and Hancock, forty miles, save those followed by the Chesapeake and Ohio canal and the Baltimore & Ohio railroad. It was this belief that has kept life in the old waterway, life sustained by the Baltimore & Ohio Railroad company to bar out any possible rival. Some years ago the Hon. Henry G. Davis, then governor of the West Virginia Central railroad, had a route surveyed through the country followed by the Wabash, but it was given up as impracticable. As a result, it is not surprising that the construction of this road is proving one of the greatest undertakings of years, requiring application of almost every method known in railroad building and the ingenuity of contractors, who have built railroads in almost every state in the union, has been taxed to the utmost.

Upon forty miles of this line there are engaged to-day 2,629 men, 300 animals, nine locomotives and nine steam shovels. For eighteen months there has been no cessation of labor and it is hoped that in eight more the work will be completed.

### Obstacles to Be Met.

An idea of the difficulties encountered can be formed from the fact that this line in forty miles crosses the Potomac river nine times, the Chesapeake & Ohio canal seven times, the Baltimore & Ohio railroad three times, passes through mountain ranges and spurs by five tunnels, varying in length from 700 feet to 4,400 feet, through ridges and hills by innumerable cuts, many of them

over fifty feet deep through solid rock and some almost a mile in length, and that a great portion of the road is being cut out of the rocky sides of mountain ranges, directly above the canal. One of the most unusual difficulties in railroad construction, and yet the most troublesome on this line has been a disposition of the earth and rock removed in making the roadbed, a difficulty arising from the fact that the Wabash follows closely the canal route. While waiting for legal right to bridge the old waterway it was necessary to push the construction work and to do this the contractors employed some striking methods.

At Welton tunnel, a mile south of Cumberland, a large wheel was placed on top of the mountain above the tunnel entrance, cables were run from the top across the river and canal to the low land, where filling was necessary, and the rock from the tunnel was carried over in a large iron bucket suspended from the cables. The laborers' camp was located on top of the mountain and the men constructed a 150-foot ladder leading up the precipitous face of rocks from the mouth of the tunnel, and this ladder they ascended and descended many times a day.

In the construction of the Indigo tunnel, a method never before employed in the East, and rarely elsewhere, is being employed. This is the greatest tunnel on the line, being 4,400 feet in length. It passes through a Sidling Hill mountain range and makes the Wabash a straight line and almost a mile in three shorter than the Baltimore & Ohio. It is being made by drilling the heading (the full width of the tunnel, twenty-four feet, and nine feet high) through from the bottom or at a grade level, and the rock will be blown down into the required height is reached. Old contractors, accustomed to driving the heading through from the top, shake their heads and pronounce this method a "costly experiment," but McArthur Bros. say the strata, Indigo shale, is just right at this tunnel for this method and are confident it will be a success. The heading is being driven from both ends at the same time and the men are within 100 feet of each other, nine feet a day being the progress made from each end. The men working from the eastern end have penetrated only eleven inches further than those coming from the western side.

### The "Stick Pile" Tunnel.

In order to cut a roadbed through the masses of rock that rise straight up from the bed of the canal it was necessary to wait until navigation closed for the year. In the meantime the holes for the blasts were all prepared and when the water was withdrawn, about a month later than ever before, thousands of pounds of powder and dynamite were exploded in these holes and the canal bed was filled with earth and rock for many miles which must be removed within the next two months.

The only place where the Wabash leaves the canal and river for any considerable distance is at Bayard, thirty-five miles east of Cumberland. After crossing the Baltimore & Ohio railroad, the river and canal, at a dizzy height on a 1,370-foot bridge, five 150-foot channel spans with viaduct approach, it strikes boldly into the mountains. After running through tremendous cuts, over deep ravines and through the Stick Pile tunnel 1,600 feet in length, it emerges from its five-mile run through the heart of the mountain at Orleans, W. Va. This is considered one of the heaviest pieces of work on the line, but here as at many other places, a comparatively straight line is secured with moderate grades and with a saving of almost a mile over the Baltimore & Ohio route.

The first work was done on this connecting link on July 21, 1903, and the contract called for its completion in eighteen months. The delay and extra work occasioned by trouble with the canal rendered its completion within contract time an impossibility. Now, October 1, is the date set for the opening of the road, but it is claimed January 1, 1906, would be a nearer date.

