

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., AUGUST 9, 1902.

THE SEMI-WEEKLY TELEGRAPH
Is published every Wednesday and Saturday
at \$10 a year in advance, by The Tele-
graph Publishing Company, of St. John, a
company incorporated by act of the legisla-
ture of New Brunswick.

C. J. MILLIGAN, Manager.

ADVERTISING RATES.

Ordinary commercial advertisements taking
the run of the paper. Each insertion \$1.00
per inch.
Advertisements of Wares, For Sale, etc.,
to notice of insertion of six lines or less.
Notice of Births, Marriages and Deaths 25
cents for each insertion.

IMPORTANT NOTICE.

Owing to the considerable number of com-
plaints as to the misplacement of letters al-
leged to contain money remitted to this of-
fice we have to request our subscribers and
agents when sending money for The Tele-
graph to do so by post office order or regis-
tered letter, in which case the remittance
will be at our risk.

In remitting by checks or post office or-
ders our patrons will please make them pay-
able to The Telegraph Publishing Company.
All letters for the business office of this
paper should be addressed to The Telegraph
Publishing Company, St. John; and all cor-
respondence for editorial department
should be sent to the Editor of The Tele-
graph, St. John.

FACTS FOR SUBSCRIBERS.

Without exception, names of new subscrib-
ers will not be entered until the money is
received.

Subscribers will be required to pay for
papers sent them, whether they take them
from the office or not, until all arrears are
paid. There is no legal discontinuance
of a newspaper subscription until all that is
owed for it is paid.

It is a well-settled principle of law that a
man must pay for what he has. Hence who-
ever takes a paper from the post office,
whether directed to him or somebody else,
must pay for it.

RULES FOR CORRESPONDENTS.

Be brief.
Write plainly and take special pains with
names.

Write on one side of your paper only.
Attach your name and address to your
communication as an evidence of good faith.
THIS PAPER HAS THE LARGEST CIR-
CULATION IN THE MARITIME PROVIN-
CES.

AUTHORIZED AGENTS.

The following agents are authorized to con-
vay and collect for The Semi-Weekly Tele-
graph, viz.:
WM. SOMERVILLE,
W. A. PEREIRA.

Subscribers are asked to pay their sub-
scriptions to the agents when they call.

Semi-Weekly Telegraph

ST. JOHN, N. B., AUGUST 9, 1902.

THE MURDER.

The deliberation of a young life that
might have been trained to usefulness is
under any circumstances sad. When that
life has been taken by murder, as in the
case of young Doherty, it cannot but
excite feelings of pity, as well as probably
of alarm and also possibly of remorse.
Pity will be felt by every thoughtful per-
son for the lad and his companions who
instead of cultivating their better nature
and industrial habits, drifted into idle
ways and evil companionships leading to
desperate deeds. Alas! he has already been
occasioned at the evidence of the crime re-
veals of the ability of some persons in our
midst to commit such crime and, if the
temptation may befall, to follow the
criminal.

So far as young Doherty himself was
concerned there is no evidence to connect
him directly with any criminality, but it
is known that his companions were not
of the best and that his tendency
was not what in the natural course of
events would elevate him in the community.
He was just at that stage of life
when he might be caused to turn out
good or bad, and unfortunately his career
was cut short. The circumstances of the
story offer of course all sorts of grounds
for theories and the city's occupation at
present, in its hour of leisure, seems to
be the discussion of theories and specu-
lating as to the crime and the criminal.
Two of the frequent motives for murder
are in this case prominently eliminated
from consideration: robbery and jealousy;
but even these are held by some to be plau-
sible, for the lad may have held some doc-
ument or other possession which was
essential for some one else to obtain, or
even in his humble life the elements of
passion and jealousy may have reached a
climax. The theory of self-defence is also
not popular, although it is possible that
Doherty may have been one of a gang who
attempted to molest someone else and met
his fate while the others escaped. Or it
is possible, as intimated by the lad's
father, that he knew something which
threatened the security of certain un-
scrupulous criminals and that they con-
sequently decided to put him out of the
way. These and other theories are being
actively discussed for the entertainment
of the citizens while the police are actively
working in their endeavor to unravel the
mystery. All the developments that may
transpire are eagerly watched for and it
is the hope of everyone that the criminals
whoever they may be will be speedily
brought to justice.

NEWSPAPERS AND POPULATION.

