SUBDIVISIONS WILL REMAIN

Elkhorn Maintains "District" Headquarters at Fremont, Norfolk and Chadron.

DEPARTMENTS RETAIN OFFICES IN OMAHA

General Passenger Agent Buchanan, Not Mentioned in Circulars Pertaining to New Arrangement, Goes to Chicago.

General Manager Bidwell of the Fremont, Elkhorn & Missouri Valley railroad has issued further details concerning the operation of the line under the new regime as the Nebraska and Wyoming division of the Chicago & Northwestern railway, which change takes place next Sunday, March 1. Mr. Bidwell's latest announcement reads:

The rumor that the subdivisions of the Fremont, Elkhorn & Missouri Valley railroad are to be changed is erroneous. The property will be operated substantially as heretofore. The three operating divisions, with headquarters and superintendents at Fremont, Norfolk and Chadron, respectively, will continue as "districts" of the Nebraska and Wyoming division of the Chicago & Northwestern railway, instead of "divisions" of the Fremont, Elkhorn & Missouri Valley railroad. The managing, legal, engineering, traffic and operating departments will all retain the same headquarters in Omaha as heretofore.

Compliment to Old Management.

So none of the present employes of the operating department here or over the line will be sacrificed as a result of the absorption. Operation of the road will continue just as before. This is a compliment to the managerial tactics and policy pursued by Mr. Bidwell in the past, and a further commendation comes in the latest circular from Chicago, which states that:

All traffic between stations and to and from stations on the Nebraska and Wyoming division of the Chicago & Northwestern railway will be waybilled according to the rules and regulations, tariffs and circulars issued prior to March 1, 1903, by the Fremont, Elkhorn & Missouri Valley railroad, until said rules and regulations, tariffs and circulars are canceled by the Chicago & Northwestern railway.

This circular is issued by Marvin Hughitt, jr., freight traffic manager of the Northwestern. Thus the traffic policy of the Elkhorn, too, is to be pursued by the Northwestern management.

J. R. Buchanan, general passenger agent of the Fremont, Elkhorn & Missouri Valley railroad, who is not contemplated in the circulars so far issued relating to the new traffic department, went to Chicago last night. It could not be learned whether he had been sent for or was going on his own motion, but it is known that he goes on business relative to his retirement.

FARMERS ON TAX SITUATION

W. G. Ure Says Residents of Burt County Are Against Revenue Bill.

W. G. Ure returned yesterday from Lyons, Neb., where he addressed the Burt County Farmers' Institute Thursday night on the subject of "Taxation." Mr. Ure says that the people of the community are very much interested in the pending revenue bills and among them fear was expressed that the general revenue bill before the legislature will increase the taxes of the farmers and merchants and reduce the tax on the railroads and other corporations, and for that reason the people generally oppose the measure.

There is a strong sentiment in favor of the bill to require railroads to permit independent companies to erect elevators on the right-of-way, as the farmers of Burt county say they are now at the mercy of elevator companies which control the sales on the local market. In regard to H. R. 230 a number of those present at the institute session said the town of Lyons would receive more taxes from the railroad company if the bill became a law than it now receives.

SANTA FE WAGE TALK OVER

Conference Breaks Up and Company Is Left to Decide on Demands Made.

TOPEKA, Kan., Feb. 27.—There will be no further negotiations between the Santa Fe and conductors and trainmen regarding a raised wage scale.

According to a member of the trainmen's committee, the final conference was held today. All that remains now is for the road to either accept or reject the proposition made by the men.

It is understood that no compromise was agreed upon and that matters stand practically the same as when the conferences were started.

ADMIRAL SCHLEY LAID UP

Cold Turns to Incipient Pneumonia and Forces Sailor to Refuse Callers.

SAN ANTONIA, Tex., Feb. 27.—Rear Admiral W. S. Schley arrived in San Antonio at an early hour this morning, and when at 11 a delegation of citizens called at the hotel to pay their respects they were informed that the admiral was confined to his bed and was too ill to receive anyone.

Later a physician was summoned to attend him and at 9 tonight he was able to resume his journey west. Admiral Schley contracted a severe cold enroute from New Orleans that developed symptoms of pneumonia.

