THE GASTONIA GAZETTE.

Devoted to the Protection of Home and the Interests of the County.

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W. P. MARSHALL,

GASTONIA, N. C., THURSDAY, DECEMBER 13, 1900.

(Chah in Advance.)

No. 50

ARP AT HOME AGAIN.

BUT HE ENCOUNTERED SOME TROUBLE IN GETTING THERE.

The Railroad Gates Bincked-Bill Takes Passage on Another Line and Got Mome Au Henr Late-A Narrew Bill Arp in Atlanta Constitution.

Home again and happy. Children and grandchildren met me at the depot and graudemored met the trib the and and escorted me home, where a bountiful supper was awaiting, and I saked the same old blessing that I have been asking for fifty years, unly that it was with unusual gratitude for I have been in perils of wind and water and escaped them. I was weary with long travel, and now I could rest. I left New Albany at midnight, reached Birmingbam at daylight, only five minutes tate bam at daylight, only five minutes tale and had five minutes to buy a ticket for Pell City, and from there I was to board the East and West for home. How happy I was. But alas! for homan hopes to vanish into despair. There were about a hundred big black, greany negro preachats atread of me at the ticket office. Their Baptist convention had been broken up and they were going home on the southbound train, and had an heur to go on, but they would not let me advance an inch. I hurried back to the gatekerper and begged him to let me in for my train was waiting, and I pointed to the crowd of negros and told him it was impossible for me to get a ticket. He impossible for me to get a ticket. He said be was sorry but he had his orders. but a big square shouldered preacher, with a back as broad as a barn door had dropped a dime on the floor and half a dozen were down hunting for it I hurried back to make one more effort half a dozen were down hunting for it.
I halled the ticket man but he never beard or heeded me. Frantic, I rushed back to the iron gales, and saw my train slipping off like a snake in the grass, and that official automaton would not let me pass "'Gainst orders," be said. Blacks one says there is a remedy for every wrong, but there were no railroads in his day, or he wouldn't have written those lines. I had no remedy and there is none. What could I do? No train for Pell City for twelve hours, and none from Pell City for my home for twenty four hours. for my home for twenty four hours. I was so tired and so disappointed that I sat down to ruminate on my value. I was so weak and sad and pitiful, for there is no disappointment so distressing to me as being left by a train when going home. Just then a drinner, God bless him I came up and spoke to me and said, "My friend, I am pretty much in the same fix you are, but we can go by Chattanooga, for the Ala-bama Great Southern is an hour late this morning. It's scheduled to leave here thirty minutes before we arrived. but it has not come jet, and we have balf an hour to get our tickets. Those preachers are nearly all out of the way

I rose to my feet. I saw how it was, and then I would lose only one hour in getting bome. In my heart I revived and like David whispered, "Blees the Lord, O my soul."

We got our tickets and in four hours We got our tickets and in four hops were in Chattanoogs, where I tele-graphed my wife, "Hold the fort; I'm coming." And so "All's well that ends well," and no thanks to those