Much of the character of a country
even in a general way can be told by its
newspapers and an official statement by
the United States Census Bureau of news-
paper circulation in the republic is there-
fore of interest as illustrating the char-
acter of the population. It is stated, for
instance, that the aggregate circulation per
issue of all the newspapers and peri-
odicals in the state of New York amounts
to 37,036,065 copies, which would be suf-
ficient to give more than five copies to
every person in the state. Of course
every person in the state doesn't get that
many, for two or three to a family is a
fair average there as elsewhere; but
naturally the New York papers find the

bulk of their circulation beyond the state
limits. The state of Maine, with its
numerous story papers and cheap adver-
tising productions, makes a similar show-
ing, with an aggregate circulation per
issue of 4,434,063 copies, sufficient to give
one to every person in the state if con-
fined there—an evident impossibility.

The showing on the other hand of such
an isolated section as the Indian Terri-
tory, the periodicals of which have practi-
cally none but local circulation, is that
there is but one copy to nearly eight (7.82)
of the population. In the south the
circulation, owing to the large degree of
illiteracy among the negroes, is even
smaller, Mississippi leading with but one
paper to every 9.18 of her population,
South Carolina printing but one for every
8.27 and Alabama with one for every 7.05.

SAD CONDITIONS IN AUSTRALIA.

Recent advices from Australia present
a very discouraging picture of conditions,
a marked contrast to the prosperity
which obtains in Canada. It is stated
that business is exceedingly depressed,
that many of the storekeepers throughout
the country have been unable to meet
their obligations for months past and
that there is a general prophecy of bank
failures in 1903 to equal the sad record of
1893. The cause of it all is the drought,
which has held the land in its ever tight-
ening grasp the past seven years.

Some districts, it is said, have not had an inch
of rain in all that time; lakes have been
turned into deserts and riverbeds are
barren tracks through a dusty wilderness.
Cattle have perished by thousands
and sheep by millions. Everyone has be-
come discouraged and some despondent.
Even horses for interior mail services have
been impossible and many routes have
consequently been abandoned. Transpor-
tation of food and other supplies has been
greatly difficult. Mines have been obliged
to close down. Water is carried by train
for hundreds of miles. The cities are in-
convenienced by what approaches a meat
famine. The government has been com-
pelled to remit several of the duties or
to carry certain goods free on government
railways in order to relieve the situation,
but the monopolists seem to have pre-
sented any such concessions. There is
consequently much popular dissatisfaction
and there has been quite an exodus to the
more favored and flourishing colony of
New Zealand, as well as to the South Sea
islands and the Pacific coast of America.

At Brisbane the bubonic plague still has
a strong hold, although at Sydney it is
believed to have been exterminated.
With such an unfortunate and disastrous
combination of conditions it is no wonder
that Australians have become pessimistic.
In fact the wonder is that so many of
them evince faith enough in the country
to remain and work along as best they
may until to a greater extent naturally
ruined. Undoubtedly their British pluck
and love for sport to divert their minds
and to toughen their muscles will eventually
pull them through. Indeed we find in the
Sydney newspapers much greater space
devoted to the records of cricket matches
than to the Maritimes disaster or the
case of the South African war, and no
people so disposed are in danger of death
from disgust.

What is Australia's misfortune, how-
ever, is likely to result to the benefit of
Canada. Not only do our abundant har-
vests little unlimited thousands of immi-
grants to take part in building up the
 Dominion, but our climate guarantees
them exemption from such disaster as
has repeatedly occurred in Australia and
is liable to occur again. The emigration
from the United Kingdom to Australasia
in 1901 was about the same as to Canada,
viz. in excess of 15,000, but that was
the largest number who had gone to the
antipodes in many years, whereas the
number to Canada this past fiscal year
has greatly exceeded that or any previous
record. While we conclude with our
esteemed friends in Australia therefore,
we are very glad that Canada is able to
present such a pleasing picture in contrast
and such a good place under the same old
flag for new homes for the overcrowded
population of the mother land.

SANITARY CIVIC REFORM.

The state of the dumps on the back
shore of the city is at this season of the
year not very pleasant for residents with-
in half a mile of the vicinity. There is
no reason why this should be so and, if
the Board of Health were efficient, the
condition would not be so. The dumps
are not places for the disposal of offen-
sive matter and should be preserved free
from such stuff. If an example were
made of one or two offenders in this re-
spect it might eliminate the cause for
complaint and would be greatly to the
credit of the authorities. The odors from
the dumps on any warm day at present
give evidence that they are permitted to
remain in an unsanitary condition. The
civic authorities certainly have the power
to prevent this state of affairs and it is
not fair to the citizens that they are
made to suffer through lack of authorita-
tive attention.