WILL SPEND MANY MILLIONS

Pennsylvania Railroad Decides to Improve Line at Cost of $67,000,000.

PHILADELPHIA, Feb. 27.—The Pennsylvania railroad will spend $67,000,000 on improvements of its lines between Philadelphia and Pittsburg in the next two or three years. This statement is made in the annual report of the company, issued today.

The improvements will include the construction of new connecting lines and the increase of trackage at various points between Philadelphia and Pittsburg.

The traffic carried over the system during the year aggregated nearly 270,000,000 tons, an increase of 26,000,000 tons over the previous year. The net earnings of all lines east and west of Pittsburg for the year were $6,762,592, an increase of $2,716,100 compared with 1901.

The gross earnings of the Pittsburg, Cincinnati, Chicago & St. Louis company amounts to $26,634,357 and the net income to $3,021,983.

PENSIONS FOR WESTERNERS

Survivors of the Wars Generously Remembered by the General Government.

WASHINGTON, Feb. 27.—(Special.)—The following pensions have been granted:

Issue of February 4, 1903:

Nebraska: Originals—Charles W. Smith, Stockham, $10. Increase, Reissue, Etc.—William Y. Crow, Ulysses, $10; William W. Jobes, Tecumseh, $12.

Iowa: Originals—Sewall S. Farwell, Monticello, $8; Alexander Wilson, Farnhamville, $6. Increase, Reissue, Etc.—Dwight Manwaring, Algona, $12; Ira G. Baker, West Liberty, $12; James C. McCrary, Bentonsport, $14; Appollas W. Moffitt, Webster City, $17; David Bruch, Cedar Rapids, $10; Benjamin White, Shellsburg, $24; Benjamin Bogardus, Toledo $20; Henry Hime, Glencoe, $14; Henry H. Stanbus, Douds Station, $10. Widows, Minors and Dependent Relatives—Nancy Huffaker, Cincinnati, $8; Sarah E. Pickett, Keoesauqua, $8; Lovilia A. Rise, Wiota, $8.

Wyoming: Originals—George M. Littlefield, Fossil, $8.

RIVERS PASS DANGER LINE

Mississippi and Other Streams in the South, Swollen by Rain, Cause Anxiety.

HOUSTON, Tex., Feb. 27.—There is a steady rise in every river in the state and the Brazos, Trinity, Colorado, San Marcos, Guadalupe, Comal and Leon are out of their banks at some points. The rains have ceased and it is now believed that the floods will recede.

MEMPHIS, Tenn., Feb. 27.—The Mississippi river at this point is above the danger line. Already the lowlands are beginning to get the full effect of the overflow. The flood is forcing the water over the banks of the side of the levee and these protective earthworks are showing signs of weakening in some places.

RAILWAY CLERKS WALK OUT

Canadian Pacific Employes Demand Recognition of Newly Formed Union.

VANCOUVER, B. C., Feb. 27.—The clerks employed in the freight, passenger and telegraph departments of the Canadian Pacific railway went on strike today to enforce recognition of the United Brotherhood of Railway Employes.

A freight clerk, alleged to have been discharged last evening because of his membership in the brotherhood, was made the subject of an ultimatum. The brotherhood demanded his reinstatement, and when this was refused the strike followed.

SLOT MACHINES ON TRIAL

Chicago Grand Jury Indicts Seventy-Five Operators of Gambling Devices.

CHICAGO, Feb. 27.—The grand jury today voted a true bill against Miss Elsie Barrett for assaulting Miss Bessie Palmer, the actress, in their rooms on January 2. The girls were roommates, and in a quarrel resulting from jealousy Miss Barrett shot and seriously wounded Miss Palmer.

Seventy-five indictments were also returned by the jury against the operators of slot machines as a result of a crusade instigated by the Hyde Park Protective association.

STIFF TERM FOR BANK THEFT

Two Montana Bandits Go Up for Eight Years and Companion for One.

RED LODGE, Mont., Feb. 27.—Will Countryman, Jed S. Lindsay and Pat Murray have been found guilty of robbing the Stock Growers' bank at Bridger on December 2.

