

ONCE A DAY LABORER

ROMANTIC STORY OF CZAR'S MINISTER OF RAILWAYS

Worked in an American Factory for One Dollar a Day, and Ran Locomotive on the Pennsylvania Railroad.

St. Petersburg.—Prince Michael Hilko, imperial minister of railways and transportation in Russia, the genius of the Trans-Siberian railway, has had a most romantic and inspiring career, beginning his working life as a day laborer in America.

When the Russian serfs were emancipated by Alexander II, the grandfather of the present czar, Prince Hilko's father was ruined, at least so far as available financial resources were concerned. Just at this juncture the father and son began a bitter quarrel, which ended in voluntary exile on the part of the latter. In his anger, the son, the prince of to-day, renounced all his titles and ancestral estates. He also resigned his office at court—as an officer in the guard of the Russian emperor—and forthwith sailed for the United States as a common emigrant.

He arrived in Philadelphia absolutely penniless. For a week he walked the streets, hungry, cold, homeless, an alien in a strange land. One day he entered a machine shop and blurted out: "I want work at any wage." "What's your name?" asked the foreman. "Mi-kale," replied the young man, pronouncing his name in English, with evident difficulty. "My other name's John," he added, thinking that John was as good a name as any other. And thus Prince Hilko became John Mikale, an attendant of a bolt making machine at one dollar a day.

That machine shop was as a paradise to him, after his many days of tramping. He lived on 50 cents, and saved the remainder, until he had enough to pay for a course of instruction in mechanical engineering. After attending the bolt-making machine for two years, and having secured a good working knowledge of mechanical engineering, he went in search of a job where there would be better chances of promotion.

He found his opportunity at the offices of the Pennsylvania railway, where he was given a situation as a brakeman on a freight train. From that day forward he stuck to railway work, devoting all his spare time to the study of railway engineering. Presently he became brakeman of a regular passenger train, and later was promoted to the position of locomotive engineer.

In time he began again to look about for an opening that would afford him a



PRINCE MICHAEL HILKOFF. Rose from American Laborer to Head of Russian Railways.

still greater chance for the exercise of his talents. One day the minister of railways from the South American republic of Venezuela was a passenger on the train of which "John Mikale" was engineer. There was a breakdown, and the engineer was the only man who kept his head, and the only man who knew how to fix up matters without waiting for the repair train to come. The South American visitor engaged the engineer in conversation, learned that the young man wanted a higher position, and thereupon offered him a place as superintendent of a new railway in Venezuela. "John Mikale" accepted, and went to South America at the expense of his new friend.

Then came a longing for his old home in Russia. He decided to throw up his job and return to his native land at whatever set-back to his career. Sailing as "John Mikale," and concealing his true name and title, even when he reached Russia, he applied for a situation on one of the principal Russian railways. As "John Mikale," therefore, he began his life over again in his own country as a station agent in an obscure town. "My chance will come," he said, noting that there was frequent trouble in the movement of trains at his station.

That psychological moment came for "John Mikale." The trains became hopelessly blocked day after day, and the heads of the line far away were in despair. Mikale wired: "Will you leave it to me?" "We'll try you," came back the answer. And a few hours later "John Mikale" had so arranged switches and schedules that never again were trains congested at that point. His technical skill shown in that emergency brought him to the attention of his superiors, and even to the czar himself. As a result, he was ordered to come to headquarters in St. Petersburg.

There he was given a position on the technical staff, and thenceforth was promoted rapidly higher and higher, until he occupies a position corresponding to that which he had abandoned in South America—general manager. Not until then did he reveal his identity as a Russian prince and a former officer of the imperial guard. So pleased was the czar to find that this man was one of his own subjects, and so delighted was his majesty with the remarkable capacity and skill displayed by this particular general manager, that he restored to Prince Hilko all the estates and titles he had renounced when he emigrated to America.

A CURE FOR DESERTERS.