who manage that from-bound pen at

But I found the outest little parrow gauge railroad in Mississippi that I have seen in many years. I didn't know there was one left. It is called the Gulf and Unleago railroad, but they began to build it in the middle many years ago and built sixty miles and quit. You can ride all day on it for \$1.50. It doesn't seem to have any achedule and the folks along the line just wait for it and seem content. They wait for it and seem content. They say, "Well, its our road; its all we've got, and they do the best they can."
The owners are clever men and wait on you half an hour if you telephone them.
They are very accommodating, especially going south, for they have no connection to make. I buarded that train pection to make. I bearded that train at Blue Mountain at \$ p. m. for Pontotoe, where I was to lecture that night at 7:30 o'clock. It was only thirty miles, but we didn't get there until 8:15 o'clock, and my audience didn't give up the ship. They said it was their road—their only road—and they know its peculiar ways. We stopped when within three mites of town, and after half an hour so I asked what was the matter, and was told that the steam bad given out. Before that the train stopped in the words somewhere and then began to back. I rentured to ask what was the matter and was told that the brakeman had dropped his cob pipe and they had gone back to look for it. right to complain, for I recember hen there was not a railroad in the United States. When I was seven years old I came from Buston to Georgia over land in a carriage with my father, and mother 1,200 miles and neved a ratiroud, for there was not one to cross; and now there are 196,000 miles in the United States. No. I am miles in the United States. No. I am happy on the way on any railroad, even if it is thirty miles short and four bours long. It beats the old stage coach a long ways. I tried a baggy team from Ripley to Blue Mount, only a six mile drive and like to have got drowned. I fundamentally and distressingly wet. I shall walt for the narrow gauge next time. On that cyclone, I havent pext time. On that cyclone, I havent quit telling about it pet. Next morning a man who was in it and under it and ou top of it mid be went out to sout his mules up in the atable, and before he could say Jack Robinson, it ploked him up and turned him a thous prosed sim up and turned sim a hous-and someraults, while he was turning he heard his mules braying in the air above him, "Gentlemen," said he, "that are a fact, if I ever told it; and the thing just let me down in Jinny Tones maters match as some an

Jones potato patch as easy as a woman lays her baby in the cradle." lays her baby in the cradle."

That college at Blue Mountain is a marvel to me. It was founded twenty five years ago by General Lowrey, a five years ago by General Lowrey, a areat big-hearted man, who like Hen Adhem, loved his followneo, was

at first a high school for the benefit of the poor girls in the neighborhood and expanded into a college. When he died his sons and sons in law took charge and continued to expand, and now

there are 300 girls there; over 200 of them are boarders at \$19 a month. The others live in cottages near by and brard themselves at a cost of about \$5 a month, for they do their own work. Large, handsome brick buildings have been built and more are being built. Bountiful springs from the mountain side furnish aboundary wars were for side furnish aboundant pure water for everything. There is a dairy furm near by and vegetable gurdens and overy-

thing moves like clockwork.

Professor Lowrey is a man of untiring spergy and says that work is his best recreation. He took ree on a romantle drive to the top of the mountain and the village graveyard, and when we returned be called for his four took them to ride. I liked that, It does not take me long to diagnose a good husband and a kind father. There was no barber in the village and he brought to me his fine laws mower raz ir that cost \$5, and when he saw how awkward and nervous I was he said: "Oh, let me do that," and he mowel the gray stubble off in a minute. Ever hear of a college president doing that? I was specially interested in a young man. Barnest Guyton, the only lary in college. He is totally but is gotting a first class education through his ears. He listens eagerly to the resitations, keeps up with the foremost and is now studying Latin. His mother or sister reads to him every night and the family are all proud of him for he is not only bright mentally, but cheerful and handsome. He told me that being blind never distressed him and he was happy all the time, for everybody was so good to him. How kind Providence is to the afflicted.

Those Mississippi woods are full of Georgians. Scores of them sought me and with a natural and carnest pride told me where they came from in the long ago, or where they came from in the long ago, or where their fathers came from and who they were his to. I was amused at one old man who said be came here from Cass county before the war, and he asked me where Bartow county was. He had never beard that the name of Cass was changed to Bartow in honor of our General Bartow who was killed at Manassas. An unknown friend has sent me