Of course the matter of the disposal of
refuse is one of the modern questions of
city management, and the careless house-
holder is very prone to cast out with
ashes things that should not be permitted
to mix with them. In modern cities such
deeds and servants have close instructions
to refrain from polluting what is known
as "clean dirt," such as ashes and inoffen-
sive refuse. St. John unfortunately cannot
be termed a modern city in this

respect, for it has not even an ash-cart
or garbage service for the removal of such
material, and every citizen is obliged to
pay attention to the matter at his own
expense. This is behind the times, even
with other cities of less pretensions which
have long enjoyed established services for
this purpose.

Now there is any reason to suppose that
an ash-cart and a garbage service in St.
John might not be accomplished without
much cost to the city, for although the
matter cast out is of no value to the in-
dividual, it is in the aggregate of material
value to anyone who would make a busi-
ness of taking care of it. In New York,
for instance, large franchises are paid for
the privilege of obtaining this refuse mat-
ter by men who carefully sort it out and
find valuable profits in the sales of old
cans, tins and similar discarded metal, as
well as coal, paper, strawboard, etc. In-
deed so jealously do they guard their
rights that policemen frequently arrest in-
dividuals who attempt to steal articles
from the ash cans put upon the sidewalk
to have their contents collected. These
facts are no doubt well known to many
people in St. John, but they are cited
merely to show that this city is not only
negligent and careless, but wasteful of its
waste products. It is simply one other
mark in which there is ground for civic
reform, a little of which ought to be
incorporated without any delay.

EXPANDING INTERESTS.

There is one respect in which the trend
of the twentieth century is perhaps not
as yet thoroughly appreciated, but which
must as the years move on be realized
to a very important extent in comparison
with the past. The war in South Africa,
the ramp in China, the American con-
quest of the Philippines, the modernization
of all nations, all illustrate the matter
to which we refer, which is that the
news of today and the national topics
of interest of the present time have be-
come so thoroughly different from what
they were a generation ago as to make one
believe the world is really growing smaller.
Who, for instance, now, is interested
in the boundary line between France
and Germany, or who discusses the econ-
omy of Poland, or who is especially
interested in the fate of "the Sick Man"
of the European family of nations? Who
regards Africa any longer as "the dark
continent" or China as impregnable with
traditions? The "star of empire" may
still be taking its way westward on our
own continent, and especially in Canada,
but in the world at large people are
moving in both directions and it is diffi-
cult to say whether in the fulness of time
Africa may not vie with North America
as a humming hive of the world's most
industrious, most enlightened and most
progressive industries.

The emigration from Europe since the
inception of steam navigation and the
consequent knowledge of and practical in-
terest in other parts of the world which
have come about, aided by the cables,
wherever there are travelers, is partly
responsible for this, but the unfolding
such dramas as the Transvaal war, the
Spanish-American war, the overthrow of
the Chinese Boxers by the allied powers
and the alliance of Britain and Japan,
emphasize the fact that the diplomatic
energies of the civilized world today are
differently disposed from what they were
in the days of our parents. The topics
of the hour are on a broader, a vaster
and a more far reaching scale. The modern
business man must have a far greater
practical knowledge about geography than
had his father; the manufacturer must
send his agents to the remotest parts of
the earth in order to keep pace with his
competitors. Civil engineers and electrical
engineers and architects and railroad
builders are looking with equal eagerness
for contracts in every nation under
heaven. The financiers are open for every
sort of proposition, from enterprises of
every flag. And the newspapers must keep
track of every variety of news, from the
local murder to a tea party of the Min-
nabo in Corea, with as much seriousness
and ability to interpret their importance
as once characterized only the political
trend of the house of commons or rumors
of disfigurement of an European prince.
Such is the expansion of the twentieth
century.

SWIFT AND LARGE STEAMERS.

While the discussion of fast transatlantic
steamship fleets is in progress it is inter-
esting to note how such services elsewhere
than to Canada are progressing. We find
by an investigation of the latest Lloyd's
Register that the progress is slow and
that twenty-knotters are still considered
a luxury. Russia indeed is the only na-
tion that has this year added a single
merchant liner exceeding a speed of
twenty knots to her fleet and the list of
all such ocean-going steamships afloat
stands today (with that exception) the
same as last year, the figures being as fol-
lows: British 7, German 5, United States
4, French 2, Russian 2. There are, of
course, a great many English channel
and other steamers which, with either public
or screws, do at least 20 knots, but they
are not ocean-going in the ordinary sense
of the word.

