

BRITISH DISCUSS POLITICAL CRISIS

Successors to Fill Cabinet Vacancies Still a Matter of Speculation

HEER BALFOUR SUBJECTED TO VERY SEVERE CRITICISM

London, Sept. 21.—The political crisis in the United Kingdom, Premier Balfour expected to have an audience of Edward at Balmoral Saturday, when he was expected to present the exact nature of these appointments continues a matter of varied sur-

rounding the eventual result of the severe criticism, regardless of party bestowed on Mr. Balfour's action in publishing his views and selling them in pamphlet form. The premier's keen sense of duty and honor is far too deeply appreciated by all parties to even at the suggestion that he purposely misled the doubtful practice. By Mr. Balfour's own admission, he is a "mere man in such matters," and his inexperience in business affairs now appears to have put him at the mercy of the publishers of the pamphlet, who are coining money over the vital issue in national affairs. That Mr. Balfour will devote a portion of the proceeds to some worthy cause is generally assumed, but it is regretted that he did not mention such intention in the preface of the pamphlet.

Comment on the Outlook

The Outlook, which is a warm supporter of the premier, declares Mr. Balfour's "secretion" strikes a rude blow at one's reverence for the traditions of English life, when a public servant's position seems to be used for private gain, rather than for the public good.

The Outlook adds that the fact that a note was sent to the editor with the pamphlet, only allowing them to quote 1,000 words textually, is "one of the most deplorable features in this deplorable business."

The Spectator and other periodicals express concern on the lines of the Outlook. The Outlook estimates that the proceeds of 100,000 copies alone will be over \$17,000, of which Mr. Balfour will receive a large share. The pamphlet promises to reach a sale of a million copies. In the meantime there are no pamphlets in print, and the copies printed have reached a premium, many of them selling for 50 cents, double the price of the issue. Mr. Balfour's party managers openly proclaim grave dissatisfaction. In the first place, they say they cannot get any more copies for their impatient constituencies, and they add that they object to paying for literature which is supposed to be the most powerful aid in keeping the government in power.

Several of the conservative agents have gone so far as to threaten to resign. The publishers make no discount to party organizations, even though thousands are ordered, and actually demand the money in advance.

The press learns from an authoritative source that Mr. Balfour expects Mr. Chamberlain to reenter the cabinet in the event that an appeal to the country returns Mr. Balfour to power. Both desire, however, that the elections be postponed so long as possible, in order to give Mr. Chamberlain the opportunity to impress his views on the people. If the government is returned, or, if a weak, liberal ministry is retained in power only a short time, Mr. Balfour anticipates that he and Mr. Chamberlain will reorganise a new ministry. According to an authority thoroughly cognizant with Mr. Chamberlain's plans, Mr. Balfour might then find Mr. Chamberlain unwilling to join him.

"It has been Mr. Chamberlain's purpose," said the person quoted, "to form a party of his own, and he may take advantage of the present opportunity to carry out his intention. His reputation as the only public man in England with a definite policy, coupled with his strength of will and ability, may enable him to achieve his ambition. In case of the success at the elections of his advanced programme of preferential tariffs, he would form his own cabinet and probably displace Mr. Balfour as premier."

Glad of Chamberlain's Resignation

A Reuter dispatch from St. Petersburg says Mr. Chamberlain's resignation is regarded by the Russian press and public with satisfaction, as it is considered that with Mr. Chamberlain disappears one of the most dangerous political factors for European peace.

Given Good Position

Washington, Sept. 21.—The vacancy on the board of general appraisers at New York has been tendered to and accepted by Eugene G. Hay, a well-known lawyer of Minneapolis.

Cabinet Is Completed

Victoria, B. C., Sept. 21.—Premier McBride Friday completed his cabinet by giving the portfolio of provincial secretary to A. S. Goodeve, of Rossland.

COLOMBIA MUST ACT SOON PRESIDENT IS HOME AGAIN

Only Four Days Remain for Ratification of Canal Treaty.

Suggestion Made as to Real Cause of Probable Rejection of Treaty

Washington, Sept. 21.—Only four days remain within which the ratification of the Panama canal treaty must be exchanged. Dr. Herran, the Colombian charge, transmits promptly to the state department such details of proceedings in the Colombian congress as come to him, but what their nature is he declines to reveal. He realizes the severity of the situation, but he has not had any instructions to request an extension of the time for ratification, nor has the American government intimated, so far as known, that it is anxious to grant it. The state department is simply waiting.

