

SOCIETY

Pleasures of the Week.

Mrs. A. Lagger gave two very pretty 1 o'clock luncheons on Wednesday and Thursday. Twenty guests each day were seated at small tables and served to a delicious lunch. A pleasant visit followed. Mr. and Mrs. Lagger are to leave Norfolk the first of August to locate in Texas. Having lived in Norfolk eight years they have many friends who regret their leaving.

Mrs. P. H. Salter entertained at bridge on Thursday afternoon in honor of Mrs. Rex Nicholson of Toronto, Canada. The honors fell to Mrs. N. A. Huse and Mrs. C. R. Allen. Mrs. Salter served dainty refreshments at the close of the games. Mrs. H. A. Mitchell of Red Oak, Ia., and Mrs. C. R. Allen of Durant, Okla., were out-of-town guests.

Mrs. N. A. Huse entertained a company of fourteen ladies at a 1 o'clock luncheon on Friday in honor of Mrs. C. R. Allen of Durant, Okla., and Mrs. H. A. Mitchell of Red Oak, Ia. Bridge furnished amusement for the afternoon the high score prize going to Mrs. Kline of Lincoln. The all-cut prize fell to Mrs. C. E. Burnham.

Miss Mattie Davenport entertained a jolly crowd of sixteen young people on Thursday evening complimentary to her niece, Miss Florence Davenport, of Sioux City. The hostess served a nice refreshment during the evening.

Mr. and Mrs. N. A. Rainbolt entertained a very few friends at dinner Tuesday evening for Mr. and Mrs. D. Mathewson, who left Thursday for an extended visit in New England.

The Ladies Aid society of the First Methodist Episcopal church met at 2 o'clock Thursday at the home of Mrs. C. E. Doughty, 604 South Ninth street. Refreshments were served.

Miss Lois Logan was hostess at a small picnic supper party at the Country club on Thursday. Miss Genevieve Myers of Oakland, Neb., was the honored guest.

Personals.

Mr. and Mrs. James A. Kline of Lincoln are in Norfolk guests in the home of their daughter, Mrs. Y. B. Hoffman on Norfolk avenue. Mr. Kline is state bank examiner and so combines business with pleasure.

Mack Harding of Omaha is in Norfolk for a short visit with his grandmother, Mrs. M. A. McMillan. Mr. Harding sails early in August for Berlin, where he will attend the university the coming year.

The many friends of Mrs. D. Baum will be pleased to know she is improving rapidly. Mr. Baum writes from Rochester that she is sitting up and hopes to leave the hospital the first of next week.

Mr. and Mrs. Ben Treat of Monroe, Wis., spent Thursday in Norfolk guests of Mrs. Elsie Desmond. Mr. and Mrs. Treat were enroute to Knox county where Mr. Treat owns a large tract of land.

Miss Helen Marquardt returned Wednesday from a two weeks vacation spent with Mr. and Mrs. Frank Twiss at Pierre, S. D. Mr. Twiss is manager of the Locke hotel.

Mr. and Mrs. C. H. Reynolds and Dr. and Mrs. P. H. Salter went to Omaha Friday night to spend Sunday with Mr. and Mrs. W. H. Bucholz.

Mrs. C. R. Allen of Durant, Okla., came over from Hawarden, Ia., on Wednesday for a two weeks visit with Mr. and Mrs. W. N. Huse.

Mr. and Mrs. Edward Killian and two children of Wahoo, Neb., have been guests during the past week of Mr. and Mrs. A. L. Killian.

Miss Louise Willis has returned from a visit of several weeks with her sister, Mr. W. M. Rainbolt, in Omaha.

Mrs. C. R. Cox, Mrs. J. I. Zook and Mrs. Fred Ellerbrock took in Ringling Bros. circus at Fremont Thursday.

Mrs. J. S. McClary returned Tuesday from a visit with her daughter, Mrs. L. M. Keene, at Fremont.

Mr. and Mrs. Sol G. Mayer are enjoying a visit from his sister, Mrs. Brooks of New York City.