Gen. Chaffee Recommends Disfranchisement for Men Who Unlawfully Quit the Army.

Washington.—Complete disfranchisement for all army deserters, unless a lawful discharge is earned by subsequent service, is the recommendation of Lieut. Gen. Chaffee in his annual report. It is the general's opinion that if the states would pass such a law desertions in the army would become less frequent. On this subject Gen. Chaffee says:

"If all the states and territories should by law withhold from deserters exercise of the right to vote at national state and municipal elections, unless



GEN. ADNA R. CHAFFEE. He Would Disfranchise Every Deserter from the Army.

the act of desertion be atoned for by lawful discharge subsequently earned by service, it seems probable that the most healthful remedy practicable would be applied to the evil and that the result would be surprisingly great. The majority of deserters would return to the colors at their own expense and serve out their unexpired enlistment contracts in order to receive a lawful discharge, which would reestablish their civil status."

Gen. Chaffee says that inquiry of men in guard houses on his tour of inspection elicited no special reason for desertion, the general reply being that army life was not what had been anticipated. He believes the adoption of his suggestion would relieve military prisons of two-thirds of their occupants.

"While I fail to find anything in the administrative action of company officers," says Gen. Chaffee, "to account for the large number of desertions, I believe it to be a fact that much inexperienced, as now, in command of companies affects this subject somewhat. Character, habits, aptitude, differ widely among men upon entering the army, and it is the skill of the experienced officer, with his intelligent sympathy, his counsel and admonition, rather than mechanical enforcement of the articles of war, that best harmonize these varying elements and secure contentment of young soldiers in companies and the service."

"The government provides liberally in the matter of clothing and food, and constructs splendid barracks, fitted with all modern appliances for health and comfort. At no post is the fatigue duty excessive—generally speaking it is light—and, all in all, the soldier is getting everything that under the laws could in reason be asked.

"For many years the numerous deserteers from the army have deeply interested the department, and seemingly every possible effort has been made to discover an administrative cause. No serious fault exists not inherent in man himself; therefore it is not susceptible of military control and correction.

"Trial, conviction and punishment by dishonorable discharge and confinement for one, two or three years of the few deserters who are apprehended or surrender themselves have, in my opinion, but slight influence as a restraining force on the service generally."

HOME FOR ROYAL COUPLE.

Babelsberg Castle to Be Wedding Gift to German Crown Prince from His Father.

Berlin.—The crown prince will after his marriage take up his summer residence at Babelsberg castle, the former summer residence of Kaiser Wilhelm I., which has not been inhabited since his death, and was used only for the court



BABELSBERG CASTLE. (It is to be the Home of the Future Sovereign of Germany.)

balls given in honor of the king and queen of Italy when visiting the German court. The Kaiser, a few days ago, when walking with the crown prince and his fiancée through Babelsberg park informed the crown prince that the castle, after being put in order, will be habitable in 1906. Several enlargements have been found necessary. A new wing with a dining hall for 150 persons and new stalls for about 50 horses are projected.

Company Refused Payment. A thrifty housekeeper in Birmingham, England, forgot about a joint of meat she had placed in the oven, and it was burnt to a cinder. She claimed compensation of an insurance company, stating that the loss was caused by fire.

PEAT AS NEW FUEL.

CHICAGO CONCERN READY TO MANUFACTURE IT.

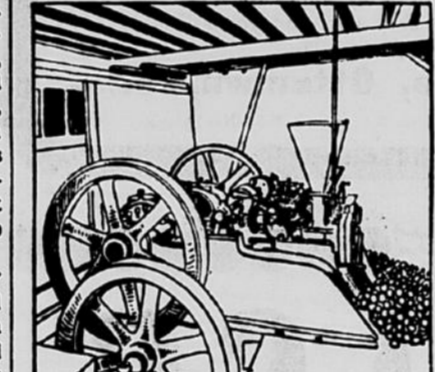
Say They Will Sell It for What It Is Worth and Not What It Costs—Has Advantage Over Coal.

