

EUROPEAN CITY IN ASIA

Mysterious Community Discovered in Turkestan Whose Rulers Are Fair-Haired and Caucasian.

St. Petersburg—A Russian explorer who has just returned here after two years' wanderings in eastern Turkestan, where no European has ever been before, gave an interesting lecture on his experiences before the Imperial Geographical society.

The explorer, M. Koznirff, declares that in the great Tarim desert on the north of Kashmir he has discovered a small Chinese and Mongolian race ruled over by a family of purely European appearance and customs.

"In a large oasis near the River Khotan," he says, "I came upon a European town—that is, a town which would have been European in the middle ages. One, as is the same of the town, has nearly 3,000 inhabitants, all with a distinctly European cast of features. They speak a Turkish dialect which I did not understand, and were very attentive to me, though they took my two native guides to the outskirts of the town and promptly put them in jail. The chief, or king, of this little state and all his near relatives, are purely European in physique, complexion and manners. The king, wearing a tunic and a garment not unlike a Roman toga, received me in a large adobe house and conversed with me by signs. He was a handsome, fair-haired man of about 50. When I tried to find out whether he knew anything of the origin of his people he declared that their ancestors had come from the west, but would or could give no further information."

INDIAN TALKS ON INDIANS.

Henry C. Cloud, an Educated Winnebago, Declares His Race Is Capable of Improvement.

Philadelphia, Pa.—Henry C. Cloud, a full-blooded Winnebago Indian, delivered an address at a public meeting of the Philadelphia branch of the National Indian association here the other day. He chose as his theme the growing sentiment against the Indian as a worker, either mental or physical. He said:

"When an Indian is being educated he is taught that his people are inferior to the whites, and consequently he gradually sees himself from his family and countrymen. Finding then, that he can not intermingle with the whites, either in a social or business way, he has no place to turn. The Indians are not all drunkards, and do not lack intelligence, but show highly developed mental traits when given the opportunity. This has been proved by those of our race who have reached high positions in this country.

"There is only one sure and radical solution to the Indian question, and that is through this missionary association, first, by their influence upon the government in the interests of the red man, and, second, by eliminating the Great Spirit from his soul and installing him with the Christ spirit."

MANY YALE GRADUATES.

Directory Shows Over 12,000 Are Alive—Majority Engaged in Educational Work.

New Haven, Conn.—According to the Yale directory 12,655 graduates of Yale university are alive, the leading departments being the academic, with 7,025; the scientific, with 2,823; the theological with 849, and the law school with 1,374.

Occupations are given of 96 per cent. of the graduates, divided as to vocations as follows: Agriculture, 254; arts and music, 158; education, 1,489; engineering, 849; finance, 1,138; journalism and letters, 330; manufacturing, 1,171; medicine, 3,151; mercantile business, 937; clergyman, 1,141; transportation, 191, and unclassified, 506.

The state representation is given in detail, the places which lead being New York, with 3,543 graduates, and Connecticut, with 3,579.

OKLAHOMA ENOCH ARDEN.

Husband Supposed to Be Dead Appears After Wife Is Married to Another Man.

Oklahoma City, Okla.—For seven years prior to January 7, 1899, Mrs. Beverly Crisp had been deserted by her husband, and she believed him dead. They were married in Wichita, Kan., in 1889, when Oklahoma was opened to settlement, and came directly to the territory, settling at Arapahoe, Custer county. After making every effort to obtain information as to the whereabouts of her husband, Mrs. Crisp married W. L. Thompson at Westport, Okla., January 7, 1899. They lived happily, and had a cumulated considerable property, but suddenly the long-dead husband turned up, and it was found that Mrs. Crisp had never been divorced from him, although they had not lived together for some seven years before she married Thompson. The other day the latter filed proceedings for divorce in the district court here. Mr. Thompson states that he believes his wife was perfectly honest when she thought her former husband was dead.

The Hard Part. A French scientist declares that dyspepsia can be cured by smiling. He suggests, however, remarks the Chicago Record Herald, to explain how dyspepsia may succeed in getting themselves to smile.

A UNIQUE RAILROAD.