Mrs. A. H. Viele went to Niobrara this morning for a visit with her daughter, Mrs. Marshall.

Mrs. H. G. Correll of Plainview was the guest of Mrs. C. H. Reynolds during the week.

Mrs. R. E. Thurber of Missouri Valley, Ia., came up Thursday for a short visit.

Miss Genevieve Myers of Oakland, Neb., is visiting her cousin, Miss Lois Logan.

Rev. C. W. Ray goes to Colorado Springs on a vacation trip July 26.

Miss Dorothy Boas of Sioux City is visiting Miss Bernice Gow.

Miss Mamie Hirsch left today to visit her aunt in Omaha.

Daniels-Sharpless.

The following account of the wedding of J. Meredith Daniels and Miss Elizabeth Sharpless, both former Norfolk young people, is taken from the Fergus Falls (Minn.) Daily Journal: Last evening at the hour of 9, Miss Elizabeth Sharpless, daughter of Rev. and Mrs. S. F. Sharpless, was married to J. Meredith Daniels of Manson, Ia. The ceremony took place at the home

of the bride's parents, 105 Mill St. South, and was one of the most beautiful and tasteful of weddings. The double parlors were prettily decorated in white and green, lacy festoons of asparagus fern converting the interior into a garden and under a bower of cooling green the impressive vows were spoken.

Mrs. J. S. Billings presided at the piano, and to the inspiring strains of "Lohengrin" the wedding party assembled.

Mr. Herbert S. Daniel of Omaha, a brother of the groom, accompanied the bridegroom. Dainty, winsome Virginia Moore was ring bearer, giving a fairly suggestion to the scene. Miss Margaret Sharpless and Miss Wilhelmine Koenigstein were the flower girls. Miss Margaret Parsons, clad in apricot embroidered net over Messaline of the same shade, was maid of honor.

The beautiful bride was gowned in white, hand embroidered Messaline silk, trimmed with pearls, over which fell the bridal veil. She carried a large shower bouquet of bride's roses. A beautiful crescent of twenty-five pearls, a gift of the groom, was the bride's only ornament.

Rev. Dr. Sharpless, the bride's father, assisted by Rev. T. D. Whittier, read the Presbyterian service. Soft music lent its charming accompaniment. After the ceremony Miss Gussie Schacht pleased the guests with several well rendered vocal selections. In the dining room, decorated in pink and white, refreshments were served.

The groom is a successful businessman in Manson, Ia., where he is the senior partner in a large drug store. In that city and in Omaha, where he resided until a year ago, Mr. Daniel is highly esteemed for his generous qualities and business progression. Miss Sharpless, although not long a resident of Fergus Falls, has a very large circle of friends here, and is highly regarded for her lovable disposition, abilities and accomplishments. Her departure from the city will cause deep regret in musical and artistic circles.

Mr. and Mrs. Daniel left at midnight for their home in Manson, Ia. With them go the well wishes of a host of friends and to the regret of Fergus Falls is not to be their future home. A large number of guests were present at the wedding. Seldom has Fergus Falls seen a more beautiful display of artistic gowns.

The out-of-town guests were Mrs. N. A. Daniel, Mrs. John Lionberger, Miss Virginia Moore, Mr. Herbert S. Daniel, all of Omaha; Mrs. Jack Koenigstein and Miss Wilhelmine Koenigstein of Norfolk, Neb. A profusion of beautiful and costly gifts testified to the esteem of the young couple's many friends.

Abbott-Johnston.

The following account from the Whittier (Calif.) Register tells of the marriage of Miss Mary A. Johnston, formerly a nurse at the Norfolk hospital for the insane:

"A simple but pretty wedding was that which occurred at the home of the bride's cousin, Mrs. J. W. Kirby, on Monday, July 5, at 9 a. m. The contracting parties were Miss Mary A. Johnston, who arrived here last March from Norfolk, Neb., and Mr. Asa Abbott of Bloomington, Ill., who has made Whittier his home since February. Rev. M. M. Kilpatrick of the United Presbyterian church, Pasadena, officiated.