From Cherry Run to Hancock, ten miles, the road is completed and trains are running on it. For ten miles east of Cumberland the roadbed is ready for the rails and the three bridges are in course of erection. At numerous other places there are four and five mile stretches completed, but there remains a great amount of difficult work to be done. It is only the fact that work is being rushed day and night, regardless of weather conditions and without regard to expense, that makes safe the prediction that not later than January 1, 1906, the Wabash will have this line open for traffic.

## RISK LIVES TO GIVE AMUSEMENT

Daring Exploits of "Freaks" Who Court Death in Thrilling Feats That Make Spectators Gasp.

The daring, reckless flirting with death for the purpose of amusing the public, which has gone to such extreme lengths during the past three or four years, will this coming season reach a limit almost inconceivable to the average mind.

The "thrillers" which will thrill the public during the summer have been perfected by these "human freaks" during the past winter, and some of them have already been "put on" in New York. They are real "thrillers."

In the past few years ingenious, wild, incredible schemes have pressed on without a break, so that there has hardly been a year when the freak of one season was good enough to be the freak of the next.

The circus people themselves wonder where the nerve of the freaks is going to stop. They really thought, or rather feared, that it had reached the limit when Fitzgerald, the one-legged man, rode down an almost vertical

the building is a painted canvas moon. Opposite it is the up-tilted end of one of these loop-the-loop contrivances. The woman flies along on her wheel, darts off the very end of the dizzy road and goes spinning clean across the arena, high over head, till she strikes the moon, which opens and takes in her and her wheel.

Scarcely had the people of Europe had time to gasp at this before a Parasian woman came out with something that was indeed worthy of being called "the biggest thing yet."

So big was it that the American circus promptly went "down into its clothes" for \$5,000 a week for her and brought her over as its star attraction for the season of 1905.

This new thrilling freak is a pretty woman. Maurice de Tiers is her name.

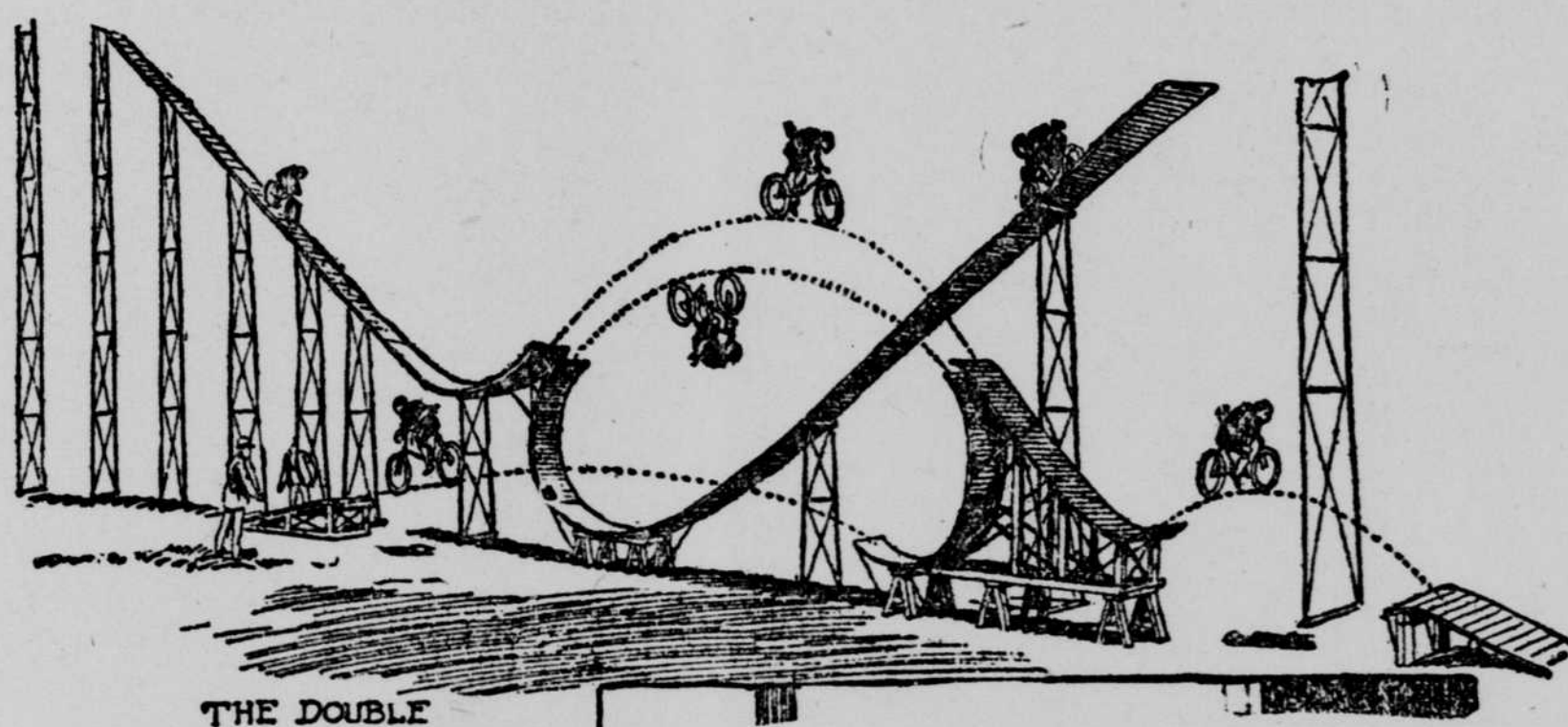
She seats herself in an automobile high in the air on the top of a skeleton structure as tall as a five-story