The jury fixed Countryman's punishment at one year in the penitentiary and that of Lindsay and Murray at eight years each.

QUAINT FEATURES OF LIFE.

In connection with the extensive manufacture of the new bullet invented for the French army several sets of cartridges have been stolen at Lyons. It is thought that they have been sold to foreign powers, and vigorous search is being made to trace the culprits. The new bullet's propelling power is so great as to drive the bullet in a straight course for half a mile without any of the rise and fall of the present trajectory. This insures terrific speed and certainty of aim.

Regardless of their ball room attire a score of the members of the Amogerone fire company of Greenwich, Conn., which is composed of merchants and New York business men, left the opera house at 1 o'clock the other morning to respond to an alarm. The firemen slipped out of the door without donning hats or coats and ran to the engine house, an eighth of a mile away. After giving aid in extinguishing the blaze they returned to the reception which had been in progress in the opera house.

A Wednesbury, (England), resident in the sixteenth century left $1,000 to provide annually on St. Thomas' day three gowns and three coats to indigent persons of the parish. Following the custom of the times, the money was invested in land (in this case in minerals), and the original legacy has increased in value to $30,000. Instead of the three gowns and three coats, the charity commissioners who administer the funds are able to present 200 gowns and sixty coats.

Wanted Some.

"When you say whisky's 'above proof' that means it ain't got any smell to it, don't it?"

"Not at all."

"No? I was hopin' it might mean your wife wouldn't have any proof that you'd had a drink of it."—Philadelphia Press.

RATE PROBE SINKS DEEP

Railroad Officials Called to Explain Recent Freight Advances.

COURT DECISION DUBBED IMPRACTICABLE

Delaware, Lackawanna & Western Vice President Harshly Criticises Verdict in Case Involving Transportation Charges.

WASHINGTON, Feb. 27.—The investigation into the recent advances of freight rates on grain, packing house products, iron and other commodities was concluded today.

Vice President Caldwell of the Delaware, Lackawanna & Western, Comptroller Buckley and General Traffic Manager Wight of the Baltimore & Ohio, Freight Traffic Manager Powell of the Southern, General Freight Agent Knight of the Wabash, Traffic Manager Guthrie of the New York Central, George F. Brownell of the Erie and F. W. Janvierr, counsel for the Lehigh Valley were witnesses. In general they contended that the increases were based on commercial and traffic conditions, present and prospective, but admitted that the earnings of their systems were ample.

In reply to questions by Assistant Secretary Decker of the commission, Mr. Buckley said the Baltimore & Ohio was contemplating an advance of salaries to men getting $200 a month or more. The increase in salaries of men getting $200 and under, which went into effect on January 1, would make the cost of labor at the end of the present fiscal year $3,000,000 higher than for last year. The extent of the increase now in contemplation was not settled, but he did not believe the net expenses of the road would be greater than before, because of increased traffic competition.

When he was asked about coal expenses, Mr. Buckley said both he and the general superintendent believed coal prices, which have been steadily increasing, would go higher.

Mr. Wight agreed that the cessation of the rebate practice had saved the railroads much money, but declined to make any estimate of the amount.

Mr. Caldwell reviewed the attitude of traffic managers and contended that the railroads were the real basis of commercial prosperity and without them the Indian still would be roaming the land. The railroads were entitled to a fair return from the investment on the basis of service given and not according to what so-and-so says.

"Is what the courts and legislators have said about reasonable rates all nonsense, or is it otherwise?" asked Commissioner Prouty.

"The supreme court decision," answered Mr. Caldwell, referring to a freight rate decision, "is not, in my opinion, altogether practical."

Continuing, witness referred to the railroad policy of avoiding depressing rates, which he claimed had maintained commercial prosperity.

"Your idea, then," suggested Mr. Prouty, "is that railroad men of the past have been actuated by a spirit of patriotism?"

"No," replied Mr. Caldwell, "but many were."

He said much of the Delaware, Lackawanna & Western stock was held by charitable organizations.