poetic gem called "The Change in Far-mer Joe," by Sheldon Stoddard. I wish that it could be read by every husband to the land, for it tells in beauti ful and pathetic verse how Joe had ong pursued money for money's sake and gave his loying, long suffering wife few comforts and none of the luxuries or ornaments that brighten up a wotime to time bioted that she would like a new carpet for her room, for the old one had been turned and patched and beaten until it was laded and threadbeare, and the window shades were worn out. But he said no he couldn't afford it and he worked early and late and was accumulating money. The and noticed a tear in her eye as it dropped down on her pale cheek, and he got to thinking about it in the cornfield, and that tear haunted him and he recalled the long years of their married life and how patient she und been with him and the little children and nursed him when sick and watched and sursed him when sice and wateres them by night and by day. Suddenly he came to himself and stopped his could in the middle of the row and hurried home and bitched up the buggy and went to town like he was going for the doctor. He bought a nice carpet and some curtains and other comforts and drave home like Jehu and tumbled m all at the front Sally come here, bless your dear heart; you shant cry any more." And he burried back to the cornfield. Well I liked that, and I feel now like going to town and buying a new carpet for my wite. We men forget that a woman has to stay at home all the time. She loves otnaments for God made her so, and if she cant have these things her ouse is not a home, but a prison.

Thief Chased by a Lucamative

ibaron Pa., Disparon, Srd.

A locomotive helped in the capture of two thleves to-day near Doughton. While A. H. Wier was absent from his house Walter Campbell and Henry Blair entered the place and stole two suits of clothes and other stuff escaping

in the direction of Daughton. Engineer Cook, of the Lake Shore & Michigan Southern Railroad, heard of the robbery and offered his locomotive to the officers to pursue the thieves. When on board the engineer pulled When on board sub sugarwers some open the thruttle, and they were some spinning across the country at a tupotoli speed. In a few minutes hieves were observed crossing a field, and after a brief chase they were over taken and taken to jail.

ft Bassles the World.

No Discovery in medicine has ever created one quarter of the excitement that has been caused by Dr. King's New Discovery for Consumption. Its severest tests have been on hopeless victims of Consumption, l'acumonia Hemorrhage, Pleurisy and Bronchilis, thousands of whom it has restored to perfect bealth. For Coughs, Colde, Asthma, Croup, Hay Fever, Hostsepess and Whooping Cough it is the quickest surest cure in the world. It is sold by J. E. Curry & Co., who guarantee satisfaction or refund money. Large bottles 500 and \$1.00. Trial bottles free.

A Salesto Fact. allsbory Truth Index.

By a most desperate effort a Cana disn engineer succeeded the other day is making 113 miles in 110 minutes. This may be considered quite a feat for Causes, but in the Salude mountain neighborhood, on the W. N. C. division of the Southern, it generally takes a little experience to keep from making three times that speed.

Pacts About the Controversy Over Dr. Norton.

THE PRINCIPLE THAT IS AT 188UE.

Character of the Man to Whom the Turkish Government Has Refused an Exequatur as Consul at Rapport. A Cultured Scholar and Remarks ble Linguist.

The efforts of the United States government to induce Turkey to lesue an exequatur to Thomas H. Norton, appointed consul at Karput, derive a special interest from the personality of the appointue, says a Washington dispatch to the New York Post. A notion has lurked in the minds of many newspaper readers who have not especially studied the Turkish situation that we have been up to our old tricks of making a semibarbarous choice of a consul to settle in a semibarbarous country. As a matter of fact, the choice of Dr. Norton seems to have been as nearly ideal as the choice of any consul in the last desen years, and doubtless especial pains were tak-en to assure this appointment against any criticism on its personal side, so as to make all the more obvious the purpose of the Turkish government in re-fusing an exequatur, if it should do so.

Dr. Norton is 40 years of age and a graduate of Hamilton coilege of the class of 1878. After taking his bachelor's degree in the United States he spent several years abroad as a student at Heidelberg and other continental universities of high rank, devoting especial attention to his favorite science, chemistry. He appears to have a rather remarkable gift for acquiring lan-guages, having it finent use of most of those spoken in Europe and of the Turkish language also. For some 17 years be was professor of chemistry at Cincinnati university, spending much of his leisure during that period in travel. He is a scholar of generous culture, as his examination papers on file at the state department, together with an almost unparalleled mass of testimonials from men of science and letters, attest. He has been in Turkey before as tourist and student, making his last trip on foot for the purpose of better acquainting himself with the life of the people. He enjoys the personal acquaintance and friendship of several members of the Turkish official circle in Constantinople, who, as far as be is individually concerned. would be highly pleased to welcome