course. At the same instant the other rider shoots into space from the tipped end of his runway, and the two whiz by each other in mid-air.

Bang! Bang! They hit the upward pointing end of the second loop at the same moment. But they do not annihilate each other as one expects those hurtling bodies to do; one strikes the loop underneath and the other above.

The one who has been upside down whirls around below, and even as his wheel rights, he is hurled off again, once more reversing his course, to leap through the air a second time and bounce with a shock onto a platform whence he rides off onto the ground. The other in the meantime has reached the end of his runway and is also shot off and upward to a platform at the opposite side.

What next? The circus people can't imagine. But the chances are that somewhere somebody is trying to beat these two feats already with some



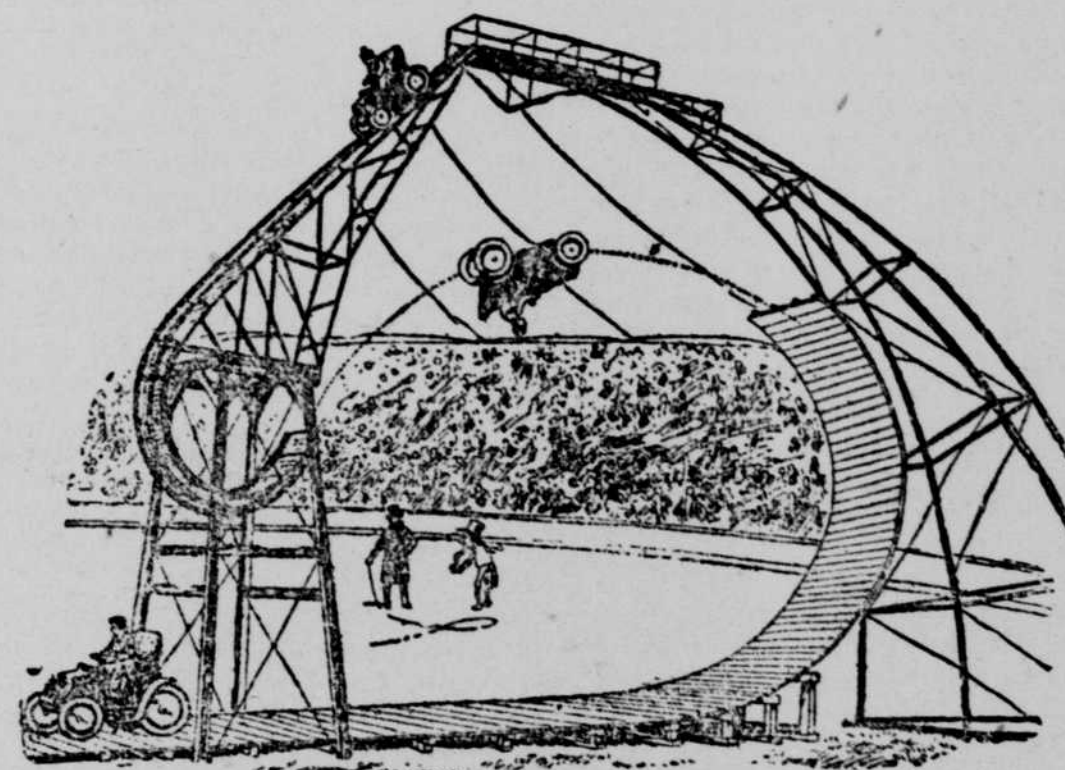
THE DOUBLE LOOP-THROUGH THE GAP

flight of stairs from the top of Madison Square Garden to the arena on a bicycle. But if they wondered what could be found to follow that thriller, they had their pains for nothing. Before the season was ended, a dozen plans were on foot to beat the act.

Fitzgerald himself beat it by going down the same terrible declivity in the next season on an automobile. His bicycle had been improved on by two men who flew the staircase on a single wheel, one standing on the other's shoulders and firing off a pistol as they sped.

Along came another man who rode in an enormous cage made of slats set widely apart. Gradually, as his velocity increased, his wheel climbed the side of the apparatus till he rode at right angles to the slats. Before long, three men were riding around in the cage. Then others found that the act would look more thrilling if the cage were lifted high in the air and had no bottom to it, so that any accident would certainly hurl the performers outward and downward like a cannon ball.

Then came the loop-the-loop freak,



"The Death Dip" in an automobile as performed by Mlle. De Tiers.

and the public said that this surely was the limit. So thought the circus people themselves. They figured that there might be some modification of the thing, but that the limit of daring mortal injury and death for wages had probably been reached at last.

Yet within two years the loop-the-loop ride was lost before the loop-the-gap ride, and in the same arena are in course of erection. At numerous other places there are four and five mile stretches completed, but there remains a great amount of difficult work to be done. It is only the fact that work is being rushed day and night, regardless of weather conditions and without regard to expense, that makes safe the prediction that not later than January 1, 1906, the Wabash will have this line open for traffic.

building. Before her the runway points almost straight down till it reaches a point about midway from the ground. There it turns inward—underneath itself, like a vast hook.