"Then," interposed Commissioner Prouty, "when I have to pay $1 more for coal delivered at my home I am making a contribution to some charitable organization."

Numerous questions were asked to ascertain what the railroads thought would be a fair return on investments, but the commissioners could get no specific answer.

WHERE SOUTH WINDS BLOW

Coral-Tipped Islands Swept by Devastating Hurricane and Tidal Wave.

The experience of the Paumotu Islands with a tropical cyclone last month, of which news has just been received from Tahiti, illustrates once more the rule that heavy mortality is an indirect and not a direct consequence of such storms. Shipwreck, prostration of buildings and other damage to property are usually immediate effects of the wind, says the New York Tribune, but any considerable loss of life is almost invariably the result of floods and tidal waves caused by the hurricane. Such was the case at Galveston only a few years ago, when something like 10,000 deaths were reported within a day or two. Even more appalling disasters of the same character have occurred on the shores of Bengal Bay after the visit of an East Indian typhoon to that part of the world.

That Hikuero and her sister islands should suffer so severely from such a meteorological disturbance is easily explained. They are nothing but vast coral reefs, rising only to the level of the sea from unknown depths and covered with a little sand. Had they originated from volcanic action, as have most of the Society Islands, and the Marquesas and Samoan groups, they would undoubtedly have stood out of the water hundreds of thousands of feet. Only their coasts would have been affected. A wave twenty or thirty feet high might make a good deal of trouble, but it could not travel far inland. It is doubtful if the Paumotu Islands were more than ten or fifteen feet above the level of high tide. No wonder that the great navigator Cook should think "Dangerous" an appropriate name for them!

Large as was the destruction of human life from this cause last month, it probably creates less of a sensation in the metropolis of the New World than a more trifling sacrifice nearer home. It is no exaggeration to say that the Westfield accident a fortnight ago, which was attended with scarcely more than a score of deaths, produced a much greater shock in this community. The difference is partly one of mental perspective. A hand held at the distance of only two feet from the eye covers a wider angle than a cathedral a mile away. So, too, the importance of events depends upon their geographical nearness. It is natural and proper to feel a livelier sympathy for the former than the latter. No one possessing the average amount of sensibility can view with indifference the sudden extinction of a thousand lives, but he might well be stirred more deeply by a single death in his own immediate environment and sphere.

Among those Paumotu Islanders who survived last month's visitation the most pressing need would be for food. At the present time summer weather prevails in the southern hemisphere. Besides, the scene of the calamity lies within fifteen or twenty degrees of the equator. Clothing is needed there only for decency. Even roofs could be dispensed with for weeks without serious inconvenience. Yet in the most genial of climates man must eat. It is not unlikely that all accumulations of grain and fruit and nuts existing before the recent flood were swept away thereby. Sickness and starvation, therefore, may possibly carry off many who were not drowned.

The Little Things That Count.

"It's often the little unheard-of things that are making the great reductions in manufacturing costs," said a patent lawyer recently. "Only this morning a manufacturer, a workman and I settled the matter of two little wheels that the workman had invented for an automatic machine he had worked over in the employer's shop. No one will ever hear of it, but the little contrivance will save the manufacturer between $40,000 and $50,000 a year, and the workingman won't have to mind the machine, either."—World's Work.

CANARY THAT CAN WHISTLE

Remarkable Bird Possessed by an Actress—Cheerily Pipes, "I'm a Lady."

There are a few cases on record of canaries that have learned things. There is a bird out in Iowa that is reported to whistle "Yankee Doodle" all the way through. A woman who lives in Philadelphia has a canary which distinctly says "Pretty Dewey, dear." These accomplishments, however, are surpassed by "Pitty Pat," the name of the wisest little canary in the world—a bird that can whistle in perfect musical tune the answering refrain of a song. It belongs to Miss Hattie Williams, who has the leading female role in "The Rogers Brothers in Harvard" at the Illinois theater. It was during the rehearsal of the song "I'm a Lady," which is sung by Miss Williams, that Pitty Pat developed his remarkable mimic refrain.

