

IS TIRED OF HIS JOB

"FATHER OF WATERS" SEEMS TO BE RUNNING OUT COMPLETELY.

Unusual Condition of Affairs at Minneapolis—Mills Use Steam Traction Lines Are Without Power.

Minneapolis Journal.

Is the Mississippi river running dry? That is the question of "great pitch and moment" which the chief representatives of the vast interests depending wholly or in part upon the water power to drive the wheels of giant industries at Minneapolis have been anxiously asking each other during the last week.

While the sources of the Mississippi may be in no danger of early exhaustion, the extraordinary low stage of water in the river at this season has caused serious inconvenience to the milling companies whose immense plants cluster about the falls, and to the street-railway system, which for several years past has been depending wholly upon the power generated below the falls to run the street cars of the two cities.

Already the large milling companies have been forced to employ auxiliary steam plants in five large mills at the busiest season of the year or to close down. This emergency developed Wednesday. To-day the Twin City Rapid Transit Company authorizes the statement that the water has reached such a low stage at the lower dam that power is insufficient to propel the cars in Minneapolis and St. Paul and on the suburban lines. The street-railway company has been forced to go back to the partly dismantled steam power houses, which generated power in the old days, which are now unable to generate all the power needed. The resulting loss to the street-railway company and the mills will be heavy.

Several reasons have been advanced to explain the remarkable shrinkage in the river. The officials of the milling companies say it may be due to a congestion of anchor ice up stream. Cold weather, they argue, would close the surface of the river and insure a steady stream. Another reason, which may be a partial explanation of the shrinkage so far as the mills are concerned, is that the Pillsbury "A" mill, which has been undergoing alterations and repairs since July 1, started up Monday. A large quantity of water would thus have been diverted from the use of the other mills.

With orders waiting and the mills running their full capacity, the notice received by the mills from the power company to shut down at a certain hour created a great big stir in the milling district Tuesday. The order went into effect early Wednesday morning. The Pillsbury-Washburn Company stopped using water at its "B" mill, the Washburn-Crosby Company at its "C" mill, the Pillsbury "A" mill, the Consolidated Company at its Excelsior and Columbia mills. By all odds the most serious feature of the situation is its effect on the transportation facilities of Minneapolis and St. Paul. The street-railway system, which is dependent upon the water power, will hardly give to the street-railway company. Conditions imposed by the mills themselves and affecting simply the head of water at the falls would hardly have the same effect below the rapids. The street-railway officials, while at a loss for any certain explanation of the sluggish flow of water, believe that the lumber operations in the north, where tributary streams are dammed up for logging purposes, may diminish the volume of water to a considerable extent.

Within the last few days the Twin City Rapid Transit Company has been brought face to face with a condition so serious in its curtailment of power that it has been obliged to shut down its St. Anthony Falls Water Power Company as materially to handicap the company's operations in Minneapolis and St. Paul.

For the first time in many years—perhaps in the history of the city—the stage of water in the river has diminished to an extent that furnishes very little water power compared to that which results from the ordinary flow.

Since the utilization of the immense water power below the falls of St. Anthony first became an accomplished fact, the street-railway company has extended its capacity for handling cars over great distances, far beyond that which could obtain by the use of ordinary power. Now that the water power is being interfered with, however temporarily it may be, the company finds itself unable to generate sufficient power, by bringing every possible expedient to bear, to run the cars on a schedule of ordinary passenger service. The result is that at the very time the public is demanding more rapid transit, the company finds itself suddenly forced to resort to a reduced schedule greater than has been in effect for years.

In addition to the great inconvenience to which the public will be subjected, the low stage of water will be so serious, from a financial standpoint, as to cost the street-railway company thousands of dollars.

To guard against any such possible future emergency, the street-railway company has already had a consultation of engineers. The situation has been thoroughly gone into, and it is believed that the company will prevent the slightest interference with street-railway traffic hereafter, no matter what the stage of water in the river may be.

Vice President C. C. Goodrich this morning outlined the unfortunate position in which the company finds itself at the very moment it is making strenuous efforts to satisfy the public demand for increased service. Said he: "The Mississippi river appears to be running dry. It is not a question of whether this that we are experiencing any permanent slump in the supply of water, but it is great enough, at least temporarily, to be materially reduced the power at the dam. Without going into any figures, it is sufficient to say that the low water has cut into the generating capacity of the power house at the dam to such an extent as to prevent the company from generating upon the unpleasant alternative of reducing the service on all lines in Minneapolis and St. Paul."

"I cannot remember when the river has been so low before at this time of the year. The present stage is so entirely without precedent that we have never even felt the necessity of taking that into consideration when the utilization of the power dam was first entertained. We had very little rain last fall, and that may account to a considerable extent for the present lack of water. Engineer De La Barre has advanced another explanation, that the lumbering operations on the upper Mississippi river and in the reservoir region may have materially affected the water supply. It is the practice among the lumbermen to dam up all the logging streams tributary to the Mississippi in order to furnish a sufficient head of water to facilitate logging operations in the spring. As soon as the water rises up the stream, they begin to let it begin to flow over the dams. The water in the river will then be reduced to a very low stage, and the difficulty with which we are now contending will then have been avoided."