In the matter of additions to mercan-
tile fleets of steamships of great size there
has been much more substantial progress
of late than in point of speed. The steam-
ers exceeding 10,000 tons afloat today
number 74 as compared with only 22 in
1898 and 61 last year. The present dis-
tribution of these big ones is as follows:
British 33, German 25, American 8, Dutch
4, French 2. It is thus gratifying to
find that the British flag flies over nearly
one-half of the ships of 10,000 tons as well
as of the greyhounds.

In the whole volume of steam tonnage

the British flag has increased by 844,198
tons over last year, to at the present time
a volume of 12,807,592 tons, while
German steamships have increased by
218,028 tons to a total of
2,638,338 tons. The real test of progress
being furnished by a consideration of
steam tonnage, the subjoined figures, ad-
ditional to those given in the cases of the
United Kingdom and Germany, will prove
of interest:

	1898	1902	Increase
Tons	Tons	Tons	
United States	1,175,752	1,564,168	388,416
France	972,617	1,101,883	129,266
Norway	618,617	805,754	187,137
Spain	644,775	736,349	91,574
Italy	441,235	691,541	250,306
Russia	399,397	665,102	265,705
Japan	454,353	655,220	190,867
Holland	355,660	605,947	250,287
Austria-Hungary	305,433	529,419	223,986
Sweden	338,655	544,075	205,420
Denmark	308,410	440,019	131,609

The American figures relate to inland
and coasting trade, as well as to foreign
trade, and as they have little to do with
the latter they call for no remark. Apart
from this, there has been a neck and neck
race between Italy and Norway, while
every country on the list but three has
a better showing than France in the way
of steamship additions. In point of total
tonnage Spain is behind both Italy and
Russia, but her steamship fleet is now
superior to that of either.

THE INTERCOLONIAL CRITICS.

In an article that was not given a place
in its editorial columns Thursday morn-
ing, our Tory contemporary alleged that:
"facts as they exist on the Intercolonial
Railway would appear to indicate that in
his official capacity as a manager of the
people's railway the hon. gentleman dis-
approves of even a 22-knot service on
land," and much more of the same ilk.
The unfair and unscrupulous allegations of
this nature which from time to time have
appeared in our contemporary are of
course estimated by its readers at their
true value, because they realize the source
and the motive; the fact that misrep-
resentation is the only policy remaining to
the Tory party and that if it is possible
to prejudice the public by such means
into believing anything to the disadvan-
tage of the government it will be that
much gained. It is merely because the
Intercolonial is a government road and
has been made so incomparably better
than it was under the Tory regime, that
the Tory organs are now jealous and vin-
dictive in regard to it. That is the cause
of their unscrupulous criticisms and the
reason why they are of none effect. No
one with any sense would expect any-
thing else from such a source and that
is the reason that so little space is spent
by the Liberal press in replying to the
old state of affairs which are not
arguments. The public know that if the
Intercolonial were not a government road,
the Tory journals would be willing to ac-
cord it the highest praise for the efficiency
it has attained under its present business
management.

A contrast of existing conditions and
those that obtained prior to the reform
government taking charge of the service,
readily possible to all who remember
the old state of affairs and the majority
of travelers have rather a vivid recollec-
tion of the former conditions, with the
shabby treatment of passengers and gen-
erally one-hour methods. Up to the time
that the present administration took the
road in hand and extended it to Mon-
treal it was in reality but a local road,
without even dining cars, or modern sleep-
ing cars, much less decent locomotives
and other rolling stock. Such a train service
as the Maritime Express was unknown
prior to the time when it was slow, mean
and miserable. Today the Intercolonial is
one of the most creditable railways on the
continent, and as it is the people's road
they recognize the fact and are proud of
it. Moreover it has been put upon a
paying basis and that is another source
of public satisfaction. These things speak
for themselves and every man who has
lived a dozen years in the country is ready
to credit his own senses in realization of
the change that has been brought about
rather than believing the venomous asser-
tions which emanate from sources of dis-
gruntlement as to the present manage-
ment of the property. The complete pub-
licity which the reform in the Intercol-
onial has made for itself is what stag-
gers the carping critics and has led them
to such utterly green-eyed exhibitions of
malicious aspersion.

A FOSSIL OF FINANCE.