him back to their country.
In spite of all this the Turkish government has a principle, or, more prop-orly, a policy, at stake, which it assumes that it would sacrifice by consenting to receive Dr. Norton as consul at Karput. It is not because he is Dr. Norton, but simply because he is a consul of the United States. The trenty under which we locate our consuls in Turkey provides for the catablishment of consulates at points where they can be useful to commerce. At Karput, the Turks insist, the consul would have no commercial work to do. Karput, or Harpoot, as it is also written, is of interest to the outside world chiefly on account of the Christian mission stations in the neighborhood. Like other inland points of this danger spot in their relations with the outside world. They have tried to confine foreign intrusion to the coast and to keep the interior of their try for their own people and their own religion; hence their persistent refusal up to the present time to grant an exequator to Dr. Norton. Unfortunately for their consistency, they have already yielded to external pressure and permitted the British government to establish a consulate at Karput, so that our government cannot be said to be demanding any more privileges than have already been granted to apother country standing on no friendlies a footing. It is within the province of any nation to object to the person named as consul or minister to serve within its own border, and the other nation concerned has no right to take umbrage at such a rejection per se Having stripped this particular case of every possible pretext for the re-jection of the consul on personal grounds, even including the ground of close affiliation with the detested missionaries. Secretary Hay has so far the upper hand in the struggle between western push and Turkish obstinacy. If the barriers are once broken down at Kurput, there will be no reasonable excuse on Turkey's part for maintaining them anywhere else, and it may be possible to follow every settlement Americans in Turkey with the official machinery for the protection of their lives and property by their home gov-

Paralysed From Smoking Cigarete Salisbury Truth-Index lat.

Mr. S. W. McDuffle, who lost his mr. S. W. and Journey, who loss are yoles hat week from excessive eigeratte amoking (as is generally believed), has been doubly afflicted. Yesterday his left arm fell helpless at his side and up to the hour of his departure for Reids ville last night he had not regained the

Although Mr. McDuffle does not be-lieve it, signrettes have undoubtedly caused this great affliction to befall him. Mr. McDuffle stated when asked yesterdsy by a Truth Index reporter, rigarettes each day.

Mt. McDuffle left last night for Reidsville, where his family is visiting, but will go to the Garfield hospital at Washington, D. C., for treatment, to-

THE TURKISH SITUATION THE ISTHMIAN CANAL

Nicaragua Route Favored by the Commission.

DIMENSIONS OF THE WATERWAY.

Ten Years Will Be Required to Build the Canal-Planned to Be Thirty five Fret Deep and One Hundred and Fifty Feet Wide-United States Chief Gainer.

The isthmian capal commission believes that "the most practical and feasible route for an isthmian cenal under the control, management and ownership of the United States, is that known as the Nicaragua route." After the commission returned to the United States it gave attention to the determination of the proper dimensions for a maritime canal under existing condi-

tions. On this point the report says: "A depth of 35 feet at mean low water and a bottom width of 150 feet were adopted as standard dimension for a canal in excavation by each route This width is for straight sections. On curves with a radius of less than 12,000 feet it is increased at the rate of one foot for each 200 feet reduction of radius, the width thus becoming 180 feet on a curre of 6,000 feet radius. In open channels, exen-vated within the shallow limits of harbors or lakes, the bottom width is in creased to 200 feet, in the San Juan river to 250 and in the excavated portions of Lake Nienragua to 300 feet In the artificial harbors of Colon, Greytown and Brito it is made 500 feet These dimensions are larger than those proposed for any previous isthmian canal scheme. While they may seem excessive today, the canal is not likely to be opened within ten years, during which time the increase in marine di mensions which has been going on for many years is likely to coutin

