

measure up to the standard of Ohio's senatorial stature, but falls grotesquely short."

PPROMPTED BY THE INCREASING NUMBER of railway accidents, the Interborough company of New York is now having built for use in a subway a number of steel cars. The first of these cars has been delivered and is described in an interesting way by a writer in the Street Railway Journal. This writer says: "The new car is intended to be absolutely fireproof, and to insure this it has been constructed entirely of metal, transite board, and asbestos. No inflammable material whatever enters into the construction of the car body itself. In fact, the seats are the only part of the car, or its furnishings, which are of wood, and it has been determined to replace these by pressed steel frames as soon as they can be provided. The new car differs materially in appearance from the copper-sheathed wooden coaches already built for the subway. It will be remembered that the sides of the latter slope toward the roof, giving them rather an unusual appearance, but in the new car the usual form of construction was followed, as it was found that steel-framing resulted in economy of space so that approximately the same interior width at the floor as in the wooden cars could be secured without encroaching upon clearance."

ACCORDING TO THIS SAME AUTHORITY this steel car is of the same dimensions as the wooden car, has the same capacity and in general design follows similar lines. The car-framing is unusually heavy, and the body weighs about two tons more than the wooden cars. A number of modifications will be made, however, based upon the experience gained in building this car, by which the weight can be reduced without sacrificing structural strength, thus making the steel car approximately the same weight as a wooden car. The car body is double lined, and is built of steel and asbestos composition. The sides are covered with steel plates, and the outside roof is of transite board. The inside lining is of electrobestos, the ceiling being covered with stamped sheet steel. Electrobestos is also used for the under panels, and the moldings throughout are of copper. The flooring is of corrugated steel covered with monolithic composition. Longitudinal seats have iron frames covered with cushions, but the cross-seat frames, as already mentioned, are of wood, and are the same type as those used in the regular cars, but these will be replaced by pressed steel frames as soon as the latter are completed.

NEW COMPLICATIONS HAVE NOW ARISEN in Paris concerning the Panama canal which are attracting considerable attention at Washington. The proceedings brought before the Paris court threaten to delay canal construction, but the Washington correspondent for the Chicago Chronicle says that a United States senator has made the following statement: "The administration will wait a reasonable time for the stockholders and bondholders and all others interested in the Panama canal to reach the same conclusion that their interests lie in transferring their property to this government. If after a reasonable time they still persist in a course that is calculated to prevent the accomplishment of our purpose to build the canal the work of construction will be begun. No attention will be paid to suits or holdups or anything else. This government will take possession of the canal strip and the canal itself. The \$40,000,000 purchase money will be deposited in the sub-treasury and the canal company, through its authorized agents, can come and get it whenever they please." When this senator was asked what would be considered reasonable time, he replied that he was not prepared to say, but that it would not be a very long time. It is further announced that the government will send agents to Paris for the purpose of protecting the interests of the United States.

THE MILLION DOLLAR HOME IN THE SUBURBS for the president and the increase of his salary to \$75,000 a year are the latest steps toward extravagance fathered by republican leaders very close to the present occupant of the White house, according to Joseph Ohl, Washington correspondent for the Atlanta Constitution. Mr. Ohl says that these propositions, coming as they do coincident with an appropriation of \$90,000 for new stables to guard against the Roosevelt horses contracting colds, have served to direct attention to the unwonted extravagance which has marked every phase of the Roosevelt administration. "The wiser republican political

ians," says Mr. Ohl, "are manifesting no little alarm over these developments, since they realize that such evidences of extravagance may prove a dangerous weapon in the hands of their opponents in a campaign before the people, and there is much effort in consequence to cover up the facts."

UNDER THE ROOSEVELT ADMINISTRATION, Mr. Ohl says that one is astounded to read the cost the nation has been forced to pay for these extras. He explains: "First, an appropriation of \$475,445 was slipped into the sundry civil service bill in June, 1902, to cover the cost of this so-called 'restoration.' Instead of calling on the army of architects which the government employs for the construction of its public buildings throughout the country, and which numbers in its ranks some of the leading architects in the United States, \$65,000 was paid to a New York firm, the head of which had the good fortune to be a personal friend of the then secretary of war, Mr. Root, to furnish the plans for what proved to be the most flagrant piece of vandalism which any president has ever had the nerve to commit upon one of the treasured traditions of this country. But this sum was not enough, and from time to time the general appropriation for the 'restoration' was increased, until it aggregated \$650,000. Nor does this include the \$65,000 appropriated for the president's horses, nor the \$90,000 which congress only several days ago was asked to appropriate to build new stables."

IT HAS BEEN SAID BY THIS SAME CORRESPONDENT that in the White house there is a gilded piano costing \$15,000; a rug which was made in India at the president's request and which is said to be the largest rug in the world; a number of chairs scattered carelessly about that cost \$400 each; of costly cut glass there is an extravagant abundance; yards and yards of the most expensive carpets have been bought. In the places where the famous paintings of Lincoln, Washington, Jefferson and other famous Americans once hung, there now are seen stuffed heads of a grizzly bear, two antelopes, two bisons and several other animals. Pictures of the president and of General Leonard Wood fill up other niches formerly occupied by the paintings of really great men.