Russell Sage, the eminent New York
capitalist, was 89 years old the other day
and celebrated the anniversary of his
birth by working as usual. He hardly
had time to receive congratulations. There
is no doubt that "Uncle Russell," as he
is familiarly called, will die in the harness
and there is likewise little doubt that
his chief fame will continue to be for the
sagacity with which he holds on to his
money. Those who have been in close
contact with and made a study of the
man have never been able to find that
the milk of human kindness was charac-
teristic of his make-up. He may not
have been charged with unscrupulousness
in his methods, or dishonesty in his deal-
ings, but neither has he been credited
with public or private philanthropies that
would relieve the sordid nature of his
reputation. In fact there are comparisons
made in his career which he has been
unmindful of the text: "To him that
knoweth to do good and doeth it not, to
him it is sin." It may be that "Uncle
Russell" has set for himself a peculiar
definition of what it is to do good and
that he also has a peculiar interpretation
of the admonition to "let your light so
shine, etc." Coupled with his lack of
charity have certainly been lack of ostenta-
tion and lack of desire for publicity.
He has so long refrained from telling any

thing of what he knows that he is re-
garded as having forgotten everything he
ever heard except what is shown in his
books and records. And although his wife
is credited with a much more liberal dis-
position, her record in that line is so
vastly overshadowed by that of her hus-
band that even she is regarded as a
miracle of vigor compared with the aver-
age American business man of today, and
how long his vital machinery may con-
tinue to operate is a standing conundrum
with his fellow citizens.

STARVING OUT THE COAL STRIKERS.

The more one studies the coal strike
situation in the American anthracite re-
gions the more one fails to see who but
the mine owners and operators stand to
win most by the prolongation of the strike.
The owners and operators certainly lose
nothing, for they save the wear and tear
of their machinery, save their coal and
exact extravagant prices from their sur-
plus coal that had been mined before the
strike. It is the owners and operators
therefore who are to be blamed for pro-
longing the strike and for maintaining the
exorbitant price of coal. They will ad-
mit no proposition to the men and refuse
to arbitrate. There is no doubt that the
men must have had much cause for com-
plaint and that in some cases at least they
were goaded to desperation by conditions
which it was in the power of the owners
and operators to alleviate if not to en-
tirely remedy. The mine-owners are evi-
dently trusting to time to be able to starve
the miners out and induce them to return
to work at any wages and under any con-
ditions they can get. And it is difficult
at present to see what else can be the
outcome of the situation, for the men are
unable to make their calling for relief
employment elsewhere or at anything else
and the public must have coal.

CANADIAN MANUFACTURERS.

The meeting of the Canadian Manufac-
turers' Association, which is to be held
at Halifax next week, will be fraught with
considerable interest to the maritime
provinces because particularly calculated
to acquaint the manufacturers from the
upper provinces with existing conditions
by the sea. St. John will send delegates
and the members will make a trip to
this city via Digby to be able to institute
for themselves comparisons between the
seaboard cities and to estimate the vari-
ous advantages that each may possess for
trade and commerce. It is stated that
some seventy delegates from Toronto will
be with the party, which will also include
fifty Montreal men and a number from
the city of Quebec and other parts of
Canada. The topics to be discussed will
include all varieties of pertinent trade
themes, domestic and foreign, and local
interests might also be introduced.

NOTE AND COMMENT.

Tracy has been traced, and the tracers
are now scrapping over the reward.

The New Haven trolley car strikers
seem to have it all their own way.

St. John lost the Harris car works to
Amherst, and now it looks as if the roll-
ing mills are going to Sydney, says the
Fredericton Herald.

The opposition voters having decided to
hold a local government election this fall,
should ease the uncertainty in the public
mind by announcing the date.

The Hospital Commission has made its
report, but the Hospital is going on at
the same old stand in much the same old
equipped way. And that does not suit
the public. No sire!

Let us hope that the unfortunate
Doherty murder is not to remain another
mystery, and the mercenary or miscreant
to go unpunished. The public safety de-
mands the detection of the murderer.

One of the Rhodes scholarships for New
Brunswick is certainly better than none
and will afford a great prize for young
students—in fact the greatest prize that
has probably ever come to this province.

There were 106 vessels of 28,200 gross
tons launched in the United States during
July. Five of these however, aggregating
18,830 tons, were built on the Great Lakes.

A summer temperature which very
rarely goes above 80 degrees in the day,
and always drops to 60 or under at night,
is what attracts summer tourists to St.
John.