"The front porch was appropriately decorated with the national colors, while the parlor, where the wedding took place, was prettily decorated in hydrangeas, roses, fuchsias, pepper boughs and asparagus plumosus.

"The bride was becomingly dressed in a tan toulard silk and carried an arm bouquet of carnations and asparagus fern.

"Only the immediate relatives were present, and after light refreshments of ice cream, cake, fruits and homemade candies were served the newlyweds left on a short wedding trip to visit the beach towns, after which they will be 'at home' to their friends in El Modena after July 20. Here a cosy new cottage awaits the coming of Mr. and Mrs. Abbott."

HARRIMAN INSURANCE CHEAPER.

The London Lloyds Writing Protective Policies at a Moderate Rate.

New York, July 24.—It became known definitely today that a policy on the life of E. H. Harriman was written through a member of the London Stock Exchange, who is a member of a stock and bond house here. The policy was written by London Lloyds and is understood to have been for \$100,000. The rate was 7 1/2 guineas per cent.

The member of the London Stock Exchange could not allow his name to be used because of the rules of that body. He said that the current rate upon Mr. Harriman's life was between 7 1/2 and 8 guineas per cent, the equivalent of 8 to 8 1/2 per cent in American rating. He declared the writing of policies on Mr. Harriman's life to be of daily occurrence in London and that they were doubtless in the nature of insurance against stock depreciation in the event of his health failing.

Three months ago the Lloyds rate quoted in New York was 10 guineas per cent and in some instances as high as 12 guineas per cent. The favorable reports upon Mr. Harriman's health account for the lower rates quoted at present. The policies cover every contingency and run for a year.

YOUR SUIT WILL COST MORE.

The New Tariff Will Advance the Price of Clothing.

New York, July 24.—The country's outcry for men's and boys' suits next year must be 150 million dollars more than it has been this year.

This is the estimate of the National Association of Clothiers. The organization's membership embraces 97 per cent of the clothing manufacturers and retail dealers in the United States. From its headquarters the association is waging bitter warfare on the rapidly culminating tariff legislation in Washington. It has forwarded a re-

quest to President Taft to veto the bill now in conference.

The association's objection to the bill is made almost wholly upon the wool schedule. The house made a few reductions in by-products of wool. These the senate has permitted to stand. But the Dingley rates have not been touched. It is for this reason that the men in all parts of the country who deal in clothing are urging the president to veto the bill.

"We are asking a veto of the bill," said F. R. Chambers of Rogers, Peet & Co., today, "because we realize that by no other means can we so effectively bring home to the people the urgent necessity for a complete reversal of the present policy of the government toward wool. No other schedule of the Dingley bill is so complicated as that on wool, though its practical operations are robbing the American people of millions of dollars every year.

"Until we change from a specific to an ad valorem tariff, the prices of clothing will continue to rise. Why, by the mere dictum of a few gentlemen who control the American Woolen company, called the trust, the prices of all grades of woolen goods recently have been advanced from 20 to 35 per cent over the prices we paid this year, or rather, for the goods that have gone into the clothes we are now selling. Our national clothing bill annually is 600 million dollars. Say that the average advance we shall have to pay for the material of which we shall make clothing next year is 25 per cent, that will add to the clothing bill the enormous sum of 150 million dollars."

FAR FROM THE FOOTLIGHTS.

Chorus Girls Are Overcome by a Breath of Real Air.

New York, July 24.—The Isabelle d'Armand Chapter of the Society for the Improvement of the Working Conditions of the Chorus Girls of America had its first annual outing and airing yesterday under the auspices of the "Beauty Spot" lodge of the Herald Square theater. The object of the society is to see that the chorus girls get out into the open, away from close dressing rooms and smoke filled restaurants at least once a year.

Wherefore Miss d'Armand and Campbell Casade chartered the steamer City of Worcester yesterday, got all the chorus girls one could get together on short notice and went for a trip up the Hudson. Everybody gathered in the Herald Square theater at 1:30 o'clock and climbed into sight seeing motor cars and unostentatiously swept over Thirty-fourth street and down Fifth avenue singing as they went. Streamers fluttered from the cars to tell all and sundry that this was the Ozone club and if pedestrians failed to notice who was passing young Miss Lillian Hazel or Bessie Vanness (after whom the Vanness mansion in Washington is named) stood up and attracted attention.

