

Vice President's Son Who Elopeed.



FREDERICK FAIRBANKS.

He ran away with Miss Nellie Scott, of Pittsburg, and was married at Steubenville, O., without the knowledge of his parents. The young couple are now away on their wedding trip.

DEDICATE BABE TO LABOR.

Chicago Parents Think This Best Way to Make Him Unselfish.

Chicago.—Lee Gessner Creel, the 13-months-old son of H. H. Creel, has been dedicated to the cause of labor with solemn ceremony.

The dedication took place at St. James' Methodist church with the Allied Printing Trades Council as a sort of collective godfather. Trades unionists filled the pews and the Rev. D. C. Millner officiated as the representative of the church and labor.

Creel and his wife both expressed their desire that the boy shall become an unselfish man, giving his life to others. They declared that in their opinion organized labor was the cause which realized the best ideals of help to humanity.

The dedicating of the child, they said, was merely the expression of a desire which all true mothers and fathers must feel in regard to their children. The idea came to Creel because of his many years' connection with labor organizations and publications.

May MacDowell, Eva Marshall Shouts and Jane Addams, all sociological workers, were present.

COFFEE TRUST IN BRAZIL.

Price of South American Product to Be Increased.

New York.—The financing of Brazil's coffee valorization plan has been arranged. Bankers and merchants, internationally known and all identified with the coffee trade, will advance the money needed—about \$23,000,000. The bankers and merchants are located in New York, London, Havre and Hamburg.

The object of the coffee valorization plan is to maintain coffee at a remunerative price to the grower by establishing a minimum quotation at which it is to be upheld by purchases of coffee on account of the three states of Brazil—Sao Paulo, Rio and Minas. Interest on the loans made is guaranteed and paid by a tax on every bag of coffee shipped.

The three contracting states bind themselves to maintain in the native markets a minimum price of 32 to 35 milreis per bag of 60 kilos for the first year. This price is to be gradually raised after the first year to a maximum of 40 milreis.

The contracting states bind themselves to restrict or discourage by discriminating taxation, the exportation of coffee of inferior grades and they further bind themselves to pass laws preventing the extension of coffee acreage for two years after Jan. 1, 1907.

PECULIAR CASE IS DECIDED.

Bigamist's First Wife Gets Half of Estate and Second Nothing.

Wichita, Kan.—Federal Judge Pollock has rendered a decision in an unusual case that came up from Comanche county. It was the result of a bigamous marriage by James McLaughlin.

McLaughlin was an old soldier who deserted his wife in Pennsylvania, and coming to Kansas with a young woman named Annie Scott, married her and lived with her 30 years, raising eight children. Upon his death the second wife, who says she knew nothing of his previous marriage, applied for a pension, and this led to the discovery of wife No. 1.

The court decided that the Pennsylvania wife was entitled to half the estate and that McLaughlin's childre by his second wife were entitled to the other half, while the second wife was entitled to nothing, though it was largely through her efforts that the property was accumulated.

EARLY DINNER IS DECREED.

King Edward Causes Change in London Society.

London.—A momentous change has been decreed in the habits of London society, initiated by the king.

His majesty disapproved of the tendency to make the dinner hour later and later, and has decreed that hereafter the fashionable dinner hour shall be from half past six to half past seven.

Before this change was instituted society dined from eight to nine. The new dinner hour, which is a return to earlier manners, is welcomed by everybody. It will benefit the theaters, which have lost many patrons through the late dinner hour, and it will also send more persons to the restaurants for supper.

Persons who dined at eight o'clock were not always inclined for supper afterward, and could not reach the theater before the middle of the performance.

Pays One Cent, Gets \$10,000.

London.—The heirs of one of the victims of the Grantham railroad disaster have received \$10,000 insurance, which was effected at a cost of one penny. The insured was a regular subscriber to a London penny weekly which insures its readers against accidents and death. The day of the disaster he sent his valise, containing a current copy of the paper, duly signed, to the hotel at Retford, where he expected to pass the night. Within a few hours of his death the claim was examined, allowed and settled.

LOST, AN OLD LAW SIGN.

Marked the Republican Party's Birthplace in Connecticut.

Hartford, Conn.—The oldest law sign in Connecticut, owned and treasured by ex-Lieut. Gov. George G. Sill, of this city, is missing. Since 1854 the sign, which read "George G. Sill, Attorney at Law," had hung outside Mr. Sill's office in the Francis building on Main street.