Chicago.—To the average mind the word "peat" suggests the crude huts of St. Patrick's land of bog, or Holland peasants trudging along green meadows in heavy wooden shoes. But Yankee ingenuity has dragged it from those ancient settings into the strong light of modern industrial utility, to act as guide to the common people, to lead them, in fact, from the coal barons' Egypt into a promised land, which shall be smokeless, sootless, sulphurless and cinderless. Yankee ingenuity has found a way to manufacture excellent coal out of Yankee peat, the new process being made practicable by certain patented machinery invented by a Chicago man, J. Campbell Morrison by name.

But whether the common people will be benefited financially thereby to any material extent is an open question, since the new process is owned by a corporation, and corporations are heartless things. The process is already a demonstrated success to the point that this new manufactured peat coal is being made every day in Chicago, and when put to use as a steam riser or for domestic fuel it answers all the requirements of the most perfect and economical sort of fuel. It has as great heat value as anthracite; it will burn as long, and it is a conspicuously good fuel in that it is actually smokeless.

Like all good things with a commercial value, however, the science of making coal out of waste prairie lands and marsh ground is not to be pushed as a philanthropy to give the people a rebate on their winter's coal bills, or to clean our city skies, although both may follow as incidental advantages. This new application of science to the creation of wealth was no sooner perfected than it was grabbed up by business men, who were quick to see wealth in it for themselves. These have formed a corporation, to become in the peat fuel industry just what Divide Right Baer and his fellow monopolists are in the anthracite trade. In short, the peat fuel business is to become a monopoly as big as any other in the fuel field, those who are behind the new business declare, with calm confidence, and instead of one set of barons providing an antidote for the other, the people may be oppressed by both.

The new method is an original one, and simple, as all great things are sim-



MONSTER PEAT PRESS. A Twenty-Five Ton Machine Now Operating in Chicago.

ple. The ground is dug by machinery, conveyed by bucket chain to the plant, where it is dried in centrifugal machines, that whirl at the rate of 750 revolutions a minute, and automatically feed wet peat and discharge dried peat at the rate of 500 pounds every three minutes. The dried stuff is then chopped and conducted through a rotary drier and fed into a very powerful press, where under great pressure and with heat applied to the mold, it is pressed from soft, dry powder into a hard, dense block, much like coal. The peat is pressed through an open tube, instead of against a fixed resistance mold, and the only base is the movable base of other briquettes being pushed out ahead, which offer resistance by friction against the side of the mold. Yet that resistance gives a pressure of 30 tons to the square inch, and makes a briquette much more dense than could be secured by pressure in a fixed die. The surface is then seared, or glazed, to make it weather-proof.

And because this new plan has been worked out effectually and actually produces excellent smokeless coal, and will be able to furnish it in immense quantities at one dollar or less per ton, the people are to be asked to pay five dollars per ton for it, in order that trade may develop another giant monopoly and stockholders may wax fat on dividends.

But these peat makers seem to have the best of the argument, as the peat lands are all but worthless without their method, and the people need the fuel, and, as they say, "the people will have to come to us and pay whatever our fuel is worth in heat units—no respecting the cost to us of producing the fuel."

That they have the whip hand, and are aware of the fact, was made clear to a reporter who called upon the president of the corporation, Henry S. Bunting. The Illinois Peat Fuel Company is the name under which the corporation operates.

Mr. Bunting made no attempt to conceal the fact that he was not philanthropically inclined. His candor on this point, in fact, was interesting from a psychological viewpoint, as he explained that the stockholders of his company had made him president, not with the idea of guarding the interests of the dear public, but "to make dividends for them." He proposed to fill his position with an eye singly and solely to that end.

FURY OF OIL TANK FIRES.

Danger of Permitting Storage Reservoirs in or Near Cities Is Shown.

