



A Guthrie, Okla., dispatch says: "The special census of the new state was substantially finished tonight when the population of the two territories with four districts lacking (one in Cimaron, one in Roger Mills, and two in McCurtain county) was announced by Census Supervisor Hunt as follows: Oklahoma territory (two districts lacking) 718,765; Indian territory (two districts lacking) 689,967. Total (four districts lacking) 1,408,732."

The Amalgamated Copper company announces that it will shut down its mines near Butte, Mont. They say that over production is the cause. H. H. Rogers of the Standard Oil company is president of the Amalgamated. Mr. Rogers is reported to be seriously ill.

Mrs. Taft, mother of the secretary of war, who has been seriously ill is now much improved and will recover.

A Philadelphia dispatch says: "Judges Willson and Audenried in common pleas court this afternoon declared unconstitutional the two-cent railroad fare law passed by the last legislature. The case upon which the decision was made will at once be taken to the state supreme court. The two-cent fare law was enacted by the legislature as a result of agitation during the last political campaign, all parties pledging themselves in favor of such legislation. The railroads, led by the Pennsylvania and the Reading, made a strong fight against the enactment, but both branches of the legislature passed the bill with practically an unanimous vote. The act was to go into effect October 1."

A St. Paul, Minn., dispatch follows: "In the hearing before Judge Lochren in the United States court today E. S. Robert, attorney for the Northern Pacific Railway company, asked for leave to file an amended

FOUND OUT

A Trained Nurse Made Discovery

No one is in better position to know the value of food and drink than a trained nurse.

Speaking of coffee, a nurse of Wilkes Barre, Pa., writes: "I used to drink strong coffee myself, and suffered greatly from headaches and indigestion. While on a visit to my brothers I had a good chance to try Postum Food Coffee, for they drank it altogether in place of ordinary coffee. In two weeks after using Postum I found I was much benefited and finally my headaches disappeared and also the indigestion."

"Naturally I have since used Postum among my patients, and have noticed a marked benefit where coffee has been left off and Postum used.

"I observed a curious fact about Postum when used among mothers. It greatly helps the flow of milk in cases where coffee is inclined to dry it up, and where tea causes nervousness.

"I find trouble in getting servants to make Postum properly. They most always serve it before it has been boiled long enough. It should be boiled 15 to 20 minutes after boiling begins and served with cream, when it is certainly a delicious beverage." Read "The Road to Wellville" in pkgs. "There's a Reason."

petition in the fight of the railroads against the two-cent fare and reduced freight rates enacted by the Minnesota legislature. He had admitted that the states had a right to regulate interstate transportation, but argued that in a matter involving also transportation beyond the confines of the state the state's authority ceased. Judge Lochren heard Mr. Robert through and then informed him that he had no case."

Charles G. Burton of Nevada, Mo., was elected commander-in-chief of the G. A. R., in session at Saratoga, New York.

A Waterbury, Conn., dispatch carried by the Associated Press follows: "Representative George L. Lilley, member of the house naval affairs committee, who has been criticised because of his outspoken attitude on Charleston harbor, has written an open letter in which he says: "If I had the supreme law-making power in this country the only crime punishable with death would be that of grafting. Murder would receive secondary consideration. Any man who sits as a member of the committee on naval affairs and uses his efforts to obtain an appropriation for some tumble down navy yard in his district, to the end that he may provide well paid jobs for his constituents, is grafting. Not a single dollar may touch his hands, but just the same he is grafting—grafting out of the United States government which he is promised to serve and sworn to serve."

Walter Wellman met with a mishap on his airship flight to the north pole. He returns to this country and he announces that he will again make the effort, having demonstrated to his satisfaction that it is a feasible plan.

A great fire took place at Hakodate, Japan. A powder magazine exploded, thirteen houses were burned and 300 lives lost.

A head-on collision occurred near Canaan Station, Vt., and twenty-four persons were killed and twenty-seven others seriously injured.