Mr. Sill looked on the old sign with affection. In the first place it was the gift of his father, who with great pride presented it to him just after he was admitted to the Hartford county bar in October, 1834, two years after his graduation from the Yale law school.

It was the most pretentious sign of the times, measuring three feet long by two feet wide and costing \$50. The letters were carved into the wood and gilded with genuine gold leaf, so that although it had done 50 years' service it was still fairly bright. "As a sign such as cannot be made these days and that's one of the reasons that Mr. Sill is willing to pay a reward for its return.

Then the associations of that sign endeared it not only to its owner, but to many citizens of this city. On Feb. 4, 1856, in young Sill's office, Joseph R. Hawley, Gideon Welles, John M. Niles and John Hooker held the meeting at which the Republican party in Connecticut was born. Later it was underneath that old sign that Sill presided over the first meeting that Lincoln ever addressed in this state. Nearly all the prominent lawyers of the present day in this city studied in that law office.

But even with such a history the sign did not inspire respect in the gang of painters who last week attacked the Francis building to give it a new fall coat. When Mr. Sill returned from his luncheon the first day of the onslaught his old friend was gone.

"Where's the old sign?" he anxiously asked of the workmen. "Dunno," replied an industrious painter, as he slapped on some paint with his brush. "It broke in two when we started to paint and it's gone on the dump."

"Can I get it back?" anxiously inquired its owner, but the only reply was a dubious shake of the head. Once in his office, Mr. Sill at once organized a searching party to scour all the city dumps in the hope of finding the remains of the faithful old sign.

A Query Answered.

A correspondent wants to know the correct pronunciation of the word "appendicitis," which is so much in evidence now as the name of a more or less dangerous disease. The best authorities pronounce it ap-pen-dic-it-is, with the fourth syllable accented, and the i long, as in "side." Bronchitis, tonsillitis, and other words of that kind, have the i long also, though it should be said that there is good authority for making the i soft, as it is in Italian. It is, after all, a question of English or continental pronunciation, the first making the i long, and the second making it soft.

Same Old Trouble.

"You don't seem well this morning," remarked the shark. "No," replied the whale, "just a little touch of indigestion."

"You seem to be subject to that quite often."

"Yes, hereditary in our family since Noah's time."

LOCO WEED MADNESS.

PONY ATTACKS COWBOY OWNER WHILE ALONE ON PLAINS.

Tries to Kill His Rider Until Stopped by a Bullet—First Case in Twenty Years—Peccoliar Habit.

Belle Fourche, S. D.—Texas Charlie, a cowboy on the ranges north, barely escaped a horrible death by a vicious attack of his favorite cow pony, Patsy, which had become fatally loco. Charlie noticed something wrong with the pony, and from the symptoms suspected loco, as the weed has again made its appearance in the Slim Buttes country this year. The pony was nervous, irritable and at the same time stupid. Once or twice he had even appeared like a horse with the blind staggers, but Charlie was unwilling to give him up, and did his best to keep the horse away from the fatal weed, for which horses after they have once eaten it acquire an uncontrollable appetite.

A few days ago when about to mount the man noted with apprehension that the pony's eyes had turned white, one of the surest signs of approaching madness in a locoed horse. They were then a good 20 miles from the ranch house, and the cowboy decided to try for home. It was too late, however, and they had gone a mile before the horse rose in the air with a tremendous leap and fell to the ground. The cowboy escaped injury from the fall, but the pony scrambled ferociously at the man who had been his best friend. It was not alone the frenzy of pain that attacked the horse, it was the desire to kill. The man dodged, the horse sprang at him, but the battle lasted only until the cowboy could get his gun, and then the horse's sufferings were quickly ended.

This is the first season in over 20 years that the loco weed has caused any trouble in this section. Wet weather seems especially favorable to the growth of the weed, and this time of year, after the cotton comes out, it is more quickly fatal than earlier in the season. Not only horses, but cattle and sometimes sheep form the fatal habit. After an animal has tasted it he becomes mad for it, will eat nothing else, and hunts his range to find it, even as a "dope fiend" in human form will try to obtain his usual drug. After eating it the animal is practically intoxicated, unreasonably unreluctant, and senseless. Some stock men even go so far as to say that animals crave it, not because they like the taste of it, but because they desire the peculiar effect which it produces.