It looks as if, once started from its giddy resting place, the heavy automobile must surely flash down the incline and drop wildly off into space the moment it reaches the dip where the roadway disappears.

The machine, with the little whitened figure in it, slips downward with a roar. It dips down like lightning, still clinging to the roadway, but upside down, shoots off into the air with its occupant head down, and the next moment strikes the up-tilted segment of a wooden roadway more than thirty feet away, with a crash. Still upside down it darts down the under side of this, till, completing the circle, the thing is right side up again and goes careering along the incline to the ground.

Auto bolide, they call it. The ride lasts four seconds. It is to be done twice a day in this country. That makes eight seconds a day or forty-eight a week, which makes her salary

thing even more wildly spectacular and deadly.

### WHY RACES WERE DELAYED.

Incident Showed Folly of Present Automobile Driving.

A. F. MacDonald, who recently made at Ormond, with a 90 H. P. car, five miles in a little over three minutes, is a prudent, no less than a skilled chauffeur.

MacDonald has no patience with reckless motoring. He believes that, with ordinary care and caution, accidents might be altogether eliminated. He said the other day:

"It is a shame that horrible fatalities so often occur in automobilism. It is a shame that, at motor races, it is possible to hear what I heard not long since:

"An important race was to be run, but at the hour of starting there was some delay. The people became impatient over this delay. A man in a brown pinstrip coat accosted one of the officials, and I heard him say:

"The race was scheduled for 2, and here it is almost 3. What is the trouble? Why all this waiting?"

"The official answered politely: 'The ambulance surgeons, sir, have not yet arrived.'"

### Great Pagoda at Rangoon.

Rangoon, the principal city of Burma, grew up around the sacred spot on which is built the great Shway Dagon pagoda, one of its principal wonders. "Rising to a height of 360 feet, its size is greatly enhanced by the fact that it stands on an eminence that is itself 166 feet above the level of the city," says a writer. "It is covered with pure gold from base to summit; and once in every generation this gold is completely renewed by public subscription. Yet throughout the interval the process of regilding goes on perpetually. Pious people who seek in this way to express their veneration and to add to their store of spiritual merit climb up daily with little fluttering packets of gold leaf, which they fasten on some friction of its great surface. There is no more picturesque sight offered by it than that of a group of these golden worshippers outlined against its silken walls in the act of contributing their small quota to its splendor. The pagoda itself has no interior. It is a solid stup of brick raised over a relic chamber."