LINE IN RHODE ISLAND JUST TWO MILES LONG.

Has Twenty-Two Locomotives and One Man Is the Whole Crew—Road Is Prosperous and Good Dividend Payer.

New York.—Rhode Island's two-mile railroad—just two miles long—with its 22 locomotives, two passenger and nine freight cars, 33 employes, one bridge and half a dozen grade-crossings, is one of the most prosperous in the state, if not in the country.

The corporation is known as the Moshassuck Valley railroad, and the track runs from the Woodlawn depot on the main line of the New York, New Haven & Hartford, near Pawtucket, to a terminus in Saylesville, a thriving factory and industrial hamlet.

The road is unique in many ways. There is no combination car and locomotive, like the one on the Moshassuck, in use in any other part of this country. It is believed by the operators of this one, which runs up and down the countryside between Woodlawn and Saylesville 12 times a day.

James Andrews is the engine driver of the car-locomotive, and he has enjoyed the employment of pulling the lever so well, being his own fireman all the while, that he has held on to his position for nearly 15 years.

When a passenger stops off at the Woodlawn station to take a peep at one of the shortest railroads in the country, if not in the world, he finds the combination car and engine a veritable novelty in the science of railroading.

There are three stations and five regular stopping places, and on the run two of the principal streets of Pawtucket are passed over, including the Mineral Springs pike, one of the most attractive thoroughfares in northern Rhode Island.

The inquiring passenger is whizzed from one end of this remarkable railroad to the other in just ten minutes, and he is told by a boy, who attends the gates, that 40,000 passengers were carried in the past year, about 2,500 less than the year before, because of a trolley opposition.

The two-mile railroad has been prosperous since it was incorporated, June 11, 1874, and the surplus earnings are \$50,094.56, or \$34.56 more than the amount of capital stock.

The net earnings of the past year, however, were only \$1,121.54, or less than \$25 a week, and when the figures were considered by Frank A. Sayles, the president, and the four other directors, it was decided to appeal to the general assembly for the right to construct an extension to tide-water in the city of Pawtucket, and to also run the road up into the country a considerable distance farther, to meet the growing competition of the trolley roads.

Another matter discussed by the five directors was the proposition to run a New York sound line of steamers in connection with this two-mile road. The plan of Mr. Sayles is to have the steamers depart from the port of Pawtucket on the Bockonk river and to carry passengers and freight.

As the legislature has authorized the Moshassuck Valley company to go ahead with their plans, there is no doubt that Mr. Sayles will do something to make his two-mile railroad a profitable one hereafter, as it has been in the past, for he is many times a millionaire, and his extensive properties are almost sufficient in themselves to keep the road in operation.

The gross earnings during the past year were \$63,412.35.

It is said that no amount of money could buy out or lease this little railroad; that no combination with the great Consolidated could obtain from the coterie of wealthy men who control it and revel in its ownership.

One of the notable steps is that at the office of one of the mills owned by the Sayleses. It is always made, and letters and packages for the concern owned by them at Saylesville are placed aboard the car for delivery at the factories. The road in this and other instances favors of the private concern, but it is a common carrier, and any person can use the passenger or freight cars, and the rates are said to be moderate.

The road begins operations each day at six in the morning, and there are 13 hours of railroading for the veteran engineer, and all of the runs are made that are considered advisable to catch the business.

STOMACH IS ELECTRICAL.

Experiment Conducted on Healthy Organ in California Shows Digestion Is Electro-Chemical.

San Francisco—In an experiment conducted by Albert J. Atkins, of the California medical college, on the living stomach of a healthy man it has been demonstrated that the organ is electrical in its action. The experiment consisted of the introduction of a specially prepared electrode in the stomach by having the man swallow it. When the electrodes were brought into contact with about an inch square of the wall of the organ the galvanometer registered nearly ten milli-volts of direct electrical current. It is asserted that this action proved that the whole process of digestion is an electro-chemical one and that the current in the walls of the stomach prevents the digestion of the stomach by its own juices.

Make the Debtors Work. Debtors in Siam, when three months in arrears, can be seized by the creditors and compelled to work out their indebtedness. Should a debtor run away, his father, his wife or his children may be held in slavery until the debt is canceled.