"The isthmian canal, except in the two maritime sections, will be a fresh water canal. The draft of ocean stenmers is based on salt water weighing 64 pounds per cubic foot. Some large freight steamers now draw 32 feet at pounds per cubic foot. So sea and would draw nearly 33 feet in fresh water. If the heaviest class of freight steamers is to use the isthmian canal, 35 feet is the least depth that should be adopted. A width of 150 feet will allow all but the very largest ships to pass each other in the excavated portions of the canal. If two such large ships meet, one will bave to take the bank while the other goes by. Smaller ships will pass cacb other and larger ships without stopping.

"The most difficult engineering work

in connection with the Nicaragna ca-nal project," says the commission, "is the construction of a dam across the San Juan river to hold back the waters of the lake and enable its level to be regulated. It is of great importance that this dam should be located above the mouth of the San Carlos river, as the latter discharges at times as much as 100,000 cubic feet of water per sec ond, carrying with it great quantities of sand. The Nicaragua canal com-mission made search for a dam site above the mouth of the San Carlos, in what is called the Arma Muerta (dead water). One was found at a place about two miles above the mouth of los river. The maximu depth to hard rock is about 40 feet below sea level, or about 100 feet below low water in the river at the site, which will make it necessary to con-struct the foundation of this part of the dam by the pneumatic process The dam in the deepest part will then have a beight of about 150 feet. As the pneumatic process is an expensive and slow one at best, this commission has made search for an alternative site a few miles farther up the river where the topographical and surface Indications seemed to offer favorable results. One has been found which gives promise of a more satisfactory and less expensive solution of

problem. "The time required to build the Nica ragus canal binges almost entirely on the time required for the construction of the Boen San Carlos dam. After s harbor has been opened at Greytown and a railroad constructed the way will be open to attack the work from a great many points at the same time that if ample funds are then available the excavation of the prism of the canni ought to be completed in a comparatively abort time if prosecuted with vigor. The construction of the dam, bowever, will be a costly and tedious operation. Right years would probably be a reasonable estimate for the time of building this dam. At least two years will be consumed in preparatory work and in opening a harbor at Greytown, so that if work on the dam should be commenced immediately thereafter the time required for leting the entire work would be

bout ten years." The commission sought, by statistical investigation, to determine the amount of tonnage that would use an isthmian canal, were it now in existence, and found "that 3,428,702 cargo tone of the maritime commerce of the United States during the year coding June 30. 1800, could have used the canal to adrantago. During the enlendar year 1808 the trade of Europe with the west coast of South and Central America and British Columbia amounted to 8,340,377 enrge tons. The sum of these two amounts, 0,773,129 carge or freight tons, does not include any trade between Europe and the orient, a part of which would have used the Ameri-oan canal had it been in existence. The figures, moreover, apply to the com-

"As compared with Europe, the United States will derive from the canal fag greater benefits buth commercially and industrially. The commerce of Europe with the Pacific coast of North, Contral and South America, under existing conditions, is somewhat in oper than the total volume of the present traffic of the United States that may be con-sidered tributary to the canal, but this fact does not indicate the relative advantages which the canal will pos-sess for the trade of Europe and that of the United States. As soon as it has been opened our trade with the west coast of South America will rapidly increase, as will also the volume of our trade with the orient. The amount of the American commerce through the canal will quickly surpass the total amount of Europe's traffic.