### Suit Rolls.

Suit rolls, which are something like enlarged music rolls, come as a new wrinkle to athletes, especially baseball, lawn tennis and golfing men, this season. Really they are intended to keep out wrinkles in the clothing. Besides a place for a pair of shoes, an outfit suit and shirt may be laid flat in the roll and the strapped into a neat bundle. They come of canvas or leather, with handles like those on a shawl strap.

ability of the device has not been demonstrated by usage in this country, according to the World's Work. It may be described as an ordinary telephone with a photographic attachment. While Mr. Jones is in his office the attachment is not in use, but on going out he connects it with the telephone. When someone calls for Mr. Jones over the telephone, the photographic attachment responds some thing after this fashion: "Mr. Jones is not in. This is a photographic receiver speaking. Kindly give me your message and I will give it to him on his return." On coming in Mr. Jones sees from a signal that a message is waiting him. He takes the receiver and the photograph delivers the messages (perhaps there are many) that have been confided to it.

University Faculty Colony. A Stanford university faculty colony is to be started at Carmel-by-the-Sea, southern California. Among those who build summer homes there are President Jordan, Professors Gilbert, Stillman, Fish, Pierce, Meritt, Elmore and Cannon and Mrs. W. A. Kimbrell.

### Remarkable Menagerie.

Paula Edwards recently received the following letter, which is evidently the work of some polite lunatic:

"Dear Miss Edwards: Knowing you to be interested in anything novel in theatrical entertainment, I should like to make an appointment to show you my collection of trained circus. They have the well known flea circus. The star of the company is a typhoid fever bacillus, named Mike, who can stand on all seven of his hands and whistle 'Home, Sweet Home' through his teeth. I have also two young measles microbes who do a sister act and a family of diphtheria bacilli, the youngest of which can tuck his limbs under his neck and sit on both ears at once. The performance can be given on a stage two inches square. Kindly let me know when and where you will see me."—Minneapolis Times.

### Telephoning to a Phonograph.

The disadvantages inevitable in telephoning have been partially overcome by an instrument of foreign make—though the general service

## FOOD VALUE OF FRUIT

Prejudice Against Its Liberal Use Is Result of Erroneous Notions.

There are many popular but unfounded prejudices against the dietetic use of fruits. It is generally supposed, for example, that fruits are conducive to bowel disorders, and that they are especially prone to produce indigestion if taken at the last meal. The truth is the very opposite of these notions. An exclusive diet of fruit is one of the best-known remedies for chronic bowel disorders. During the late war, large numbers of the soldiers suffering from chronic dysentery were in several instances rapidly cured when abundantly supplied with ripe peaches. Fruit juice may be advantageously used in both acute and chronic bowel disorders. Care must be taken, however, to avoid fruit juices which contain a large amount of cane sugar. Juices of sweet fruits should be employed, or a mixture of sour and sweet fruit juices, or acid fruit juice may be sweetened with malt honey or melrose, a natural sweet produced from cereals. Raisins, figs, prunes, sweet apples and pears may be mixed with sour fruits.

Indigestion sometimes results from the use of fruits in combination with a variety of other food substances; but fruits taken alone constitute the best possible menu for the last meal of the day. The combination of fruit, sugar, cream, bread, butter, cake and pie may well produce bad dreams and a bad taste in the mouth in the morning. The use of fresh or stewed fruit alone without any addition whatever will produce no disturbance, and will leave no unpleasant effects behind to be regretted in the morning. Very acid fruits sometimes disagree with persons who have an excess of acid and those who are suffering from chronic inflammation of the stomach; but with these exceptions, there is almost no case in which fruit may not be advantageously used.

The notion that acid fruits must be avoided by rheumatics is another error which is based on inaccurate observations. The fact is, rheumatics are greatly benefited by the use of fruit. At the same time they should abstain from the use of flesh foods of all sorts, beef tea and animal broths, and all meat preparations, also tea and coffee, as well as alcohol and tobacco. It is, of course, possible for one to take an excess of acids, as one may take an excess of starch or any other food substance. Vegetable acids differ from mineral acids in the fact that they do not accumulate in the body, but are assimilated or utilized in the same way as sugar and allied substances.