The most alarming characteristics of the habit are that it is almost impossible to break and also that if a horse is broken of it he is seldom good for anything afterward. The city hope is to change his range, but even this expedient often fails, as he cannot obtain the weed, the animal may refuse to eat and ultimately die of starvation.

The plant itself is a harmless looking bit of vegetation, resembling the old-fashioned tansy in looks. It is a stout, silky-haired plant with oblong leaves, and grows from eight inches to a foot high. The state of Colorado alone spent nearly a quarter of a million dollars trying to find a cure for the habit, but this far none has been found.

MINING COAL IN BATHING SUITS.

Seams of Fuel Found in the Bed of the Des Moines River.

Fort Dodge, Ia.—Mining coal in bathing suits from the bed of the Des Moines river is an occupation which has been followed recently by several laborers and teamsters.

Large quantities of the best grade of soft coal have been taken from the river and stored away to check the chill of the coming winter, and many a poor man will be ready for Old Boreas when he makes his first appearance in the form of a blizzard. The mining has all been done just below the city and the distance has been much shorter to haul it than from the regular mines in this vicinity.

It has been known for years that several of the veins of coal mined in this county passed through the river at a point just below the city. Until recent years the river has been too high to permit of much of the coal being taken out. No one has ever gone on record as laying claim to the coal, and while it was quite generally known to exist there has been no move toward removing or using it.

Recently several men who were idle located the veins and began work. They soon attracted attention and others joined their ranks until many were helping themselves. The stage of the water permitted of their getting it out without resorting to diving suits and air hose. The temperature of the water was agreeable to both miners and teams used to hauling it. The coal when excavated showed a good quality and the men made hay while the sun shone.

WHO INVENTED STEAMBOAT?

Frenchmen Claim Honor; Say Fulton Was Only a Follower.

Paris.—Does the honor of inventing the first steamboat belong to an American or a Frenchman? That is a question which is likely to work up into a great controversy for the French Maritime League is going to celebrate next year the hundredth anniversary of the application of steam propulsion to water craft. And the

of the steamboat was not Fulton, the great American engineer, but a Frenchman named Jouffroy d'Abbas, Scotchman also claim that Watt and the duke of Bridgewater were the inventors, and that the Charlotte Dundas, which plied on the Forth and Clyde canal in 1786, was the first steamboat.

The league credits Fulton with introducing the first practical steam vessel on the Hudson river, New York, in 1807, and so will erect a statue to him. But this statue will be one of a group of which the central figure will be d'Abbas. The statue will be erected on the banks of the Seine, as it was on this river that Fulton exhibited his first model in 1797.

The league proposes to celebrate the hundredth anniversary of the appearance of the Hudson river boat by an international exhibition to be held here of steam engines and all appliances connected with steam.

WRAP UP THEIR LEGS.

Farmers in Washington Do So to Avoid Rattlesnake Bites.

Waterbury, Wash.—Not for years have rattlesnakes been so numerous along the upper Columbia as this season. In the harvest fields near the river they are a menace to the men. Harvesters are often found wearing tin leggings to protect themselves from being bitten. On the Emerich farm, lying in the brakes of the Columbia about five miles from this city, it is said that more than 50 rattlesnakes have been killed this season.

J. M. Preston, who spent three weeks in the mountains near the head of Lake Chelan, exhibits a bunch of 32 rattlers, ranging in size from nine to 15 rattles each. He says that "snaking" has become a popular form of entertainment with some of the campers, and that nearly every one can show a few rattles.

A few days ago Mrs. L. K. Miller and daughter Josephine, who live on the Antonio river near Chelan, went to the house of a neighbor. The attention of the women was attracted by a mysterious rustling behind the paper on the wall. Upon investigation a large rattler was found to have taken up his abode there. The women killed it with a long-handled shovel and an ax.

APPLE TREE IS A FREAK.

Is Bearing Ripe Fruit and Blossoms at Same Time.

Willimantic, Conn.—This city has a freak of nature in an apple tree which contains both apple blossoms and apples. The tree has attracted considerable attention and is a novel thing to look at. One portion of the tree has apples on its branches, while the other has full grown and handsome apple blossoms. The tree is not of the choice variety, but is located in a swampy land on Jackson street, and is of the wild variety. Aside from being novel the tree is of an attractive nature on account of its location. Surrounded by trees giving every evidence of coming fall weather this stands there containing the evidences of both spring and summer. That an apple tree should be in blossom at this time of the year is an unknown thing in this locality. The fact that it bears both fruit and flowers makes it doubly interesting and strange. A large number of people have gone to the swamp in question to look at the tree. No one has yet been able to explain the matter.