The City of Worcester was boarded at the foot of East Twenty-fourth street. Hundreds of the proletariat knew who was present as soon as the "Beauty Spot" chorus arrived. The orchestra on the forward part of the upper deck was in the middle of Harry Williams' dainty lyric, "Heinze Picked Again," when Isabella (three feet high and dark complexioned and black-eyed and commanding) tossed herself aboard and said "stop." From that time on the orchestra never dared play anything that was not in the score of the "Beauty Spot."

The City of Worcester got back in time, and as the girls finished their day's outing, one of them remarked as she and the others wedged themselves into the hot dressing rooms of the Herald Square:

"Life is just one darn thing after another, and at this hour of the night, after being alone all day, one may remark, so be it; for many are called but few are frozen. So what's the use?"

CHICAGO POLICE SCANDAL.

Evidence That Unlawful Resorts Have Been Paying Tribute.

Chicago, July 24.—State's Attorney Wayman has laid the foundation for a grand jury investigation of the Chicago police department, that, according to rumors, may result in the indictment of high police officials, the breaking up of the present police administration and the exposure of a city-wide system of graft.

Testimony was given before the grand jury which places policemen of the west side and Harrison street districts in peril of indictment.

Warrants are out for more than 200 denizens of the west side tenderloin, and numerous arrests are expected to come today in the Chinatown gambling belt.

The most startling testimony given before the grand jury was that of Li King and four other Chinese arrested Monday night after Li King had been shadowed for three hours by Mr. Wayman's men.

Li King is said to be the "collector" who gathers money from the Chinese gambling dens which subsequently finds its way into the pockets of police officials.

The first information concerning these gamblers was given to the state's attorney by Attorney Edward F. Dunne, formerly mayor of Chicago. Mr. Dunne learned of the conditions, he said, through Chinese clients who declared they had been robbed in the gambling houses.

The Chinese said that each Monday evening Li King made the rounds of the gambling resorts, collecting several dollars at each gambling table.

A GOVERNOR WOULD SETTLE.

Mrs. Frank Brown Said to Have Been Offered \$40,000.

Baltimore, July 24.—The persistent

rumor that Mrs. Frank R. Brown, daughter-in-law of Governor Frank Brown, had been offered a large amount, the report being \$40,000, as a compromise in her suit against the governor for alienation of his son's affections, was confirmed today by Mrs. W. M. Michael, the mother of Mrs. Brown.

She said the time for final acceptance or refusal of the amount offered by the governor through his attorneys is set for Wednesday. Mrs. Michael, in speaking for her daughter, said that if any settlement were made with Governor Brown it would not interfere with the suit for divorce, and that her daughter preferred to accept an adequate cash settlement to one in the nature of alimony, as, in this case, she would not be brought into contact with her husband.

TO WRITE OF CLEVELAND.

"A Record of Friendship," by Richard Watson Gilder.

New York, July 24.—In the midsummer holiday number of the Century magazine there will be begun a series of papers in appreciation of Grover Cleveland from the viewpoint of an intimate friend, Richard Watson Gilder. The title, as shown by the advance sheets, is self-explanatory: "Grover Cleveland, A Record of Friendship." The record is based on the reminiscences and diary entries of many delightful days spent in Washington and New York, in a rowboat at some secluded fishing place with a statesman "whose singular union of quiet self-confidence with unpretentiousness and even self-depreciation it would not be easy to exaggerate."

On one occasion Mr. Cleveland told how he deplored the general extravagance and called attention to the fact that men were no longer content with even \$40,000 a year. In December, 1888, after his defeat by Harrison, he devoted a large part of one conversation to a review of his four years in the white house and said that from the outset he had been obliged to regret appeals to do things for personal friends.