Chicago.—Fire underwriters throughout the country are laying much stress on the danger of permitting oil storage tanks to be located in or near a city. They declare that such tanks are a serious menace to life and property and must necessarily affect insurance rates unfavorably.

At Indianapolis a citizens' association is trying to compel the removal of oil tanks beyond the city limits, and a similar movement is on foot in other cities. It has been proved that the tanks attract lightning as was the case at Findlay, O., not long ago, when a bolt struck



EXPLODING OIL TANKS. Seen at the Time of the Great Fire at Findlay, O.

a 1,200-barrel tank, causing an explosion which spread the fire to three other huge tanks, thus unloosing a sea of burning oil, and causing an immense amount of damage.

In the fire at Findlay the great tanks furnished almost unlimited food for the flames, says a special to the Journal here. A billow of dense smoke rose from the roaring caldron 1,000 feet straight in the air. It spread as it rose until it hung like an immense balloon, black as midnight in the center, but reddened about the edge and at the bottom with the flames that leaped hundreds of feet in the air. The spectacle was majestic in its awful superiority to anything that man could do.

For an hour the pillar of fire hung over the burning tanks, then the wind rose slightly and the great billows of smoke and flame were swung away and gradually floated with the wind. For a score of miles the dense cloud hung together so that people miles away could read in it as it passed overhead the story of wholesale oil destruction.

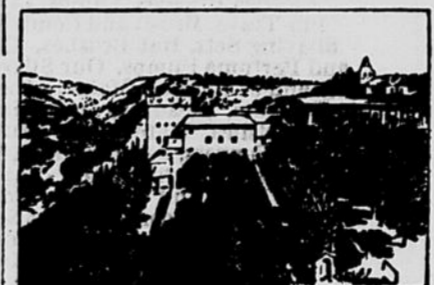
To prevent the fire spreading as the burning oil ran out of the tanks the workmen, with horses and plows and with shovels, threw up an embankment about the oil buildings, much like an immense circus ring, so that the oil was held in a pool inside the embankment, and the buildings were saved.

THE ALHAMBRA IN DANGER.

Beautiful and Historic Spanish Structure May Collapse at Any Time.

Granada, Spain.—It was no mere alarmist report which was sent out from this country a few days ago regarding the condition of the world-famous Alhambra. The cracks which have appeared in the walls are serious, and it will not be surprising if the historic building is overtaken by the same fate which befell the Campanile at Venice. It might easily be saved by prompt action on the part of the Spanish government, but there is little hope that such action will be taken.

Officialdom for years has neglected the Alhambra in a fashion which would have outraged Washington Irving, and the present condition of the wonderful monument of Moorish elegance and grandeur is merely the natural result. For several centuries the greed and indifference of successive Spanish governors permitted the wonderful pile to be pillaged and defaced. The superb entrance arch, called by the Moors the "gate of the law," with its impressive inscription in Arabic, "There is no conqueror but God," was irreparably muti-



THE ALHAMBRA. Spanish Neglect May Prove Fatal to This Beautiful Structure.

lated to make way for a wooden image of the virgin.

In 1812 the French under Sebastiani blew up eight of the towers, and other buildings narrowly escaped a similar fate. In 1821 the ancient pile was shattered by an earthquake. That so much of it has survived so many vicissitudes is striking evidence of the consummate mastery with which the old Moorish builders combined grace with strength.

Enough of its original lavish splendor is still to be seen to make it easily understood whence arose the popular belief that its great founder, Ibn-Ishmar, dealt in magic. It was not until 1862 that the work of restoring the Alhambra to something like its original condition was seriously begun, but the progress made has been small owing to lack of funds. Spain has few millionaires of her own and the work is not of a character that appeals to the practical-minded American variety. There is little hope of official action.

NORTH DAKOTA NEWS.

Deadly Kerosene.