In some quarters the suggestion is made that a real stumbling block to the ratification of the treaty might be removed if the new Panama canal company would consent to the payment to Colombia of a stipulated portion of the \$40,000,000 which it is to receive from the American government for its rights, franchises and property along the route of the proposed canal. According to the bill reported to the Colombian senate that government wants \$10,000,000 of this money, but it is believed by some persons familiar with South American affairs that a compromise might be reached whereby half that amount would be accepted by Colombia. The latter government thinks she is entitled to some portion of the money. It is also suggested that Colombia might be willing to forego insistence on some of the other important amendments which have been proposed if she were compensated by the Panama canal company.

Minister Beaupre has abandoned hope of the ratification of the Panama canal treaty. He cables the state department under date of Bogota, September 18, that the situation is unchanged, discussion seems hopeless and the congress will probably adjourn on October 20.

FLOOD SITUATION WORSE

Mississippi River Continues to Rise at La Crosse, Wis.—Heavy Crop Damage in Vicinity.

La Crosse, Wis., Sept. 21.—The flood situation was worse Saturday at this point, the river having risen six inches more during the night, the stage of water at noon Saturday being 13 feet. The Chicago, Milwaukee & St. Paul railway tracks on the river front were under six inches of water and the flood had entered the basements of numerous wholesale houses along Front street.

The big pontoon bridge connecting this city with La Crescent, Minn., was early Saturday morning tipped nearly over by the flood and only the prompt action of a large crew of bridgemen prevented it from being washed away. The damage to this structure shuts off all communication with this city for thousands of Minnesota farmers who trade here.

In North La Crosse the water was three feet deep in some of the residences, and French Island, opposite the city, is almost entirely submerged, hundreds of farmers there suffering total crop losses.

Reports received here estimate the crop damage in this immediate vicinity at \$500,000. Townships in the near-by counties are heavy losers on account of innumerable bridges being washed away.

TO DEAD VETERANS

Magnificent Monument Erected by Old Soldiers of Illinois, Unveiled at Greenville.

Bloomington, Ill., Sept. 21.—One of the most notable events of the fall among the old soldiers of Illinois was the unveiling at Greenville Saturday of a magnificent monument to the memory of 1,200 deceased veterans. Lieut. Gov. Northcott presided. Gov. Richard Yates, Gen. John C. Black, of Chicago, national commander of the Grand Army of the Republic; Benson Wood, of Effingham, state commander of the grand army; Congressman Rodenberg, Judge John B. Hay, adjutant of the One Hundred and Thirtieth, and other noted orators, were present and delivered addresses. The annual reunion of the One Hundred and Thirtieth Illinois volunteer regiment and the fourteenth annual reunion of the Bond County Soldiers' and Sailors' association were held in connection and thousands of strangers were present.

Ohio Republicans Begin

Chillicothe, O., Sept. 21.—The republican campaign in Ohio opened here Saturday with a large parade followed by a meeting in Yocastage park, at which Gov. Nash presided and speeches were made by Senators Foraker and Hanna, Myron T. Herrick, candidate for governor, Warren G. Harding, candidate for lieutenant governor, and others.

Negro Lynched

St. Louis, Sept. 21.—A special to the Post-Dispatch from Luxora, Ark., says: Negroes Friday night overpowered the sheriff here, took out a negro named Helten and hanged him to a water tank, where his body was left dangling until Saturday morning. Hellem was charged with criminally assaulting two little negro girls, aged five and ten.

Woman Suffragist

Kansas City, Mo., Sept. 21.—Mrs. Kate Collins, aged 25, was suffocated in a fire that started at an early hour Saturday morning at 211 East Fifth street. After the fire had been extinguished Mrs. Collins was found lying at the foot of the stairs where she had fallen while attempting to grope her way through the flames.

News of Two Tragedies

Seattle, Wash., Sept. 19.—Charles Carlson, of San Francisco, was drowned in the Chignik river, on the Alaska peninsula, several weeks ago. About the same time John Nelson was killed by a half-breed named Wilson. The two had words and Wilson grabbed a hatchet and struck Nelson over the head, killing him. Wilson fled to the mountains. News of the two tragedies reached here on the cannery tender Francis Cutting, which has arrived from the north.

Postal Clerks Elect Officers

Washington, Sept. 19.—The twelfth annual convention of the National Association of Postal Clerks adjourned Friday, after choosing Boston as the place for the next convention and electing the following officers: President, John A. Kidwell, Columbus, O.; secretary and treasurer, George A. Wood, Portsmouth, N. H.; vice president, E. D. Rutledge, San Antonio, Tex.