"His tone," writes Mr. Gilder, "was that of a man who had conscientiously done his very best, but expecting that the criticism of even his supporters would confuse the record."

Mr. Gilder's first paper concludes with the following personal touch: "There was a 'children's hour' at the white house in his second term, when in the twilight a little child would be brought into the executive office and the work of the government would be suspended and much ink would be lavished while two big hands would help two small ones in making pictures upon sheets of paper spread out upon the president's desk."

NEW MARVEL UNDER GROUND.

Wonderous Caves of Indian Legend Found in Arizona.

Denver, July 24.—That mammoth caves, containing caverns large enough in which to place a city office building, with natural stone bridges exceeding in beauty and grandeur those of Utah and Virginia, exist in northwestern Arizona, is officially announced by Prof. Edgar L. Hewett, director of the branch of the School of American Archaeology at Santa Fe, N. M.

Stories of the existence of these wonderful natural caverns have been told by Indians of that section for centuries, but they were believed by white men to be merely legends of the aborigines.

Professor Hewett, in conducting an investigation of the records concerning Spanish occupation and control of the southwest, made a trip to Spain a year ago, and while there he unearthed written proof of the story of the Indians.

Carrying out his determination to explore the region, Professor Hewett organized an expedition which started from Gallup, N. M., and, after a seven-days' journey by pack mule, the caves were reached. Indians guided him to the spot and conducted him through the gigantic underground passages. Professor Hewett, who is in Denver, gave publicity to the story yesterday.

Professor Hewett will make another expedition to the caves next spring. He says he has found many evidences of a race of cliff dwellers hitherto unrecorded.

That Treating Habit.

"What's the matter? Did the barber try to scalp you?"

"It wasn't the barber's fault. I treated a friend to a hair cut, and he insisted that I have another with him. I couldn't refuse."—Kansas City Journal.

So He Keeps His Seat.

"Would you give up your seat to an elderly woman?"

"And have her know that I regarded her as elderly? Not much! I like to be gallant, but caution is my strong point."—Philadelphia Ledger.

Jealousy.

"My dear," said the wife of the eminent professor, "the hens have scratched up all that eggplant seed you sowed."

"Ah, jealousy!" mused the professor. And he sat down and wrote a twenty page article on the "Development of Envy in the Minds of the Lower Grade of Bipedes."

If it's worth advertising, it's advertised. It's worth advertising anywhere, it's advertised here.

A good many of the advertised stores are worth a visit today—for the stores are a delight just now.

Good time this—no time better—to look at some advertised real estate.

Hudson River Tunnel Tubes

Striking Features of a Remarkable Engineering Project Which Links New York With Jersey Shore. Vast Undertaking a Triumph For William G. McAdoo, Organizer of Great Transportation System.

By WALTER WILLIAMS.

REAMED OF for decades, for more decades regarded as an impossibility—"three minutes from Broadway, New York, to Jersey City became a fact the other morning when the twin tunnel tubes of the Hudson and Manhattan Railroad company, extending from the great Terminal building, at Church and Cortlandt streets, New York, to the Pennsylvania railroad station in Jersey City, were opened.

When this vast tunnel work is completed it will have cost between \$65,000,000 and \$70,000,000, all private capital.

Uptown Tubes Opened Last Year.

The northerly twin tubes of the Hudson and Manhattan Railroad company's tunnels under the North river were opened to the public on Feb. 25, 1908. They extend from Hoboken to Sixth avenue and Twenty-third street, Manhattan, a distance of about three miles. This route of the tunnel system is generally designated as the Morton street tubes. Its Manhattan passenger stations are located at Christopher and Greenwich streets, where connection is made with the Ninth avenue elevated line; at Christopher street and Sixth avenue, where connection is made with the Sixth avenue elevated, and in Sixth avenue at Ninth, Fourteenth, Nineteenth and Twenty-third streets. Other stations will be at Twenty-eighth, Thirty-third and Thirty-ninth streets and Fifth avenue and Forty-second street, and then another great terminal station at Park

straight line, so that there is no dangerous space between the cars and the platform, such as is the case where stations are built on a curve.