One of the worst accidents which ever happened in that part of the state occurred when Mrs. Wentley Weisbach, a young married woman at Edgeley, poured kerosene into the stove at the time and the oil blazed up, setting fire to the kerosene in the can, which exploded, throwing the burning oil all over her. She was a mass of flames in an instant and ran down the stairs in the yard, the flames rising to a height of four feet over her head. Two men ran to her assistance and called for buckets, but before anything could be done some one threw a pail of water over her and then rolled her in the mud. This extinguished the flames in her clothes. She was then placed on a stretcher and taken to the hospital, where, upon examination, it was found, that there was not six inches of flesh upon her body that was not burned.

Alfalfa. Alfalfa has not been raised by many people in western North Dakota, but those who have tried this crop have found it very productive and profitable. William Colgrove, south of Richardson, Stark county, has cropped five acres with alfalfa for five years and is highly satisfied with the results obtained. He has had one big crop every year and some seasons two. This year he flooded the ground once in the spring and his first crop averaged two tons to the acre and the second one and one-half tons. His alfalfa took the first premium at the state fair at Mandan this year, and measured eight inches higher than the alfalfa on exhibition there from Montana.

\$40.00 to Eastern Canada and Return.

December 1st to 31st tickets will be on sale to points in Eastern Canada at \$40 for the Round Trip.—Good three months for return. Be sure to specify the "North-Western Line" between Minneapolis-St. Paul and Chicago when purchasing tickets, and you will have the "best of everything." Free Reclining Chair cars, High Back Seat coaches, Pullman sleepers and all trains steam heated. For comfort use the "North-western Line." For special folders and any information regarding rates, etc., address: F. C. Lang, Traveling Passenger Agent, 52 Security Block, Grand Forks, N. D.

State Dairymen.

The meeting of the State Dairymen's association will be one of the events of the week of the Tri-state Grain and Stockgrowers' convention, Jan. 17-20, at Fargo. The dairymen will have charge of the tri-state program on Jan. 18. There will be several men of national prominence in dairy work present, among them President Schilling, of the National Dairymen's union, who will deliver an address.

An interesting feature of the meeting will be a butter exhibit. This was judged last year by W. D. Collyer, of Chicago, who gave such satisfaction that he has been asked to serve again this year.

Something You will Notice.

That people who go to Eastern Canada on the \$40 rate and use the North-Western Line from Minneapolis to Chicago always seem satisfied. Of course they will—they have the "Best of Everything." Finest of Coaches Reclining Chair cars, Pullman sleepers and many conveniences which make these trains a source of pleasure every moment. Ask F. C. Lang, Traveling Passenger Agent, 52 Security Block, Grand Forks, N. D., for any information regarding your trip East.

A Runaway.

A runaway which might easily have ended most disastrously occurred to W. W. Reyleck, of Grafton, as he was out running his young colt. Opposite the Deaconess hospital the animal became nervous, and in reaching for the whip Reyleck dropped one of the reins. Before he could recover it, the colt had upset the sulky, Mr. Reyleck falling under the vehicle and receiving severe injuries in the side and about the head. While no bones were broken and the bruises are not dangerous, Mr. Reyleck is still confined to his bed, but is expected to be out again in a few days.

Are You Going To-day or Tomorrow?

The \$40 rate to Eastern Canada will be in effect daily through December and if you desire any information regarding the trip, call on or address: F. C. Lang, Traveling Passenger Agent, 52 Security Block, Grand Forks, N. D.

News in Brief.

Ernest Schwartz, while at Antelope lake, shot and killed a goose weighing 12 pounds. The bird was of mammoth size, having a spread of wings, from tip to tip, of 5 feet 4 inches.

A lady member of a theatrical troupe left her purse on the counter of a store at Bowbells, and was both surprised and gratified to get it back.

After stalling off the Cleveland officer at Fargo for two days, Frank W. Palmer, charged with embezzlement in the Ohio town, consented to return with Detective James.

A farmer was arrested and fined at Fargo for peddling meat.