When Miss Williams was "trying the song out" at her piano Pitty Pat was sitting on top of the instrument. Miss Williams played the song over a few times and whistled it again and again instead of singing it. Finally she began playing and singing it softly. Of course she did not sing the chorus answer. To her surprise when she repeated the refrain from somewhere above her head came the whistle of the answer, just as she had whistled it a few moments before. It was Pitty Pat sitting on the upright piano case looking at her, with his head cocked over comically on one side.

To see if the bird would do it again she played the chorus over. Beyond doubt this is the only bird that has any appreciation of the musical bugaboo "time." The bird is a Hartz mountain canary, with a yellow breast and brown wings, and was given to Miss Williams in Los Angeles, Cal., as a fledgling five years ago.—Chicago Chronicle.

Drawing a Fine Distinction.

"John," said Mrs. Upjohn, who was attending, with some misgivings, a party given by the Gaswells, "who is that distinguished looking man over there by those palms?"

"That's Wiggly, the wealthy manufacturer," answered Mr. Upjohn.

"Manufacturer of what?"

"Tobacco."

"Well," she said, reflecting a moment, "I suppose that may be considered a respectable business. Who is that slightly bald man talking to him?"

"That's Haggly. He's another wealthy manufacturer."

"What does he manufacture?"

"Er—cuspidors."

"John," gasped Mrs. Upjohn, "bring me my wraps and order the carriage!"

"Of all the illogical creatures on earth," muttered Mr. Upjohn, as he went away to carry out her instructions, "a woman is the limit!"—Chicago Tribune.

Balked.

Pocahontas was pleading with the Indians.

"What!" grunted the braves, "give him up after we've taken the trouble to pick him out from all the other Smiths in the directory?"

Fearing, however, to injure themselves with Fenimore Cooper, the noble red men were persuaded to desist.—New York Times.

Rockport Woman Fatally Hurt.

ST. JOSEPH, Mo., Feb. 27.—(Special Telegram.)—Mrs. Mary Walter, a resident of Rockport, Mo., 76 years of age, was run down by a street car at Ninth and Frederick avenue and fatally injured at noon today. Her shoulder and one leg were broken and she is badly hurt otherwise.

A Brave Man.

The senate of Maine was a tie that day;
Twelve to twelve stood the vote, and the Solons gray
Looked one at another and turned away.
For the question that caused such doubt and pain
Was the suffrage right for the women of Maine

Twelve to twelve stood the vote when the president rose
And again called the roll with its ayes and its noes,
And paused for a moment and stiffened his chin,
And the silence was such that the drop of a pin
Would have wakened the echoes with thunderous din.

There the president stood with the sweat on his face,
As he gave to his nerves an additional brace,
And his eyes wildly rolled with a dull fiery glow,
And his cheeks were as pale as a pan of fresh dough—
As he shuddered and muttered a hideous "No!"

—Cleveland Plaindealer.

COLORS IN PHOTOGRAPHS

Recent Advances in Applying the Three-Plate System.

COLORED SCREENS SECURE GOOD RESULTS

Methods Pursued in Developing the Negatives and in Printing—A Series of Complicated Processes.

That system of reproducing color by photographic means which has given the best practical results is the one which employs three separate negatives, reports the New York Tribune. One sensitive plate is exposed by itself in the usual manner, except that a red glass screen or filter is placed in front of it. Without moving the camera or changing the focus, a second plate is exposed behind a blue screen, and finally a third one is used with a green screen. When these three plates are developed they all bear the same picture, but a comparison will show that the differences between light and shade (in black and white) in one are not identical with those of the others.

Halftone blocks made from these negatives are used in succession on an ordinary printing press with colored inks, as in chromo lithography. With the block derived from the red screen the printing is done with blue ink, while yellow ink is employed for the blue screen block, and pink or red ink with the one which was made with the green filter. If the right shade of pigment has been chosen, if the impressions are equally heavy, and if the three successive pictures match exactly—"register," as the pressman says—a fair degree of fidelity to the original tints and hues is secured.

Gelatine Prints.