The doors of the cars are operated by compressed air, and no signal bells are used. When the last door in the train is securely closed the motorman receives an electric flash signal and starts the train. The automatic adjustment is such that the signal to start cannot be given so long as any door in the train remains open the fraction of an inch. The cars are brilliantly lighted. They have only side seats and are equipped with steel rods set vertically at frequent intervals. These rods aid passengers to steady themselves when the cars are crowded.

Planned For Future Needs.

Throughout the system, which comprises about twenty miles of underground and underground railroad, the stations are designed with a view to comfort, permanency and beauty. They are made large enough not merely to accommodate the metropolitan traffic of today, but to meet the needs of travel by subsurface routes in the decades to come. Every part of each station is constructed either of concrete or metal, so that, like the cars and the tunnels, there is no possibility of fire.

To the person who descends into the tunnel for the first time the architecture of the station is one of the most striking features of the experience. On all sides are the vaulted arches, with the odd effects of light and shadow produced by the glow of incandescent globes. As one looks



HUDSON TERMINAL BUILDING, NEW YORK, AND PRESIDENT WILLIAM G. M'ADOO.

avenue and Forty-second street, where connection will be made not only with the New York Central and New Haven railroads, but with the Stelaway tunnel, which extends between that point and Long Island, and also with the present subway.

This will enable the traveler reaching the Grand Central station over the various trunk lines to make direct underground connection with all the railroads having terminals on the Jersey shore between Jersey City and Hoboken. In order to facilitate travel along these lines the railroads will make traffic agreements with the tunnel company as to the transfer of passengers.

Everything possible has been done by Mr. McAdoo and his associates for the convenience of the traveling public. Five and eight car trains, electrically propelled, are run through the uptown tunnels, and similar trains will be operated from the Church street terminal. The running time of trains between Church street and the Pennsylvania station will be three minutes. The time from Twenty-third street to Hoboken is about ten minutes.

Cars Built Entirely of Steel.

The cars are made entirely of steel, absolutely fireproof, and are constructed upon a plan differing materially from any others now used in the metropolitan district. They have large sliding side doors in the middle, as well as at either end. The station platforms are so arranged that passengers may enter and leave the cars at the same time. Those leaving go out at one side, and those entering the cars come in on the opposite side. This does away with the congestion and crowding experienced at terminal stations on other metropolitan railroads. All station platforms throughout the system are built on a tangent or

from the platform into the brilliantly lighted tubes far out under the river they seem to dwindle in size until they appear to be no larger than the point of a polished needle. A breath of cool air moves gently through the station, and overhead, up in the gironed arches, there is always the same mellow glow, suggestive of twilight. It is never day and never night in these tunnel stations, and, no matter how gloomy or tempestuous above, it is always restful and pleasant there.

What Tunnels Are Like.

The tunnels in all parts of the system are made of steel rings bolted together and set in place as the boring shield, working in compressed air, opens the way for them. The steel rings in most places are covered with a coating of concrete, so that the interior of the tunnel is smooth. The interior diameter of these tubes is fifteen feet three inches. The depth of the tunnels below the surface of the Hudson river varies from sixty to ninety feet. In the deepest place it is ninety feet from the level of the water to the top of the rails. The depth of earth and rock between the roof of the tunnel and the water ranges from fifteen to forty feet, the deepest part of the river being on the New York side. The two tubes are entirely separate from each other and are about thirty feet apart for the greater part of the distance under the river. To the person not entirely familiar with the geography of the metropolitan district the new tunnel system may be most clearly described by dividing it into four sections, all of which are connected and are also brought into direct connection with other principal transportation lines on both the New York and New Jersey sides of the river.

Meat Market in the Station.

At the Cortlandt street terminal station, the largest station of its kind in the world, it will be possible for the hurried traveler to purchase in the various booths which line the sides of the station there almost anything in the way of the ordinary necessities of life. There will even be a meat market and a moving picture show to entertain the waiting traveler. The train schedules of the Erie and the Pennsylvania railroads will date from that point. As in other great terminal stations, the arrival and departure of trains will be announced.