THE PRESIDENT HAS ALSO ASKED CONGRESS to appropriate \$140,000 to cover the cost of servants, flowers, and other luxuries. Mr. Ohl says that at a recent musicale at the White house 2,800 electric lights were used in the illumination, and he adds: "This is nearly one-third as many as was used in the illumination of Chicago along the line of march on State street, from Harrison to Lake, when President McKinley was the guest of the Windy City, on October 9, 1899. Nor is this abandonment of simplicity confined to the furnishings of the White house. There was a time when one army officer, assigned to duty at the White house, could easily attend to the superintending of the society functions, and he had the title of superintendent of public buildings and grounds. But now, in addition to this, there is a major domo, Major McCawley, whose word in matters of etiquette is law. Assisting him are nine officers of the army, navy and marine corps, who must always appear in full uniform when they go to the White house, and the major still finds this number insufficient. It is all this and a great deal more that is causing conservative republicans to ask: 'What are we coming to?'"

FIGURES SHOWING THE PROGRESS OF the Roosevelt boom are presented by the New York Tribune. The Tribune says there are 115 delegates and 96 have been instructed for Roosevelt. The states and territories that have instructed for Roosevelt are as follows: Alaska 6, Alabama 4, Florida 10, Georgia 8, Illinois 2, Indiana 6, Kansas 10, Louisiana 2, Mississippi 2, Missouri 6, Ohio 2, Pennsylvania 4, South Carolina 14, Texas 6, Virginia 12, Wisconsin 2; total, 96. The states in which some delegates have been chosen without instructions are as follows: Georgia 2, Illinois 2, Kansas 2, New York 2, Ohio 2, Virginia 8, West Virginia 2; total, 20. State and territory conventions of the republican party will be held at the following places on the following dates: Alabama, Birmingham, May 10; Arkansas, Little Rock, May 17, Delaware, Dover, March 16; Georgia, Atlanta, March 23; Idaho, Pocatello, May 10; Illinois, Springfield, May 12; Indian Territory, Claremore, March 17; Indiana, Indianapolis, April 28; Iowa, Des Moines, May 18; Kansas,

Wichita, March 9; Louisiana, New Orleans, May 3; Maine, Augusta, April 4; Michigan, Grand Rapids, May 18; Minnesota, Minneapolis, March 17; Mississippi, Jackson, March 23; Missouri, Kansas City, March 22; Montana, Helena, April 12; Nebraska, Lincoln, March 22; New Mexico, Silver Creek, April 13; New York, New York city, April 12; North Carolina, Greensboro, May 18; Oklahoma, Guthrie, April 7; Oregon, Portland, April 14; Pennsylvania, Harrisburg, April 6; Tennessee, Nashville, April 7; Texas, Dallas, March 22; Vermont, Burlington, April 20; Washington, Tacoma, May 11; West Virginia, Charleston, April 14.

CHARLES J. BONAPARTE AND CLINTON R. Woodruff, who were appointed to investigate charges made against the Dawes commission on the ground of alleged mismanagement in Indian Territory affairs, have submitted a report in which they condemn the conduct of President Bixbey and Commissioners Wright and Needles of that body. Referring to this report, the Brooklyn Eagle says: "The report does not, so far as we know, accuse these officials of dishonesty, but it states that their connection with land companies is calculated to bring them under suspicion. That these members of the commission are still interested in land deals has not been denied. The report of the investigating committee recommends that no man concerned in the administration of Indian affairs shall be permitted to retain his association with any corporation doing business in Indian territory. This is a sensible suggestion and it is to be hoped that the interdiction given to it by Secretary Hitchcock will be properly effective. As to the difference of opinion between Mr. Hitchcock and Messrs. Bonaparte and Woodruff regarding the abolition of the Dawes commission we are inclined to think that the commission could well be dispensed with."

WHAT HAS FOLLOWED THE COAL strike? is the question dealt with by Mr. Guy Warfield in an article in The World's Work. Mr. Warfield shows that there was a deficit of twenty-five million tons of coal on account of the strike and he estimates the loss in wages at twenty-five million dollars. He says that the highest possible estimate of the increase of wages under the award made by the coal strike condition is 18 per cent. The wage cost of mining is placed at \$1.18 per ton, the total cost at \$2.18; the average selling price at tidewater has gone from \$3.60 to \$4.90. Mr. Warfield adds: "At \$4.90 per ton, with the cost of production \$2.18, the operators' profits today may be estimated at \$2.72. At \$3.60 per ton, with the cost of production at \$2, their profits before the strike were about \$1.60 per ton, or about \$1.12 less than now. Since the settlement of the strike the coal companies have produced more than 70,000,000 tons of coal, which have been distributed in the market for something in excess of \$75,000,000 more than would have been received by the operators at the prices prevailing before the strike."

COMMENTING UPON MR. WARFIELD'S showing, the Chicago Record-Herald says that the consumers have been penalized in two ways. They have not only been forced to pay the cost of the strike, with an added tribute of profits to the anthracite operators and coal roads, but have been compelled also to pay the enhanced price for soft coal when they took to that as an alternative. If the conditions could be explained by the ordinary play of supply and demand a protest would of course be meaningless, but it is obvious that the natural law is being interfered with. For present purposes the supply may be said to be illimitable, and if there were a healthy competition the selling price would come much nearer the cost of production. Moreover, although the anthracite operators have stated that there was a check upon them in the output of the bituminous mines, it appears that it works only in this way: A difference of price is decided upon merely according to the strength of the desire for the hard coal. When it is fixed at a high figure, soft coal advances as far as it can go without losing its market to the more desirable article. But it is a notorious fact that anthracite prices are determined for the season with graded increases by arbitrary fiat. The people are dealing always with an insolent monopoly, which has been growing more and more odious during the last four or five years, and which has resorted this season to outrageous exactions. If, however, there can be no doubt on this point, neither can there be any doubt that its fuel is steadily increasing the flames of the anti-trust agitation.