"An isthmian canal will strengthen the unity of the national and political interests of the United States, develop its Pacific territory and promote the country. The benefits which Europe will derive from the canal will be ex mercial. In addition to this, ours will be political and industrial. By bringing the eastern and western sections of our country into closer relations, by re-flucing the time and cost of transportmg our western products to Europe and by enabling the eastern, southern and central states to reach the raw matries cheaply and expeditionsly the ca nal will more fully identify political and social interests and quicken the industrial activity of every section of the United States. The iron and steel, the textiles and the other manufactures of the eastern and scathern states, the coal from the mining regions, the coton from the south sud the grain and forest products from many sections will flow out to foreign countries in an ncreasing volume, and this larger trade will be shared generally by the ports of our senboards—the Atlantic, the gulf and the Pacific. The canal will cause the competition of the Unitd States with Europe to the countries of western Bouth America and the orient to be much keeper, with the resuit that the trade of our country will increase more rapidly than will that of our rivals. The canal will aid the United States in scraring and main taining a position of primary to the international trade of the world."

Baptlet Services on a Stramb The steamer Jewel, which plies be-ween Evansville, Ind., and fleuderson, Ky., was turned into a church a few days ago, says the Indianapolis Senti The Rev. Mr. Kissinger, paster of the General Baptist church of Svansville, beld religious services on the boat, which were largely attended. This is probably the first instance on record of a steamer being converted into a church. The pastor is well pleased at the success of his meeting the other day and will charter the boat every Sunday to be used as a

NEW GYMNASTIC MACHINE.

Professor Sargent of Harvard Exhibits His Invention, the Innemotor, Dr. D. A. Sargent, director of Harvard's gymnasium, at Cambridge, Mass., has invented a new gymnastic apparatus which, he declares, will supersede all gymnasium machines pre

The innomotor, as Dr. Bargent calls his new machino, exercises every muscle in the body in such a natural way gives the beneficial results of bicycling and rowing and avoids their defects Dr. Sargent claims that his new machine introduces a new principle into the art of propelling land or water vehicles and of applying human power so as to produce the greatest amo

The machine is a whole gymnasium in itself. It consists of a pair of lovers connected by four adjustable rods with a sliding sent and a sliding foot rest, which are in turn connected by a power applying rod to a crank or gear or sprocket wheel. The mae can be adopted to the propulsion of a tricycle, a beat, a scull, a cance or simple gymunstic machine.

The invention is the result of four years of hard work on Dr. Sargent's part. An exhibition of models was given the other evening in the Hemen way gymnasium.

LONDON'S SHELDON COPIER Rev. Joseph Parker to Run an Svon

ing Paper For a Week. The editor of the London Sun, as afternoon halfpenny paper, will hand over the editorship of that journal from Dec. 17 to Dec. 22 to the Joseph Parker, pastor of the City Tem who will emulate the Rev. Mr. Shelden, who for a time conducted the Topeka Capital.

Mr. Parker will have the entire di rection and control of the paper, says the London correspondent of the New York Sun. It is announced that he will show Drittab journalists and the British public how, in his opinion, a news effect the greatest good.

serikes a Sich Find.

"I was troubled for several years with chronte indigestion and nervous debility," writes F. J. Green, of Lan-caster, N. H. "No remedy helped me until I began using Electric Bitters, which did me more good than all the medicines I ever used. They have also kept my wife in assellent health for years. She mays Electric Bitters are just spleudid for female troubles; that they are a grand tonic and invigorator. just splendld for fumale troubles; that they are a grand toute and invigorator; for weak, run down women. No other medicine can take its place is our family." 2'ry them. Only 30c. Sat-lefaction guaranteed by J. R. Curry

THE NATIONAL CAPITAL

Interesting Incident at the Opening of Congress.

SANNON AND HIS NEW OVERCOAT.

nele Joo's Recent Experience on a Railroad Trip-Sounter Culton and Pumpkin Pie-Hanne's Rose Tree. De Graffenreid's Story of Towns In the Empire State.