THE FRENCH IDEA OF IT.

Information Regarding Our National Celebrities Taken Funny Form Over There.

Not long ago there appeared in a paper published in the south of France an amusing account of the life and exploits of Col. Bryan that no doubt the Nebraska fully enjoyed if he saw the story. The story was written by the Paris correspondent of a country paper. It is based, so the writer says, on information he got from friends of Mr. Bryan who are prominent in Paris.

A western was filled the Frenchman with startling information, and how he must have smiled when there appeared the following in cold print:

"M. Le Colonel Bryan first came into fame as one of the strange, half-savage band of cowboys who roamed over the far west, fighting the Indians and wild beasts. Imitating, perhaps, the custom of the Indian chiefs, each of the cowboys bore a nickname based on some of his exploits as a hunter and fighter.

"Thus M. Le Colonel Bryan's title among his rough but brave and sturdy comrades was Silver Bill the Dead Shot. After the treaty of peace was signed with the Indians at Chicago in 1896 Colonel Bryan went out of the cattle business and became one of the bonanza farmers of the west. He can now sit on his back stoop, as the rear veranda is called in America, and look over his fields of corn stretching farther than the eye can reach in every direction.

"As a result of his early training on the plains, where he spent many months at a time without an opportunity of talking to another human being, the former candidate for president is extremely taciturn, and can hardly be persuaded to express his opinion on the issues of a campaign. He is the author of a book of adventure called 'The First Battle' in which some of his encounters with the Indians of the Tammany and other tribes are described at length.

"In the effort to neutralize the strength of M. Le Colonel Bryan among the cowboys and Indians who make up the largest part of the voting population west of the Alleghany mountains, the republicans have M. Le Roosevelt for president. M. Le Roosevelt is one of the leading cowboys of America, and is especially famous for once having vanquished a grizzly bear in single combat.

"During the last campaign M. Le Colonel Roosevelt has ridden a series of horses all over the country, giving exhibitions of rough riding, such as were seen in Paris a year or more ago under the direction of another American statesman."

LAND FOR WORLD'S FELONS.

Place for the Criminals of All Nations Might Be Established with Profit.

What is the logic of keeping criminals at the public expense? Why should the community give a man free board and lodging for his life because he has broken the law? asks the San Francisco Bulletin. If a man is unfit to be at large in society then, if self-preservation is the first law of nature, society has the right to eliminate him. This it does, foolishly, at present, by locking him up for a term of years or life. In a few cases society kills the criminal and thus gets rid of him irrevocably and cheaply; but this is hard on the criminal who may not be incorrigible. Hence capital punishment would be too severe for crimes less than the most heinous.

The maintenance of prisons, however, is a heavy drain upon the taxpayers. Moreover, prisons are not reformatories, but rather colleges for education in the criminal arts and for the formation of the professional criminal character. Therefore, to society are menaces as well as burdens to be borne.

Some nations have made a compromise with logic by establishing penal colonies where felons are permitted in a measure to shift for themselves. But these colonies are only half-way measures. The logical, humane and most effectual solution of the problem would be the setting apart of some great territory—say the heart of Africa or some large island, not too fertile—as a general dumping ground for the criminals of all nations.

There the outlaws could set up a society of their own. Necessity would compel them to dig and build for themselves. They would have to work or starve. The frontiers or coasts of the felons' land could be policed by a patrol composed of detachments from the armies and navies of all the nations in order to prevent escapes. Summary death should be, of course, the penalty for breaking bounds. The powers, however, could refuse to take any part in the internal administration of the territory thus set up. The criminals could do what they pleased, have anarchy or a communism, a republic or an autocracy, whichever suited them.

Horses in Pioneer California.

Horses in California before the influx of the Argonauts occupied a different position than they did in any other part of the world, the nearest approach being in parts of Central America and South America. They occupied an anomalous position in those very early days, being an absolute necessity and yet rating so low in the money scale as to be practically valueless.—Sunset Magazine.

Justified. City Editor—Why do you say he ran into the police station "puffing and blowing"? "Puffing" and "blowing" are synonymous.