Instead of transferring the result of the work done by the camera to paper for multiplication, the photographer may want to make a lantern slide that can be exhibited by a lecturer. He will then pursue a different method. He can make a print on transparent gelatine from each of the three plates, and then dye them properly. If they are mounted, one in front of another, their effects may be combined in a single slide. Two or three methods of preparing such films have been devised, but that with whose development Sanger Shepherd (of England) is identified is just now regarded the most satisfactory.

It was long ago discovered that if a certain chromium salt was added to gelatine, and a film of the latter was exposed to the action of light under an ordinary photographic negative, this effect would be produced: Under the clearest and most transparent parts of the negative the gelatine would be hardened so as to be practically insoluble, while those parts that lay under the dense portions of the negative would be almost unaffected. The intermediate shades would act according to their density. If, afterward, the surface of the film were thoroughly washed, the protected parts would partially dissolve, while those acted upon most strongly by the light would stand up higher than the rest of the surface. In other words, there would be a colorless image in relief, the thickest portions corresponding to what were the shadows in the orginal subject, while the thinnest ones would correspond to the high lights. Staining would now give transparencies in a single color, and the amount of stain absorbed would be governed by the depth of the gelatine at any particular point. To three films, one corresponding to each of the negatives, might thus be imparted the proper colors.

Another Method.

It was also found that if these films, instead of being mounted together in a lantern slide, were laid down over a sheet of white paper and made to stick thereto, a picture as good as, or better than, that obtained with halftone blocks and a lithographic press would be secured. Of course the surface would not be absolutely level and the process was a troublesome one, but the picture itself would be an excellent one. The white paper would gleam up through the superposed films with a degree of brightness governed by the varying thickness of the strata, and the resulting tints would depend on the different proportions of the dye [illegible] parts of the composite.

One more advance has now been made upon this process. Until recently it was customary to mount each of the three films, before it was exposed to the light under a negative, upon another film of celluloid, the latter acting as a support. When the three were combined the artist really had six strata besides his paper. If a newly stained film, while yet moist, be laid over another film of gelatine, the color will gradually transfer itself to the latter. The former may then be discarded and the other members of the trio applied in turn. Absorption will again occur. In time all of the stain will have been imparted to a single layer of uniform thickness. No celluloid bases will be needed, and that solitary gelatine film can be mounted on white paper. Additional trouble is required to carry the work to the final stage, but it gives a color print which is more compact and flexible than would be possible with six films superposed.

CONTROL A POT OF MONEY

Monetary Force Wielded by the Insurance Companies in the United States.

Probably very few people who live and work outside the money markets have ever paused to consider the tremendous monetary force wielded by the insurance companies of the United States. The amount of money that these concerns handle is enormous. One may read that at present the sixty-seven leading life insurance companies of the United States hold securities of all kinds that aggregate more than $1,500,000,000. Imagination fails to grasp such figures. It is equivalent to saying that there are 1,500 banks in the country, each of which has $1,000,000 which it must keep invested.

Striking as these figures are, they do not include the holdings of the lesser insurance companies, and they pay no heed to the money controlled by the little multitude of large and small fire insurance companies.

Of course, the bulk of the money held by an insurance company has to be invested; that is to say, every dollar not needed for running expenses and for the prompt payment of claims. It is like a fairy tale of finance when one reads what use is made of the millions on millions paid to insurance companies.

During the year 1901, for example, the total of the incomes of the sixty-seven leading life insurance companies was something like $376,0[illegible],000. Of this money about $175,000,000 was paid to policy holders or to their heirs. More than $77,000,000 was disbursed for operating expenses. Still more than $120,000,000 was left. Some "economists" have figured that such facts show a "surplus" in which policy holders do not participate.—H. Irving Hancock in March Success.

WHAT A FALL, MY COUNTRYMEN

Rise and Fall of the Bicycle the Most Remarkable in the History of American Trade.

There were 300 bicycle factories in the United States in 1895. They produced annually 500,000 machines. These machines cost the users $37,500,000 each year, and the supply was not equal to the demand.

Nearly 800,000 bicycles were manufactured in 1896, but the price declined 40 per cent in the next two or three years and the supply was in excess of the demand.