### Very Dissipated.

There are a good many persons who might be said to be dissipated and "all broke up" according to the Japanese use of the word, illustrated in the following anecdote:

"They are telling in Boston of two or three Japanese students of rank who have been in the habit of dining each Sunday at the residence of one of the prominent citizens of the Hub. On a recent Sunday one was absent, and when the host asked why, one of the guests said solemnly: 'Oh, he cannot come. He very, very dissipated.' The host thought it best not to make any further inquiry at the time, but after the meal he ventured to ask the same young man in private, 'You say Mr. Nim Shi is not well?'

"No, he not very well—he very dissipated." "He hasn't been drinking?" "Oh, no, no! he no drunk." "Not gambling?" "No, no gamble." "May I ask what he has been doing, then?" "Oh, he very dissipated. He eat sponge cake all the time—he all broke up now."

### Frances Willard and Fashionable Dress.

Said Frances Willard in one of her last addresses, speaking of the advancement and present status of women:

"But be it remembered that until woman comes to her kingdom physically she will never really come at all. Created to be well and strong and beautiful, she long ago sacrificed her constitution, and has ever since been living on her by-laws." She has made of herself an hourglass, whose sands of life passed quickly by. She has walked when she should have run, sat when she should have walked, and lain when she should have sat. She has allowed herself to become a mere lay figure upon which could be fastened any hump or hoop or farthingale that fashion-mongers show; and oftentimes her head is a mere torch ball upon which milliners may perch whatever they please—be it a bird of paradise, or beast or creeping thing. She has bedazzled her senseless long skirts in whatever combina-

### Unappreciative.

Hon. R. G. Cousins, of Iowa, who is proudly known throughout his native State as "Our Bob," recently strolled into a barber shop for his customary shave. While the barber wielded the razor over the face of the eloquent Congressman, he hummed, plaintively and pathetically, "That Little Old Red Shawl My Mother Wore." When he had finished his work, Mr. Cousins slowly arose from the chair and handed him a quarter, saying in his characteristic lazy drawl: "Just keep the change and go and buy your mother a new shawl."—Philadelphia Ledger.

### No "Soft" Snaps in Life.

Whenever I see a youth looking for "a soft snap," I pity him. There can be no doubt where he will end, if he does not change his tactics. If he does not brace up, take stock of himself, and put vim and purpose and energy into his life, he will surely join the great army of the "might-have-beens."—O. S. Marden, in "Success Magazine."

tion of filth the street presented, submitting to a motion the most awkward and degrading known to the entire animal kingdom, for Nature has endowed all others that carry trains and trails with the power of lifting them without turning in their tracks, but a fashionable woman pays lowliest obeisance to what follows in her own wake; and, as she does so, cuts the most grotesque figure outside a jumping jack. She is a creature born to the beauty and freedom of Diana, but she is swathed by her skirts, splintered by her stays, bandaged by her tight waist, and pinioned by her sleeves until—alas, that I should live to say it!—a trusted turkey or a spitted goose are her most appropriate emblems."

### A Substitute for Leather.

An English inventor has devised a perfect substitute for leather which can be used for boots, shoes and for every other purpose for which leather is employed. The new tissue is called wolfit. It is being extensively used in England, having been adopted by the London Shoe Company especially for walking shoes on account of its coolness and its lightness. Wolfit is more durable than leather and is much more waterproof, while at the same time more porous, which makes it a nonconductor, and to a large degree obviates the necessity for wearing rubbers which are needed by one whose feet are clad with leather only when the slush and mud is so deep that the feet are half buried at every step.

### Food Value of Eggs.

Eggs are a very nourishing food and represent two important elements, fats and proteins, in an easily assimilated form. A single egg weighs about one and one-half ounces, of which one ounce is white, or pure albumin, and one-half ounce yolk. The nutritive value of the yolk is greater than that of the white, though its bulk and weight are smaller. Its solid constituents are about one half of its fat. Fresh eggs, properly prepared, are readily digestible. The best mode of preparation is whipped raw, or cooked for twenty or thirty minutes at a temperature of about 160° (curdled). The yolks are more easily digested when boiled hard, and the whites are also easily digested when hard boiled, providing care is used to reduce the coagulated white to minute particles which may readily be dissolved by the gastric juice.