Reporter—Not at all. There's a vast difference, for instance, between puffing a man up and blowing him up.—Philadelphia Ledger.

RURAL MAIL SERVICE.

DISAPPOINTMENTS HAVE COME WITH FREE DELIVERY.

Closing of Post Offices in Small Towns Denounced as Glaring Injustice by Farmers and Others.

Observation shows that some of the rosy dreams indulged in by the promoters of rural free delivery have not been realized in actual results, says the Sentry, of Washington.

This perhaps could have been expected. Too much is usually claimed in advance for these innovations—even the most valuable of them. Novelties are always attractive. A combination suit-case, fire-escape and graphophone always appeals to the credulity of those persons who are ever on the lookout for something new and startling.

The distribution of mail matter to the agricultural population was a scheme so attractive as to command in advance the enthusiastic plaudits of all who wished well for the growing intelligence of the country. That some prophecies have not been fulfilled is no impeachment of its general utility, but is simply an incentive to more careful administration and a proper adjustment to the necessities of the case.

The farmers, and such periodicals as are printed for the purpose of reflecting their views, already criticized the rural service for some of its unexpected shortcomings. They point out that when it was started the country was honey-combed with star routes, and every man was within convenient distance of a post office. It is asserted that the postal system, instead of being amended and enlarged, is being torn up by the roots. Post offices which had existed for years and still served their purpose were threatened with extinction, compelling people to accept the rural delivery whether they wished to accept it or not, and giving the favor on these terms to only a small proportion of the population.

One objector says: "Where heretofore every soul was satisfied, no serious complaints coming from any quarter, vast multitudes of people are now so greatly disturbed at the ill-advised changes made or threatened that the country is filled with excitement and lamentations."

The destruction of the old system by shutting up post offices in the rural communities, and having the mail delivered wholly from the larger towns was one of the results of the rural delivery scheme which the people were not prepared for, although it was made a leading argument in its favor. To compel farmers to do their business, including the purchase of stamps and money orders, registering letters and other things of that kind in the public roads in all sorts of weather, where they previously had a convenient office under shelter, is denounced as a glaring injustice.

One incident of a populous county is given, where after several years of free delivery there were still 150 post offices, of which 17 were starting points for rural routes. There are in all 33 such routes, the carriers traveling a distance of 300 miles a day in the aggregate.

The original intention was to close most of the offices, thus, it was alleged, saving money enough to largely provide for the expense of the rural carriers. So far in that county only two of the old offices have been actually wiped out. They are kept open and running. Nearly all of the old star routes are retained. This offers a duplicate service at an immense additional cost, with little increase in efficiency, yet bringing many heart-burnings and neighborhood quarrels.

The effort was made early in its history to have the delivery service placed on a contract basis, similar to that of the star routes, so that there would be competition between carriers as there now is between mail contractors. This plan was strongly supported, but was defeated by a large majority in congress.

One representative, advocating the plan, warned his colleagues that the time would soon come when there would be 50,000 carriers, at \$1,000 each per year, total \$50,000,000 for salaries alone, besides allowances for wagon repairs, horse hire, etc., plus eight hours a day and millions for overtime.

He predicted a solid combination of 50,000 carriers, clamoring for more pay, and organized as an aggressive political machine.

None of these predictions has yet been realized, but it cannot be denied that some tendencies are more or less ominous. Carriers' salaries were increased at the last session of congress from \$600 to \$720 per annum. Further increases will be asked and when the labors and hardships of the rural carrier are contrasted with the light duties and eight hours' tour of his city brother, there seems to be some merit in the demand for a compensation more nearly equal.

There are causes of friction among the patrons of the service in addition to those we have mentioned. The fact is, that the system has been built up so rapidly that the advance theories have not as yet had time to adjust themselves to unexpected conditions, and unforeseen obstacles. The postal scandal, which involved the principle organizer and promoter of rural free delivery inside the department, and led to his separation from the service, necessarily complicated an already difficult situation. The administrative problems had to be taken up and solved by new men, and the service suffered a serious setback from that cause.