NORTH DAKOTA NEWS

Important Decision

The supreme court has handed down two decisions appealed from Richland county that are of great importance to farmers who were in mutual hail insurance companies that went into the hands of receivers before paying losses, and it may be that under these decisions some of the money illegally collected may be recovered.

The decisions are in the cases of George S. Montgomery as receiver of the Red River Valley Mutual Hail Insurance company vs. Andrew Whitbeck, and Montgomery vs. receiver of the same company vs. G. A. Tucker, both of Valley City. Both these cases were tried at Wahpeton before Judge Lauer, who directed a verdict in favor of the receiver. The supreme court reverses this verdict and gives an order for the appellants and defendants to recover costs in both the district and justice courts as well as in the supreme court.

Street Car Talk

Once more there is a revival of street car talk in Fargo. Some time ago the representatives of the stockholders requested the city council to extend the time of establishing the line till Dec. 1. The council agreed to it if a forfeit was put up. The stockholders consented to this and an ordinance was passed making the requested extension, but the \$3,000 forfeit still remained in the bank. There was some talk of rescinding the ordinance. The season is so late that there are grave doubts about the possibility of completing the line this fall, but the company says it has all contracts made and has \$200,000 in cash to pay for the work. Fargoans have reached the stake where they will believe the street railway is a go—when they see it going.

A Legal Tangle

There seems to be a tangle in the Mouse river country which will result in expense to some one, unless care is exercised. A call has been published for a meeting of the electors of the county of Renville for the purpose of electing a treasurer to receive the taxes which will become due and delinquent after Nov. 4. The call states that if the people desire the question of the election of a full set of officers will be taken up. As the county of Renville has not been created, such action would certainly be illegal, and persons who pay taxes to a "treasurer" thus elected will undoubtedly be called on to pay their taxes to the treasurer of Ward county.

A Slight Mistake

Andreas Rohrick, a farmer living north of Harvey, worked himself into a rather embarrassing position recently by getting a hunting instead of a marriage license. As he did not specify the nature of the license wanted, the auditor sold him what he had and the prospective bridegroom went on his way rejoicing. The error was not discovered until the license was handed to the officiating clergyman. The marriage was postponed until Rohrick could secure another license.

Badly Wounded

Alfred Denny was accidentally wounded on Williamson farm south of Jamestown. Denny was seated in a cart and had a shot gun beside him. The gun slipped through the slats at the bottom of the cart and the trigger was caught. The gun went off and the whole charge lodged in Denny's left breast. He bled profusely from the wound and the physician who was called gave it as his opinion that he could not recover. He was brought to Jamestown to receive treatment.

Counterfeiters

Two strangers were taken into custody by Sheriff Bannon at Grafton on suspicion of passing counterfeit money. They gave their names as Morgan and Davis. Nicholas Leln and John Johnson of Conway came over and identified them. There is not sufficient evidence as yet to convict them of counterfeiting, and they were released on a vagrancy charge. Each received a sentence of ten days. In the meantime the authorities will endeavor to collect evidence of counterfeiting.

Evacuated

The troops evacuated the post at Fort Yates last week. With the passing of the fort, the little town of Winona, on the east side of the Missouri also goes. Winona has long had the distinction of being the wickedest town in the state, and is one of the few places which the prohibition law has never reached, saloons, gambling joints, and dance halls always having run without interference.

News Notes

Lignite coal will cost about three dollars a ton delivered at Jamestown. About six miles of the iron has been laid on the Underwood extension of the Washburn road.

Two married Indians at Fort Totten were arrested for eloping with a couple of girls of their own race.

Alfred Denny, of Jamestown, who was wounded by the discharge of a shotgun which he was carrying beside him in a cart, died from his injuries a few days later.

Complaint was made that the men accused of shooting Jorgen Olson of Ward county some time ago were attempting to dispose of their property with a view of leaving the country. On the showing made the court raised their bonds from \$200 to \$1,000.

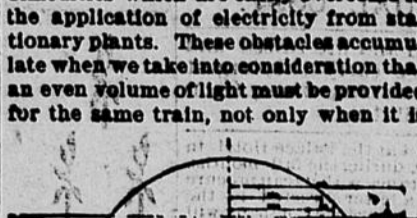
Messrs. Besler and Delph, of Towner county, headed their grain this year, and report that in spite of the wet weather both flax and wheat have kept splendidly. Oats and barley have not kept so well, and the heading process is voted not a success for these crops.

LIGHTS FOR TRAINS

How Electricity is Utilized in Germany and Austria.