A single egg is equal in value to a dozen oysters.

### RECIPES.

Mashed Peas With Nuts.—Soak a pint of Scotch peas overnight in cold water. In the morning drain and put them to cook in warm water. Cook slowly until perfectly tender, allowing them to simmer very gently toward the last until they become as dry as possible. Put through a colander to remove the skins. Cook the peanuts separately, drain from the juice, rub through a colander, and add to the peas. Beat well together, season with salt, turn into an earthen or granite ware pudding dish, smooth the top, and bake in a moderate oven until dry and mealy. If preferred, one-third toasted bread crumbs may be used with the peas and a less proportion of nuts. Serve hot like mashed potato.

Graham Gems.—Place one pint of cold water in a crock, add one egg; beat water, egg and a pinch of salt together. Then add 1½ cups of white flour and ¾ cup of graham flour, beat thoroughly, and bake in a quick oven.

Irish Corn Soup.—Take one pint of slice potato cooked until tender, add one pint of corn pulp obtained by rubbing cooked dried corn through a colander. Season with salt, add water to make a proper consistency, reheat, and serve.

Split-Pea Soup.—For each quart of soup desired, simmer one cup of split peas very slowly in three pints of boiling water for six hours or until thoroughly dissolved. When done, rub through a colander, add salt and a slice of onion to flavor. Reheat and season with one-half cup of thin cream or a spoonful of nut meal prepared as directed below. Remove the slice of onion with a fork. Serve hot with croissants.

Baked Parsnips.—Wash, scrape and divide; drop into boiling water, a little more than sufficient to cook them, and boil gently till thoroughly tender. There should remain about one-half pint of the liquor when the parsnips are done. Arrange on an earthen plate or shallow pudding-dish, not more than one layer deep; cover with the juice and bake, basting frequently until the juice is all absorbed and the parsnips delicately browned. Serve at once.

### In Spite of the Academy.

While that body of literary sentimentalists known as the French academy refused to gild the declining years of Jules Verne with an election to the coveted hall of immortals, this rarely gifted writer will survive in worldwide appreciation long after the puling poets and itching love analysts who rejected him have been forgotten. Jules Verne was great beyond the line posts of a single country. The author of "Twenty Thousand Leagues Under the Sea," "Around the World in Eighty Days" and half a hundred other delightful books may not measure up to the standard of emasculated driven by the academy, but it must have been a satisfaction to the stricken author to know that the world had placed upon his brow the laurel of success.—Kansas City Journal.

Japanese Generals Are Christians. Gen. Nogi and Gen. Kuroki are members of the Presbyterian church, and Field Marshal Oyama's wife is also a member in good standing of that denomination. Admiral Togo is a Roman Catholic.

### Parent Stock of Europe's Kings.

It is quite true, although it is little known, that nearly every sovereign in Europe is not only kinsman to King Edward, but is descended from our English kings. In fact, eleven of them are direct descendants of James I. The kings of Spain and Portugal spring lineally from King James through his son, the first Charles; while the sovereigns of England, Germany, Russia, Austria, Italy, Denmark, Belgium, Greece and Holland all come from James I's daughter Elizabeth, who married Frederick V., Elector Palatine. A future King of Sweden and Norway will soon join the throne through his wife, Princess Margaret of Connaught, and some day the only European ruler who will not be in a sense British will be the Sultan of Turkey.—English Exchange.

### Admires Washerwomen's Trimite.

Among the things most admired by Queen Alexandra on her recent visit to Gibraltar were two wonderful triumphal arches of clothes baskets erected by the washerwomen of the town.

### Industrious American Consuls.

They are always investigating, inquiring and wanting to know. They are not content merely to send to the department perfunctory reports of official returns of imports and exports or mere tables of figures (although these as matters of routine are not ignored), but they delve into obscure places, they compare and contrast, they offer their advice and suggestions freely and the department allows them full scope. How much the consul's report is "edited" before it is made public, or how often it never is made public, no one, of course, outside the department has any means of knowing, but the daily bulletin issued containing these reports, which is given wide and gratuitous distribution, shows that the American consular corps is industrious and intelligent.—London Post.

### Canal Lessens Distance.

By Cape Horn the distance between New York and San Francisco is about 14,800 miles. The Panama canal will reduce this to something less than 8,000.