In 1898 the membership of the League of American Wheelmen was 102,000; it is now 5,820. In 1898 there were in the United States fifty newspapers devoted to cycling; now there is only one.

Five years ago our boulevards and parkways were crowded with bicycle riders; last summer there were comparatively few on streets or boulevards. Five years ago to be fashionable was to ride a wheel; last summer to ride a wheel was to be unfashionable.

The bicycle has fallen from its high popularity. Wheeling has ceased to be a hobby, and ranks simply as ordinary recreation. Most of the capital invested in bicycle factories has been turned into other channels. The sales of wheels are not one-twentieth as large as in 1898, and the membership of the league has declined in the same proportion.

There were twenty bicycle stores in Chicago in 1898 where there is one now. Of the many bicycle clubs in 1898 only one maintains its organization now. The local sales of wheels declined 90 per cent in five years.

No other reactionary movement in American trade is so sweeping and striking as this passing of the bicycle.—Chicago Inter-Ocean.

Wireless Telegraphy for Cuba.

Not until the Ward line steamship Morro Castle sailed recently for Cuba was it definitely known that the Wireless Telegraph company of America had obtained concessions from the Cuban government for the establishment of a wireless plant in Havana to connect with another to be located in Key West, Fla. A complete outfit for the equipment of these two stations was put on board the Morro Castle, the equipment consisting of several long poles and 162 packages.

The wireless company claim that their system will do all the work of the marine cable between Havana and Key West, and do it more cheaply.—New York Herald.

Dies as His Mother Feared.

Edward Goode, of Kokomo, Ind., promised his mother he would not work on a railroad during her lifetime, she declaring that he would be killed before a month if he did. The mother died three weeks ago and the son, having kept his promise, secured a place on the railroad, which had been his ambition. The prediction of the mother was fulfilled. He was killed in the Vandalia yards at Terre Haute on Monday of last week, and the body was brought to Kokomo and buried beside the newly made grave of his mother.

LABOR AND INDUSTRY.

The Baltimore & Ohio railway will be made a four-track road from Pittsburg to Chicago.

Trade unions in New York increased 20 per cent in membership during the last six months.

The average depreciation of the thirteen cable stocks because of Marconi's success is 3 per cent.

In ten years the boilermakers and iron shipbuilders' union has grown from 450 to 23,000 members.

The cost of the various improvements contemplated by the Pennsylvania railway will be $50,000,000.

According to the bureau of statistics the United States does an internal commercial business of $20,000,000,000.

Irrigation works in British India which cost $128,000,000 water 13,000,000 acres and pay 7 per cent on the investment.

The Boston Elevated railroad has obtained 8,000 tons of Scotch household coal, which any employe can have at $5.50 a ton.

The post-mortem inspections of food animals by the government in 1902 numbered 38,903,625, and 61,980 carcasses were condemned.

The Illinois State free employment bureau obtained situations last year for 24,000 men and 13,000 women. The applicants numbered 27,779 men and 13,134 women.

Illinois ranks first among the states in the manufacture of agricultural implements, bicycles, cars, glucose and distilled liquors, and in slaughtering and meat packing.

The great shoe manufacturing towns are Lynn, Haverhill and Brockton, Mass., and the great hat producing towns are Bethel and Danbury, Conn., and Orange, N. J.

There was recently held in Germany a competitive exhibition of the work of journeymen shoemakers. In the United States the cutter is the only skilled workman in the shoe industry.

This country invented the parlor, sleeping and dining cars, the pressed steel freight car, many of the best features of the modern locomotive, the air brake, the automatic coupler and a host of related devices, and it runs the fastest long-distance trains.

A pair of women's shoes made in Lynn, Mass., to establish a record for rapid shoemaking, required fifty-seven different operations and the use of forty-two machines and 100 pieces. All these parts were assembled and made into a graceful pair of shoes to wear in thirteen minutes.

A twenty-five-story building is to be erected in New York, 100 feet square, and on land worth $100 a square foot, or $1,000,000 for 100 feet square. The building, 325 feet high, will cost only $1,400,000, only 40 per cent more than the land. Offices are expected to rent for $3 a square foot—$900 for a room twenty feet square.