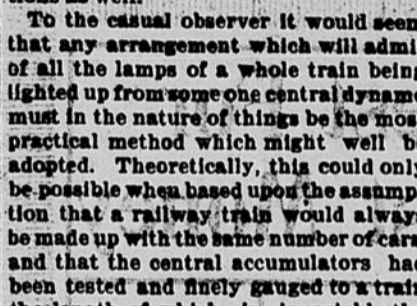
Successful Method of Attaching Names to the Axles—Each Provides Its Own Light—Best of Many Systems.

The various attempts during the past few years to introduce electricity as a means of light on railway trains, and the many experiments connected therewith, have proved that only a very limited number of the different systems now in use may be termed a technical and economic success. A railway train running at a high rate of speed presents many difficulties which are easily overcome in the application of electricity from stationary plants. These obstacles accumulate when we take into consideration that an even volume of light must be provided for the same train, not only when it is



DYNAMO FASTENED TO CAR-WHEEL AXLE—SIDE VIEW.

in motion, but when it is stopping at stations as well. To the casual observer it would seem that any arrangement which will admit of all the lamps of a whole train being lighted up from some one central dynamo must in the nature of things be the most practical method which might well be adopted. Theoretically, this could only be possible when based upon the assumption that a railway train would always be made up with the same number of cars, and that the central accumulators had been tested and finely gauged to a train the length of which is invariably the same. The best solution of the problem has been found in the method which enables each carriage of a railway train to be lighted separately and independently of the others. For example, in the Dick system, explained below, each car is supplied with a small dynamo which is attached to the axle of the car wheels. This dynamo drives the necessary current for creating light into the lamps while the train is in motion. Simultaneously, a small battery is charged with electricity from the same dynamo. This battery then serves the purpose of keeping up the current while the train is stopping at stations. Generally speaking, however, the lamps should be fed as long as possible directly from the dynamo in order that the battery may be spared. During stops and when the train is going at a slow rate of speed up steep grades, the lamps are always fed from the battery. The accumulators are charged while the train is in motion, and this is the case by day as well as by night.

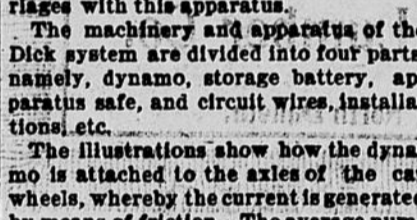


DYNAMO FASTENED TO CAR-WHEEL AXLE—REAR VIEW.

The different systems of electric railway lights now either in use or being experimented with in Europe are known by the following names: Auer, Kull, Stone, Bohm, Moskowitz, Jaquin, Vicario, Dick. The last mentioned, or the Dick system, has been adopted by the Gesterreiche Schuckert-Werke, in Vienna, Austria, and this company has fitted up a large number of railway carriages with this apparatus.

The machinery and apparatus of the Dick system are divided into four parts, namely, dynamo, storage battery, apparatus safe, and circuit wires, installations, etc.

The illustrations show how the dynamo is attached to the axle of the car wheels, whereby the current is generated by means of friction. The average number of volts produced by the velocity of



DYNAMO FASTENED TO CAR-WHEEL AXLE—FRONT VIEW.

from 700 to 2,400 revolutions is 45 amperes. The weight of the dynamo is 440 pounds. Two batteries of medium size will supply 22 lamps, each having a lighting capacity of eight candles, during a period of five hours without being recharged from the dynamo. The batteries are protected by safes, which may be placed in any convenient part of a railway carriage. Exact instructions are posted on the door of each safe for the benefit of the porter or others whose duty it is to look after the apparatus.

ERNEST L. HARRIS.

Tuberculosis in Japan

Dr. Yamane, a member of the house of representatives, proclaimed in a recent debate that more than 120,000 persons succumb annually to tuberculosis in Japan, and the number is constantly increasing. In regard to leprosy, he stated: "There is no country in the world in which this disease is so prevalent and so neglected." The home office returns show that there are 33,059 lepers in Japan, while their offspring number 999,300. The authorities allow leprosy beggars to sit on the public streets and to infect the very air with their spittle."

Largest Bottle in the World

The largest glass bottle ever blown has recently been made for exhibition at the St. Louis exposition. It holds 45 gallons, and required 40 pounds of molten glass, drawn from the furnace and shaped on the end of a huge blowing pipe.

SPORTS AND ATHLETICS

The defeat of Shamrock III, due to a small extent to the skillful seamanship displayed in the races by the skipper of the defender, Reliance, Capt. Charles Barr, ended the twelfth unsuccessful attempt to lift America's cup.



Capt. Charles Barr.