New Cure for Drunks. Moscow asylum authorities are experimenting upon a hypnotic cure for alcoholism.

CLAIMS AN OLD CEMETERY.

Miss Mira Price, a School-Teacher of Westport, Mo., Fences in a Graveyard.

Kansas City, Mo.—Miss Mira Price, a teacher in the Benton school, through her attorney has had a fence built around a little cemetery in Westport. Miss Price has had a notice posted in front of the ground warning trespassers to keep away, and has notified the city and county assessors that she is the owner of the plot where so many of Westport's early settlers were buried, and that she is ready to pay taxes thereon.

Miss Price is one of the children of Edmund Price, long since dead, who bought the ground, of which she has now taken possession from Johnston Lykins, in 1846. The cemetery is 234 by 180 feet in size, and, according to the records, it became a burying ground merely by consent of Mr. Price, who, however, did not give the city a deed for it. A. M. Allen, one of Kansas City's pioneers, says the last burial took place there in 1850, but before that time it had become so crowded that some bodies were interred beyond the limits, members of T. J. Wornall's family being among the number.

The cemetery has been neglected for many years. The tombstones have become decayed and broken, and the whole place presents such a scene of disorder that the Price heirs decided to take charge of it. There are several children, but all have deeded their interests to Miss Mira Price, the school-teacher. Miss Price bases her claim to the ground on the decision in the Shelley park case, wherein the court found that a cemetery no longer used as such might revert to the original owners.

MEN OUTNUMBER WOMEN.

The Census Bulletin Recently Issued Shows an Excess of Males in United States.

Washington.—According to a census bulletin recently made public there are more men than women in the United States, but in the cities there are more women than men. In continental United States there are 1,638,321 more males than females, or about two in each 100 people. Europe has an excess of females; every other continent, so far as known, has an excess of males.

American cities as a rule have more females than males. In the 1,861 cities, each having in 1900 at least 25,000 inhabitants, there were 201,969 more females than males, and this notwithstanding the many western cities which contained more males than females and the enormous number of foreign born in the country, five-sixths of them male and a large proportion of them living in the cities.

Notwithstanding the great excess of males in the total population of the United States, there are two periods of life at which the reported number of females is greater. One, extending from about 53 years of age to the end of life, probably is due mainly to the longer average life of women; the other, from 16 to 25, probably is apparent rather than real, and due mainly to the greater number of women who claim erroneously to belong to this age period.

FERRY FOR DOVER CHANNEL.

French and British Governments Plan to Transport Railroad Trains Across the Water.

London.—Negotiations between the British and French governments for a boat service that will carry whole railroad trains across the channel between Dover and Calais are about complete, and parliament will be asked to pass the necessary bill, which there is no doubt it will do. The expenses will be borne by both the English and French government in equal shares.

Already plans have been submitted by the Armstrongs and several other shipbuilding concerns for twin screw steamers large enough to transport trains such a distance. Hydraulic elevators will be built to permit the embarking of trains at low tide, and it is expected that the crossing of the channel will be effected in less than 50 minutes at a speed of about 14 knots.

Since the success of the American system of ferryboats two lines have been installed in Europe, one between Copenhagen and Malmo in Sweden, a distance of 23 miles, and another between Warendumbe in Germany and Ojeder in Denmark, a line which has greatly increased the commercial possibilities of Germany.

The distance from Dover to Calais is less than three times the distance from Manhattan to Staten Island.

Will Wed to Win Hat.

Waterbury, Conn.—To win a new hat Gus Meyers, a cigar dealer of this place, 50 years old, has advertised for a wife. Meyers draws the line at cross-eyed women and demands that the woman he marries must appear within two weeks. If she doesn't he will lose the hat. The applicant for a kind and loving husband—a promise Meyers makes—must be able-bodied and between 30 and 50 years of age. As an afterthought Meyers adds that she must have sufficient means to provide for him a comfortable home with all of the necessities and a few of the luxuries of life.

Thoroughly Trustworthy. The Japanese have reached high tide, and their luck is about to turn. The Chicago Tribune remarks that the information comes straight from authentic Russian sources.