Governor Saries has a majority of over 31,000 votes in the state over his democratic opponent, Hegge. The latter ran ahead of Parker in the state, but this was expected, as a number of democrats voted for Roosevelt who kept to party lines in the state election.

Janestown is beginning already to make preparations for the Grand Army encampment which is to be held there next summer.

THE NEWS IN BRIEF.

For the Week Ending Dec. 17.

Berlin has passed the 2,000,000 mark in the population of the city proper.

The Mississippi river is frozen over, and navigation is closed at La Crosse, Wis.

A treaty of arbitration between the United States and Italy has been signed.

Will Jones, colored, was hanged at Helena, Ark., for the murder of A. W. Robertson.

The body of the late President Kruger was interred with impressive ceremonies at Pretoria.

James Connors, the murderer of Deputy Sheriff Sweet, of Blackfoot, was executed at Boise, Idaho.

A lone highwayman held up the bank of Chisholm, Minn., during business hours, and secured \$2,200.

The government crop report shows that less winter wheat and rye have been sown than in 1903, but an increased yield is predicted.

Joseph Ryant and Paul Wienewsky, fishermen, were drowned in Grand Traverse bay. The two men had gone out to fish in a heavy fog.

Fire in Goshen, Ind., destroyed Hawk's hardware store, Hawk's Electric company, Collins' saloon and the Globe Milling company. The loss may be \$100,000.

Acting presumably for the bondholders, Henry Jayne purchased the Muscatine North & South railroad at receiver's sale at Muscatine, Ia. The price paid was \$104,000.

Disease of the spine, attributed to an injury received in a football game, has caused the death at Lakewood, N. J., of Augustus F. Holly, Jr., a former member of the Princeton team.

Reports received from the Humble Oil field, in Texas, state that \$30,000 damage has been done by blow-outs or fissure openings in the ground and emitting dense volumes of gas.

A Pennsylvania freight train crashed through a bridge over Martindale's creek, at East German, Ind. The conductor was killed and a brakeman fatally injured.

Fire at Hartford, Vt., destroyed the Hartford chair works, C. L. Bugbee's carriage factory and warehouse and several small wooden buildings. The total loss is placed at \$50,000.

Robert N. Ford, whose trial for embezzlement has been on at Warren, O., was found guilty. Ford was engaged in the banking business with his brother at Burton, O., the bank going into receivership.

Philip Weinsheimer, former president of the New York Building Trades alliance, who has been in the Tombs since October 15 last, under sentence to Sing Sing for extortion, was released in \$10,000 cash bail.

By direction of the police of Chicago, where he is wanted upon a charge of having embezzled \$50,000 from the Stratford Hotel company last October, Alfred G. Lewis, of that city, was arrested in New York.

Mr. Davis, the American consul at Alexandretta, who recently got into trouble with the Turkish authorities because he lowered the flag from the consulate during a celebration in honor of the sultan's birthday, will resign.

A fast mail train on the Chicago, Burlington & Quincy railway was wrecked near Bristol, Ill. One person was killed outright, two fatally injured, and a number of mail clerks bruised. The wreck was caused by the spreading of the rails.

The engine of a Wisconsin Central train became unmanageable at Chippewa Falls, Wis., and George Rosine, the fireman, and Walter Mohr, the brakeman, jumped from the cab. Rosine was instantly killed and Mohr was fatally injured.

The big ice gorge above Cincinnati broke and a great mass of ice moved down the river for several hours, threatening damage to property, but finally gorged again without having caused much loss.

In a verdict rendered in Grand Rapids, Mich., by a coroner's jury, called to place the responsibility for the Pere Marquette wreck of November 16, at Elmdale, in which five persons were killed, the Pere Marquette Railroad company was held responsible.

THE MARKETS.

Table with market prices for various commodities like LIVE STOCK, FLOUR, WHEAT, BUTTER, CHEESE, etc. in New York, Chicago, and Milwaukee.