In the following 23 years the boat builders of England and the United States have bent their energies toward the construction of racing yachts of the speediest type. Canada twice took up the fight of the mother country. In the last ten years Lord Dunraven with the two Valkyries and Sir Thomas Lip-ton with the three Shamrocks have done all the fighting for the trophy.

Only once in all the series of races sailed has an English boat won a single race. In 1871, when the Livonia was challenger, she beat Columbia in one race. Sappho was at once substituted to defend the cup and defeated the Livonia three times in succession.

Following is a history of the races for America's cup:

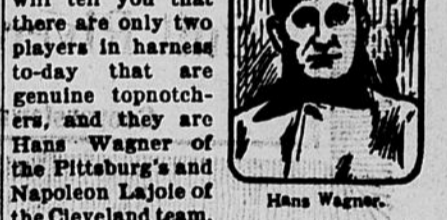
Year.	Winner.	Home of Winner.	Losers.	Home of Losers.
1851	America.	America.	Aurora.	England.
1852	Reliance.	England.	Cambria.	England.
1857	Sappho.	England.	Livonia.	England.
1860	Madeline.	Canada.	J. of Dufferin.	Canada.
1861	Mitchell.	England.	Genetia.	England.
1865	Puritan.	England.	Atlanta.	Canada.
1866	Mayflower.	England.	Galatea.	England.
1867	Volunteer.	England.	Thistle.	Scotland.
1868	Vigilant.	England.	Valkyrie.	England.
1869	Defender.	England.	Valkyrie III.	England.
1870	Columbia.	England.	Shamrock.	England.
1871	Columbia.	England.	Shamrock II.	England.
1872	Reliance.	England.	Shamrock III.	England.

Millions have been spent in defending America's cup. More millions have been spent in trying to take the trophy back to England. It has been figured that two average modern warships could have been built and equipped with the money spent for the "toy" boats. Below is an estimate of the cost in defending and challenging for a cup that has an intrinsic value of only a few hundred dollars:

Cost and maintenance of Reliance.	\$200,000
Cost of other defenders.	2,000,000
Total.	\$2,200,000
Cost and maintenance of Shamrock III.	\$300,000
Cost of other challengers.	3,800,000
Total.	\$4,100,000

The races for the cup have brought about a marked change in the speed qualities of racing yachts. Sir Thomas Lipton says that the development of mere speed is of no value whatever to shipbuilding and predicts that another boat like Shamrock III will never be built in England. In 17 years the area of sail on the challengers and defenders has been almost doubled. The Mayflower in 1866 carried only 8,500 square feet of sail, while Reliance could hoist 16,199 square feet. The size of the boats has also been increased gradually. Mayflower had a length over all of 100 feet, while Reliance is 128.4 over all. The length over all has been increased without making any material change in the length at the water line.

Really great ball players, from the standpoint of the fan, are few and far between, remarks a Cincinnati writer of sports. Ask a regular attendant at the game, and he will tell you that there are only two players in harness to-day that are genuine topnotchers, and they are Hans Wagner of the Pittsburgh's and Napoleon Lajoie of the Cleveland team.



Hans Wagner.

Unfortunately for the student who likes to compare the work of the two players as he sees them, this pair are not in the same league and consequently do not appear before the same crowds. In the American league circuit Lajoie is considered the greatest of them all, while in the National league cities Hans Wagner is recognized as the star of the aggregation.

It would be a hard matter to decide which really is the better player. Lajoie and Wagner are in a way playing the game on about the same lines. Both are awkwardly built fellows who do not impress one as having much speed, but who are much faster than some of the players who are listed among the fast men of the profession. When it comes to batting they are in a class by themselves. As fielders, both are stars in their respective positions. When it comes to all-round work Wagner seems to have a bit the better of his rival for first honors, for Wagner has proved a star in every position he has been placed. He was a star outfielder, a cracking good first baseman, and as a shortstop there is not a man in the league who is his equal, all things considered. Another advantage which Wagner seems to have over Lajoie is that he is a scrappy, aggressive player, who is always hustling and makes himself popular with the crowds, which cannot be said of Lajoie, who is more of a quiet, unaggressive player. But it would be hard to choose between the two. Both are stars, and it will be years before the game is blessed with another pair like them. A team of Wagners would never be defeated and a team of Lajoies would come pretty near walking home with the pennant in any company. That is the way the pair size up. Look over the other teams in the league and you will find no one else, Lajoie or Wagner. They are in a class by themselves, and it would be a thickish bit of prophesying to predict that one would prove a more valuable player than the other, HARRY MARTIN.