Caught Many Suckers. Part of Mrs. Chadwick's securities turned out to be stock certificates in the Buckeye Fish company. Still, her stories about them did not sound fishy to the bankers.

SEEKING WATER POWER.

Use of Niagara Falls for Generating Electricity Stirs Other Countries to Action.

The lesson of the use of Niagara falls for generating electricity has been put in worldwide application, says the New York World. Throughout the world falling water, according to a paper read before the British association by Mr. Campbell Ewinston, yields to man's use an energy equal to 1,483,390-horse power, of which Great Britain figures for only 11,906-horse power. The British Aluminum company gets 7,000-horse power from the falls of Foyers and it expects presently to procure 17,000-horse power from Loch Laven. The North Wales Electric Power company is about to tap Lake Lydaw, on Snowdon, and hopes to obtain 8,200-horse power for every working day of nine hours. Finally, the Scotch Water Power syndicate is peering round in quest of waters that it can imprison in lofty levels and so generate electric power. From Loch Sloy, 167 feet above Loch Lomond, it is going to get 6,600-horse power, and at Ardul, higher up, it proposes to get further energy. Even a modest stream that drops several hundred feet may be a source of power.

UMBRELLA A WIRY THING.

If Not Attached to Owner by a Chain It May Disappear with an Entire Stranger.

Umbrellas are proverbially a hard thing to keep, says the Illinois State Journal. They have such a way of making up with an absolute stranger and walking away with him. No matter how much a man may be attached to him with a chain he may as well bid it an affectionate farewell whenever he puts it down in a corner and turns away to transact some business. However, this rule, hard, and inflexible as it is, does not apply, unless the umbrella is new and shiny and cost more than 39 cents at retail. To keep an umbrella on down through the years and have it on hand to will to your grandchildren, select one with a cracked handle and a hole in the cover as large as a buttonhole's head. Then you can't lose it, or if you do after repeated attempts a small boy will be around at your door with it in the morning claiming a reward for his honesty.

JAPAN AS OUR CUSTOMER.

England and the United States Are Favored in Trade of the Insular Country.

According to an article in the German Export Review, quoted in the consular reports, the materials needed for shipbuilding are bought in England. Even big ships built for Japan in Germany years ago were ordered to Armstrong's in England for their armament. Recently Krupp and the French firm of Schneider are preferred. The fact that England and the United States are favored is shown by the purchase of material for the Yokohama waterworks. In calling for bids it was provided that the cocks come from England and the water meters from England or the United States, the names of firms even being specified. Locomotives for the railroads in Japan and Korea are bought exclusively in the United States, presumably because they are more quickly obtainable there. The friendship for the United States is increasing.

BUSY LAKE SEASON ENDS.

More Traffic This Year on Great Bodies of Water Than Ever Before.

"The great lakes are about to see the close of one of the busiest seasons they have ever known," said a lake captain in the Washington Post. "A large number of immense new vessels were added to the carrying fleet this year, but the increase in capacity was not sufficient to meet the increased demand. No vessel, no matter of what class, ever had to be without a cargo. One of the big steel vessels of to-day carries as much as 25 or 30 tons of the type in use a few years ago, and they make their trips in about one-fourth or one-fifth the time. Why, if we had to depend on the old-timers, the great lakes would have to have more ships, numerically, than there are on all the seas in the world."

THEATER ON MOUNTAIN TOP.

Opera House at Thale, Germany, Is the Most Novel Resort in the World.

Probably the most novel theater in the world is that which was recently opened at Thale, in Germany. The theater is on the summit of a mountain, and is surrounded on all sides by steep rocks; the seats for the audience are hewn out of the rock and accommodate 1,000 persons, and the stage, which is also hewn out of the rock, is 80 feet long by 54 feet wide. No artificial scenery is used, but the background is formed by the dense forest and by the outlines of the mountains in the distance. The dressing-room for the actors is close at hand in the forest, but completely hidden from the audience. The theater is fully protected from the wind, and its acoustic properties are so excellent that every word is heard.

New Beggars Deserving. "I have never known a deserving case of street begging," was the remarkable statement Sir Eric A. Buchanan, secretary of the London Mendicity society, made the other day.