An interesting incident in connection with the opening of congress occurred outside of the big marble building, writes the Washington correspondent of the New York World. There were fully two dozen men armed with cam-eras running laither and thither to catch views of statesmen. Each photographer was accompanied by a capitographer was accompanied by a capi-tel guide, who pointed out the impor-tant personages. As the hour of 12 approached and the stream into the capital increased there were lightning-like changes of plates and films in or-der not to miss a subject. The ma-jority of senators were willing victims, and more than one was observed to and more than one was observed to straighten a hat and adjust a cost in readiness for the snap of the shutter. Benators Aldrich of Rhode Island, Teller of Colorado and Foster of Washington came up the northern entrance to the senate arm in arm. The trie turned pale as they faced the charging camera experts. "What's this for?" queried Senator Aldrich good natured-

ly. "I haven't done a thing to warrant Senator Thomas C. Platt came up in Senator Thomas C. Flatt came up in a carriage, and as he alighted he was buttenholed and induced to step in a better light. Senator Billy Mason of Illinois offered no objection and posed with his hand tucked into his cont. Senator Mark Hanna's arrival created. a big rush, but a sign of disappoint-uent arose as the Ohio man ordered his carriage to proceed to the dark entrance, under the main steps. The united appeal of half a dozen men succeeded in bringing him into the open, and he was caught in a number of stitudes. Only one senator openly objected to the picture taking—Rawlins of Utah.

Uncle Joe Cannon has a new overcost, and thereby beings a little tale, says the New York Tribune's Washington representative. A few days ago the chairman of appropriations left his business cares at Danville, journeyed to Chicago, and after a brief so-journ bourded the train for Washing-ton. He crossed the Alleghanics in passe and repose, role down over the foothills into the rich agricultural sec-tion of Maryland, and when he neared llockville allowed the obliging porter to brush him up, for the termination of his railroad trip was at hand. He glauced into the looking glass on the wall of the Pullman car with a bit of wall of the Pullman car with a bit of pride for his new suit of clothes and shock himself vigorously as the porter put him into a capacious overcest. Forthwith he plunged into the deep pockets and began to fish up cough drops and other strange articles. He surveyed the splendid black cheviet with hardly less amassement than he did the cough drops and informed the porter that he had crawled inside of the wrong coat.

The car was turned upside down in

search of the missing garment, but it was nowhere to be found. Moreover, the porter said no gentleman had left the car between Bockville and Chicago. "Well, I left Danville with a rusty last winter's overcost, and now I have a garment of the latest cut, which fits me to a T. It is strange, in swapped 'em somewhere in Chicago," Serune in the knowledge that he has the better of the bargain, Mr. Cannon. wore the coat out of the train and will keep it with him till be bears from its real owner in Chicago. senator Culion took two muce to

scheon the other day, says the New York World's Washington correspond-ent. "This restaurant is famous for its pumpkin pie," be said, "real, genu ine pumpkin ple. Waiter, with our tuncheon we shall want some pumpkin pla." They had some cysters and some fowl, and then the man who looks like Liscoln turned to the waiter, three pieces of that fine pumpkin pie." The waiter brought three pieces of golden bued pie. Mr. Ouliem looked at them in ecstasy. "That is pumpkin pie such as mother used to make," he yeard. "It is gennine pumpkin ple Walter, where do you get the pump kins this pie is made from—in old Mer Mugiand, I'll bet." "Deed, I dunne sah," the waiter replied, "but dat ain't pumpkin pie, sah. Pumpkin pie wan all out, so I brought you sweet perta-ter die lastead, sah."

Senator Hanna's rose tree was the most remarkable floral offering at the most remarkable floral offering at the opening of congress. It was five feet high and covered with full blows flows ers. "Goo!" asid a cynic from Penn-aylvania. "See Honna's rosen. I grosse Quay must have sent them to REPRESENTATIVE DE UNESCRITORE O Texas was talling some friends of a recent visit to New York state. "Yes, sir," he said, "that Now York state is all right. It is sure the Simples State Why. I went all over it, and may, do you know, there's towns as big as Dallas up there where the trains go right through without stopping."

The Largest Hall.