MANY DIE ON RAILS.

TRAINS KILL 26 PERSONS DAILY, SAYS GOVERNMENT REPORT.

Greatest Number of Casualties Are Among Employees—Interstate Commerce Body Tells of Year's Earnings of Carriers.

Washington.—During the year ending June 30, 1905, according to a statement issued by the Interstate commerce commission, an average of 26 people were killed and 238 injured every day in railroad accidents in the United States. The total number killed during the year was 9,702, while the injured numbered 86,008. The greatest casualties were among the employees of railroads, as follows:

Trainmen, 1,900 killed and 29,857 injured; switch tenders, crossing tenders, and watchmen, 126 killed, 883 injured; other employees, 1,235 killed, 36,097 injured. The casualties to employees coupling and uncoupling cars were: Employees killed, 230; injured, 3,542.

The casualties connected with coupling and uncoupling cars are assigned as follows: Trainmen killed, 217; injured, 3,216; switch tenders, crossing tenders, and watchmen killed, 6; injured, 128. Other employees killed, 7; injured, 97.

The casualties due to falling from trains, locomotives, cars in motion, were: Trainmen killed, 407; injured, 4,546. Switch tenders, crossing tenders and watchmen killed, 12; injured, 125. Other employees killed, 60; injured, 559.

The casualties due to jumping on or off trains, locomotives, or cars in motion were: Trainmen killed, 119; injured, 3,798. Switch tenders, crossing tenders, and watchmen killed, 4; injured, 111. Other employees killed, 49; injured, 628. The casualties to the same three classes of employees in consequence of collisions and derailments were: Trainmen killed, 539; injured, 4,756. Switch tenders, crossing tenders, and watchmen killed, 8; injured, 107.

The number of passengers killed was 537 and injured 10,457. In the previous year 441 passengers were killed and 9,111 injured. There were 311 passengers killed and 6,053 injured because of collisions and derailments. The total number of persons other than employees and passengers killed was 5,805; injured, 8,718. These figures include the persons trespassing, of whom 4,845 were killed and 5,261 injured. The total number of casualties to persons other than employees from being struck by trains, locomotives, or cars was 4,569 killed and 4,164 injured.

The casualties of this class were: At highway crossings, passengers killed, 11; injured, 19; other passengers killed, 837; injured, 1,564. At stations, passengers killed, 21; injured, 90; other persons killed, 281; injured, 571. At other points along track, passengers killed, 6; injured, 27; other persons killed, 3,229; injured, 1,801.

The ratios of casualties indicate that one employee in every 417 was killed, and one employee in every 21 was injured. With regard to trespassing—that is, engine men, firemen, conductors, and other trainmen—one trainman was killed for every 122 engaged and one injured for every nine employed.

In 1905 one passenger was killed for every 1,273.56 earned and one injured for every 79,655 earned. For 1904 the figures show that 1,922,287 passengers were carried for one killed and 78,323 passengers carried for one injured.

The interstate commerce commission has also made public statistics of the railroads in the United States for the year ending June 30, 1905, based on reports of the railroads as required by law. These show that on June 30, 1905, the total single track railway mileage in the United States was 218,101, or 3,196 miles more than at the end of the previous year. The operated mileage for which substantially complete returns were rendered to the commission was 216,271 miles, including 7,588 miles of line used under trackage rights. The aggregate length of railway mileage, including tracks of all kinds, was 206,796 miles.

The reported number of persons on the pay rolls of the railroads in the United States on June 30, 1905, was 1,382,196, an average of 637 employees per 100 miles of line. The par value of the amount of railway capital outstanding on the date named was \$12,305,258,121. Of this total capital stock outstanding \$2,435,470,137 paid no dividends.

The number of passengers reported as carried by the railroads was 738,834,667, being 27,114,985 more than in 1904.

The number of tons of freight reported as carried was 1,427,731,905, exceeding the tonnage of 1904 by 117,832,740 tons.

The gross earnings from the operation of 216,271 miles of line were \$2,082,482,496, or \$107,308,315 greater than for 1904, and for the first time exceeding the \$2,000,000,000 mark. The operating expenses were \$1,399,622,162, or \$21,705,899 more than in 1904. The income from operation or the net earnings of the railroads amounted to \$682,860,334, this amount exceeding the corresponding one for the previous year by \$55,602,418.