A cablegram from Paris says: "The increasing indignation of the masses against the escape from the guillotine of Soleillant, known as the 'monstrous violator and murderer,' whose sentence to death for the atrocious murder of a twelve-year-old girl was commuted last week by President Fallieres to life imprisonment, was expressed today in a series of the most curious public manifestations that have occurred in France in a long time. The demonstration, despite the fact that several arrests were made, was almost entirely an orderly one. Many women participated. It was organized not so much against Soleillant as to express the voice of the populace against the wave of unspeakable crimes committed on little girls, which lately has increased to an alarming degree, and which, it is feared, the commutation of the sentence of Soleillant will only stimulate."

An interesting dispatch from New York follows: "A new steamship record for time aboard ship between Europe and New York was made by the Cunard line's new giant turbine

ship, the Lusitania, which arrived here today. The Lusitania left Queenstown, the nearest trans-Atlantic port to New York, at 12:10 p. m. Sunday, and arrived at the Sandy Hook lightship at 8:05 a. m., today, making the time for the trip five days and fifty-four minutes. This is six hours and twenty-nine minutes better than the previous Queens-town-New York record of five days, seven hours and twenty-three minutes, held by the Lucania of the same line. While the Lusitania has made a new record for the time a passenger is actually on board ship, she has not beaten the average speed per hour recorded both by the Kaiser Wilhelm II., which has made 23.58 knots per hour from New York to Plymouth, and the Deutschland, with a record of 23.51 knots per hour to Plymouth. The Lusitania's speed per hour on her maiden voyage is 23.01 knots per hour. The new ship was decked with flags and bunting when she made her appearance off Sandy Hook this morning, her four big red funnels lending color to the picture which was marred by the prevailing haze. A good sight of the beautiful vessel was had from shore for only a short while."

The interstate commission has made public an abstract of its nineteenth annual statistical report covering the year ending June 30, 1906, showing the par value of railway capital outstanding was \$14,570,421,478 or \$67,936 per mile of the railways in the United States. Of this, over 33 per cent paid no dividends. Of the railroad stock outstanding, \$2,257,175,030 were so reported. The aggregate gross earnings from the operated mileage of

222,340 miles of lines were \$2,325,765,167, being \$243,282,761 greater than in 1905. Their operating expenses were \$1,536,877,271 or \$146,275,119 more than in 1905. The net earnings aggregated \$788,887,896, an increase of \$97,007,642. The net earnings per mile of line averaged \$3,548. The income attributable to other sources than operating reached \$256,639,591. Deducting fixed and other charges the report says \$385,186,328 is the net income for the year available for dividends or surplus. There were 977,507,838 passengers carried, an increase of over 60,000,000 and 1,641,374,219 tons of freight carried, an increase of over 202,000,000. The average revenue per passenger per mile was 2.002 cents. The earnings per train per mile increased both for passenger and freight trains and the average cost of running a train one mile increased. The ratio of operating expenses to earnings was over 66 per cent. The report shows 10,168 persons killed and 97,706 injured. There was a total of 1,521,355 persons on the pay roll."

FORESTRY AND THE TARIFF

The forestry question? Judge Baker went a long way toward solving it when he introduced at the national irrigation congress the resolution calling for the repeal of the tariff duties on lumber and timber. The congress may do a public service by adopting that resolution. These duties get nearer every day to the point where moderate people, with no disposition to be emotional or hysterical, can justly call them the crowning crime of the sacred schedules.—Springfield Republican.

The Making of Men in the Navy

The United States Navy offers the opportunity for finer training, mental and physical, and more certain promotion, than any other occupation. It is easy for the young man of good habits and ability to secure a warrant position by promotion through the petty officer ratings and passing a reasonable examination.

A warrant officer, beginning at \$1200, sea-pay, receives \$1800 after twelve years' service, and can retire at 62 years of age with independent pay for life. The

U.S. Navy

needs young men of good health and character, who can be promoted to fill vacancies. Applicants must be American citizens between 17 and 35 years of age.

Term of enlistment four years. Pay, \$16.00 to \$70.00 per month, including board, medical attendance and clothing allowance at first enlistment. No experience necessary, but electricians, machinists or skilled mechanics can enlist at higher ratings and secure more rapid promotion.

Personal application can be made at Navy Recruiting Stations in various cities, or full information of how and where to join the Navy may be had by writing

BUREAU OF NAVIGATION

NAVY DEPARTMENT, Box 2, WASHINGTON, D. C.