The largest coall ever carried across the Pacific ocean is on the transpor Sherman, says the Honolulu Republic an. There are 1,100 bags of lette papers for Guam and Manils.

IMMIGRATION OF SOERS

They Will Se Welcome Additions
Sore Separamentality Leasy,
Representative Leasy,
Representative Lawy of lows, chaleman of the constities on public lands,
given to the New York World the finlowing statement regarding the coming
to America of Boar families through
The World's invitation:

"If the Roors want to come to America, they will be able to find plenty of
land. While a greater part of the most
desirable land has already been preempted, there remains enough to furnish homesteads for all the families
who come. The stid lands can enally
be made the most fertile in the world
by krigation.

"The Boars would be welcome addi-

be made the most factile in the world by irrigation.

"The Boars would be welcome additions to any state or territory we have The people would gladly have so theif by a people within their beforer. By their magnificent fighting qualities the Joers have gained the admiration and respect of the world. In the wast they could easily find ranges upon withe small feed ibourness of bead of cattle, and my information is that these people are largely given to stock rathing.

"I believe the state of Texas would effer greater inducements to the Boers than any other place. It is true there are no public lands in Texas. When that state entered the Union, it reserved all its lands, and they are now known as school lands. These can be lought for from \$1.25 to \$2 an acres, with five years to pay it in. There will be several million acres of good land in Okinboun opened for cetilement in the suring.

Oblahous operage.

"There is a settlement in my community which everybedy is proved of. I've townships were bought up, and Hollanders reside there. These people are among the most industrious in the state. The Boers can find hind anything in the west-Colorade, Montana.

state. The Boers can find land anywhose in the west-Colorade, Montana,
New Mexico-almost any western state.
They can buy land there for very little
or settle on the public domain and cultivate that land. It is a noticeable
thing that wherever Hollanders or
Germans or people of that character
have settled the price of property lanmediately increases. They are good
seighbors, good citizens, and will be
welcomed in any community."
Heantor Teller of Colorade, formerly
secretary of the interior, says:

"The Boers would prove valuable citizens and would be giadly received in
any portion of the United States in
which they might settle. The most desirable lands open for settlement under
the homestead act have already been
taken. If the Boers have money, they
can secure good land for very little. I
do not believe that they could asttle
and make anything out of the arid
lands. They probably do not understand irrigation, and, of course, their
lands would be worthless without it.
I should be very giad to have them
settle in the United States. lands would be workness without I abould be very glad to have them settle in the United States, as they would be good citizens.
"A settlement of Boera would un

doubtedly receive every inducement to settle in certain sections of the country. They could buy land on long time pay-ments, and by their thrift and indus-

Ery such sequire a homenteed."

The Shrinking marn,
[A twestieth century vision.]

Into the sold a world was fing
To jots the spharte shole.

On its appointed way it owing
Bobel in princent fee.

Upon its bot and glowing tane. The cooling foods decembed. The land std occas took their vine. The sky above them bended. The one and rais, the low and treat, Chinesed and carved it daily,

Chang fish and reptile. Mid and beast, By bounteess nature nontified. Came men, the nightbut said the last, Who multiplied and flooreshed,

He sailed the see, he bridged the a He dought for pride or plumber, ther God in visions and in double, And leavest to watch and sunday

And then a pirrage thing came to cir That set the wise to thinking— As some in shift and window grow The earth kept shrinking, shrinking The enterestates throughing after the de The entites prosping under

ables creeping under, ted all the usua that hesp

A hundred willer become six tun Where leve steeds west realities and exceled over all angely man For ampler tops were pushing

They dropped the beginner unit: They exited the ground and gal

Then o'er the carth an easiny ma. To bighed become articles. "Doth God Absighty most on man, Back bits in this horizing?

"But what he worth," was the own that what he so strepting? A destroid much on which is sin A and were his breaker stoping.

Principle with 5 did the party of the party

Then doors the stoppy field again.

Of soline technique