The amount of dividends declared during the year under review was \$28,046,937, leaving as the surplus from the operations of the year \$69,043,496.

Factory Has Proved More Asker So Council May See Other Fields.

Paris.—Paris' municipal councilors are looking for something new to municipalize. They are tired of gas, electricity, street cars, water, heat, milk, fowl, wine, beer and oranges. Perhaps they will go in for dressmaking. Anyhow, the councilors are proud of their success in municipalizing corsets.

The corset is essentially an article de Paris. The city council decided last spring to establish a school of corsets. Not much was made known about the concern, for it was largely an experiment. An establishment was secured on the Rue Fontaine and a municipal committee headed by M. Adolphe Cheroux was charged to superintend the operations of the school. The school began business, it has been eminently successful and a money making venture. Publicity is now given the affair because the professor is leaving and the city council must appoint another.

There has been a great rush of applicants. The council has now decided to let a jury choose the professor. Applicants of both sexes will send in their qualifications with their model. Five experts will judge the competition, and the best man or woman 'professeur de corset de la ville.'

PERFECT DRAINAGE FOR DUBLIN.

Malodorous Liffey River Is Converted into a Respectable Sewer.

Dublin.—The new main drainage scheme just inaugurated destroys for ever one of the characteristic features of Dublin which most impressed visitors—the smell of the Liffey river, which has been, in reality, the main sewer of the city. It is expected that the stream will now be as clear as the Seine in Paris.

The drainage scheme cost £500,000 (\$2,000,000) and 15 years were required for the completion of the work. An attempt was made to have the lord lieutenant of Ireland perform the opening ceremony, but the nationalists in the city corporation objected to having any English official figure ornamentally in the inauguration of an enterprise organized and paid for by the city. The ceremony was accordingly performed by the chairman of the improvements committee.

The boat which conveyed the guests to the outfall works at the mouth of the Liffey flew the union jack, but Alderman Kelley, leader of the extreme nationalist party in the corporation, cut the flag down and threw it into the river. At the luncheon following the ceremony Kelley objected to the toast to the king and left the marquee with his friends.

FOUND BY A PHOTOGRAPH.

Father and Daughter United After Separation of Twenty-Six Years.

Cardiff, Ill.—Believing each other dead, Joseph G. Holt, an old soldier of the city, and his daughter, Mrs. Malissa Smith, suddenly met the other day after a quarter of a century separation.

Twenty-six years ago Holt lived in Henderson county, Kentucky, and moved here upon the death of his wife. He left his infant daughter in care of relatives, and was later told that she had died a few weeks after he had left.

Holt went to Mount Vernon, Ind., and while on the streets was accosted by a young woman, who asked his name. A cherished photograph, kept since childhood, had so engrained the likeness of her father upon her mind that she thought she recognized her father in the stranger. It was so, and the long lost daughter ended her quest for her missing parent by throwing her arms about him upon the realization of his name.

PULL STRAWS FOR KITTENS.

Novel Plan of Justice to Settle Dispute Between Two Women.

Wilkesbarre, Pa.—In a final effort to settle a case which would have puzzled Solomon, Alderman Dinohue, of this city, has a reputation for novel decisions, made the disputants pull straws, and decided in favor of the winner.

Miss Minnie Custer owns a cat which gave birth to three kittens in the home of Miss Fannie Moore. Miss Moore claimed the kittens, and when she would not give them up, Miss Custer locked up the cat.

Miss Moore accused her of cruelty to animals, and the Humane society sent Officer Hayes to investigate. In this manner the case got before Alderman Dinohue. He could not find legal authority for deciding the ownership of the kittens, and ordered the women to pull straws. Miss Custer won. She will give Miss Moore a kitten when it is weaned.

Baby Weighted by 16 Names.

Louisville, Ky.—Henry Gottbrath, desiring to compliment the members of No. 12 engine company for having saved his house from destruction by fire, said he intended to name his newly born babe after the members of the company. The other day he had the child christened John Smith Paul Graham Matt Kelly Ralph D. Brown Edward Buckner George Boylan David Merckhill Henry Gottbrath Gottbrath said his son was handicapped with the longest name he had ever heard of, but thought he would be able to overcome any obstacle that might arise from that fact.