The British sailing ship tonnage has de-
creased from 2,040,549 tons in 1898 to
1,533,480 tons in 1902. Germany's sailing
ship tonnage has in the same period in-
creased from 409,944 to 502,230 tons.

That Michigan farmer and his wife who
adopted a whole orphan asylum of 22
youngsters have struck a happy idea and
it is hoped will learn that nothing pays
so well as the raising of good children.

Our morning contemporary, it is stated,
is about getting a new press which will
be able to print its entire edition in less
than ten minutes. Mechanical facilities
alone however cannot make a newspaper.

St. John need have no fear of a yellow
fever epidemic. Although the weather
during the days may seem warm to very
hearty people, no yellow-jack microbes
could flourish in the nights of our summer
climate.

It's a pity Australia couldn't have had
some of Canada's superabundance of mois-
ture this year. We shall be glad to spare
them some even yet if they will only come

Home Insurance Co'y.

NINETY-EIGHTH SEMI-ANNUAL STATEMENT, JULY, 1902.

Cash Capital	\$3,000,000 00
Reserve Premium Fund	5,405,511 00
Unpaid Re-insurance, and other Claims	718,796 05
Reserve for Taxes	675,454 43
Net Surplus	50,000 00
	6,088,667 35

Cash Assets \$15,918,449 43

Surplus as regards policy holders \$9,068,687 35

KNOWLTON & GILCHRIST, General Insurance Agents, St. John, N. B.

Applications for agencies solicited.

and get it, for Canadians will be willing
to take chances on the fall rains.

The opportunity for the hospital com-
missioners to do something is passing and
the public have the only comfort that if
they don't do what they ought to do the
commissioners may pass also. And with
a new commission heart, not diamonds,
clubs or spades, will be trumps.

The Telegraph doesn't like to appear
curious, but what time next year are the
Reports of the City Accounts for 1901 to
be published? It has been suggested that,
as a matter of economy the city accounts
for 1901 and 1902 are to be published in
the same volume on the same date.

The city council has taken no action to
prevent the rolling mills being removed
to Sydney, it is stated, because "the com-
pany has asked for no concessions from
the city." This is the same sort of busi-
ness by which a firm loses customers
through waiting for them to come and ask
what they want. It isn't modern.

President Roosevelt will visit Bangor on
Wednesday, August 27, which will be his
nearest point to New Brunswick and his
provincialists who wish to call upon him
will do well to bear the date in mind.
If presidents were not forbidden to leave
the republic during their term of office,
it might not be difficult to persuade him
to cross the line.

"Kyabram" is the latest addition to the
English language. And it is not of Amer-
ican or South African, but of Austrian
origin. It means to agitate for a re-
duction of the representations in govern-
ment. Kyabram is the name of the Aus-
tralian village where a popular agitation
has been started to diminish by one half
the membership at least of the fourteen
Australian houses of parliament.

It is becoming the rule in St. John
on a holiday to drive all the citizens out
of town instead of keeping them at home,
and making sufficient entertainment to
ensure the presence in the city of thou-
sands of excursionists from the near by
towns and country districts. But it isn't
business.

Isn't it about time that the Common
Council ascertained from Mr. Carnegie
what his intentions are? We have no
doubt they are honorable, but it is bet-
ter to find out before the building is com-
menced. Otherwise it may entail one of
those popular delegations to Skibo Castle
to collect the subsidy. No one from the
mayor down has any definite knowledge
of what the arrangements are between
Mr. Carnegie and the city.

Recent statements from Mr. Nicola
Tosha, who has not been heard from par-
ticularly in quite a while, are to the
effect that his aspirations are none the
less daring than heretofore. He does not,
it is true, say anything further at pres-
ent about communication with aars, but
he believes it is possible to draw suffi-
cient power from the air for the opera-
tion of trains and ships at maximum
speed by electricity. His method is to
have currents passing through the air be-
tween power houses and he says the prac-
ticability of the plan has been assuredly
demonstrated.

The question as to whether marriage
among eminent men has of late years
declined in popularity or that the age for
marriage among them has advanced, is
interestingly discussed by Prof. Thor-
ndike, of Columbia University, in the
Popular Science Monthly for August. The
professor selected 1,000 eminent men from
the 10,000 names in "Who's Who in Amer-
ica" and investigated their conditions.
He found that of the 1,000, 85 per cent.
of those under the age of 40 and 88 per
cent. of those over that age were married,