The length of the new tubes is one mile and the total mileage of completed system is twenty miles.

The men who have been conspicuous in the work are Walter G. Oakman, president of the construction company known as the Hudson Companies; William G. McAdoo, president of the Hudson and Manhattan Railroad company, the one man above all others responsible for the success of one of the greatest engineering feats of modern times, and Piny Fisk and William N. Barnum of the banking house of Harvey Fisk & Sons. The engineering features have been worked out by Charles M. Jacobs, the chief engineer, and J. Vipond Davies, deputy chief engineer. During a part of the time since the work began as many as 6,000 men have been employed at one time.

Tunnel's Inception in 1874.

The project of building a tunnel under the Hudson river had its inception in 1874, when D. C. Haskins, a civil engineer, conceived the idea of constructing a brick tunnel from Hoboken to New York, through which he proposed to run railroad trains, having a grand railroad terminal in the vicinity of Washington square. His plan embodied simply a tunnel for the purpose of gaining access to New York for a terminal and did not contemplate the extensive system of connecting lines now being completed.

On Aug. 2 the transverse tunnel connecting Jersey City with the Erie railroad and the Lackawanna railroad at Hoboken will mark the completion of the final link in the downtown chain of tunnels.

A FIGHTING LOBSTER.

Difficulties in Planting Him on the Canadian Pacific Coast.

According to Consul General David F. Wilber of Halifax, the Canadian government is having a lot of trouble in trying to propagate the Nova Scotia lobster on the Pacific coast. The trouble is due to the pugnacious nature of the lobster, who, lobster though he is, insists on fighting at the drop of the hat, so to speak.

It is an interesting story Consul General Wilber tells, and it bears no earmarks of a nature fake. He says a consignment of 2,000 live lobsters left Halifax for Vancouver the first week in May. They were shipped by the marine and fisheries department for the purpose of propagating the lobster on the Pacific coast. Mr. Wilber says an attempt was made last year to ship lobsters west, but owing to their pugnacious tendencies they arrived at their destination in a mangled condition.

It appears a later attempt was made, plugs being placed between the claws to prevent disastrous fighting. The plugs were not removed when the lobsters were planted in the Pacific waters, and consequently the second attempt also proved a failure.

In making the third and last shipment every precaution has been taken by the authorities. The several dozen crates were placed in a special baggage car in charge of two men. Each crate is filled with several compartments, each of which will accommodate one large lobster. Salt water, ice and seaweed were placed in the crates, the top of each crate being fitted with an ice pack and a percolating salt water tank. Where two small lobsters were packed into one berth they were so placed that they could not bite each other.

The lobster industry has never flourished on the Pacific as in the Halifax region, and a strong effort is being made to put it on a firm foundation.

"Kickless" Mule.

Former Adjutant General Henry R. Lawrence of Cadiz, Ky., has discovered what he thinks is the oldest mule in the world. This particular mule is a resident of Rutherford county, Tenn. The mule is owned by Mike Hayes and is known to be thirty-nine years old and may be older, says a Frankfort (Ky.) dispatch. She has been in the possession of Hayes for thirty-six years and has helped raise his entire family. The most peculiar feature of this "Maud" is that she has never been known to kick. Hayes worked her until a few years ago, but since then she has been living on her accomplishments of the past.

Rhubarb Jags.

Christopher Brewer of Parkersburg, W. Va., has been arrested by federal officers on the charge of "moonshining," but there is an unusual feature to the case. Brewer did not make whisky, but concocted a stuff of which the principal ingredient was rhubarb. He would not tell his formula, and the drink made all who tried it most uproariously drunk.

Capital Punishment in Germany.

Although little is heard outside Prussia of capital punishment within the kingdom, the law is by no means a dead letter. In seven years there have been ninety-eight executions, ten of the condemned being women. Silesia heads the list, with twenty-one executions, followed by Brandenburg, Posen and Rhineland. No executions take place in Berlin, the condemned being taken to the prison at Ploetzensee, in Brandenburg, where they have a standing gallows.—London Globe.