"This is the true explanation of the shortage in the water supply should be a matter of but a few days. In the absence of any more plausible explanation of the drop in the river it would be folly to say that the present lack of water will continue but a few days. Perhaps it will, but it may be that we will be forced to do the best we can with a steady flow of water, and content with what power is still generated below the falls, for a week or more to come."

"In the meantime I have thought best to acquaint the public with the unfortunate condition of affairs, and to make it plain to the public that the company is making its indigence in the slower car service which must necessarily ensue until such time as the floodgates, now closed against us, may be opened."

It should be understood that we will continue to operate as many cars in both cities as we have been able to before installing the new schedule within the last week. The hardship lies in our inability, in face of this unforeseen obstacle to our plans, to run the same number of cars as before as the company or the public desires."

REVENUE CUTTER SERVICE

ITS RESPLENDENT HISTORY AND ITS VERY SCANT RECOGNITION.

Lieut. Newcomb's Gold Medal—Navy Officers in the Revenue Marine—Famous Names in History.

New York Press.

The attention of the navy is not yet covetously attracted to this civil establishment, but inasmuch as this civil establishment gained no glory in the present war with Spain, as it had done in all previous wars of the United States, the attention of Congress is justly attracted. It is singular indeed that the only commissioned officer of any service in the war with Spain to whom Congress awarded a gold medal for heroism in battle is First Lieutenant Frank H. Newcomb, of the revenue cutter service, now commanding the Sperry at Patuxent. The story of his heroism at Cardenas on May 11, 1898, when the cutter under his command, the Hudson, stood by the Winslow in the jaws of hell and towed the torpedo boat to safety, ought to be in the schoolbooks.

The first shot fired at Manila by a United States vessel was from a gun on the revenue cutter McCulloch, and the man that fired it was Lieutenant At Lee, of the revenue cutter service. It was the McCulloch that carried the news of Dewey's victory to Hong-Kong, and it was Captain Hodgson of the revenue cutter service who sent the cable message to Washington. Revenue cutters man the forts at the entrance to Manila bay.

On the American scroll of fame are the names of Joshua Barney, Thomas Truxton, James Nicholson, Samuel Nicholson, Stephen Decatur—names immortal in our naval history. All were revenue cutter service officers. Would not our present navy be covetously attracted to them? And don't forget the glorious old Constitution and the historic Constellation. Both were in the revenue service before being transferred to the naval establishment. In the war of 1812 with France the little treasury fleet of twenty vessels captured sixteen of the twenty-two prizes taken from the French. Isn't that record enough?

OTHER GOOD DEEDS.

The revenue cutter service did much toward stopping the slave trade in 1794. It suppressed piracy in the Gulf of Mexico. In the war of 1812 it was the revenue cutter Jefferson that captured the first prize taken from the British. Twelve other valuable prizes were taken by cutters, with 900 prisoners. Revenue cutters were the first to respond to the call of the emergency in 1847, when they rescued the cutter Harriet Lane that steamed to the rescue of the garrison at Fort Sumter. The cutter Nemah received Sherman on board after his march to the sea, and conveyed him to the fleet of gunboats below Savannah. Revenue cutters were in the attacks upon Sewall's Point, Newport News, Hatteras Inlet, Fort Darling, and elsewhere, and were very active in blockade duty.

The life-saving service is a product of the revenue cutter. For many years the cutters patrolled the coasts to assist storm-driven vessels, and in three-quarters of a century only one cutter has been wrecked while cruising for the relief of distressed navigation. An average of 100 lives were saved by the cutters. Their cargoes were valued at \$1,000,000, or \$100,000 more than the appropriation for their maintenance. The revenue cutter service, Sumner I. Kimball, chief of the revenue marine for seven years, established the first life-saving stations, and when the service became an independent one, he made its general superintendent, which office he held until his salary is \$10,000 a year. As chief of the revenue cutter service he received only \$2,000 a year. The power that is exercised by the President in regard to directing revenue vessels to cooperate with the navy in the war is a power he can exert over no other branch of a civil establishment.

All of the revenue cutter service officers are graduates of the Naval Academy. Starting them in the face of the navy is a disadvantage. The average rank in this corps is that of captain and the highest compensation only \$2,000 a year. Some officers are in the corps of tipplers in the civil war. There is no pension list. Only when an officer is disabled or loses his limbs or is otherwise incapacitated can he be placed on the pension roll. Congress did not think it wise to have "permanent waiting orders," with half pay, thirty-nine infirm officers, many of whom were eighty years of age and had served in the Mexican war.

POLICING THE HARBOR.

One of the duties of the revenue cutter service is policing the harbor. The Manhattan, for instance, is engaged in enforcing the regulations governing the operation of vessels. At certain seasons the waters about the New York Yacht Club station in East river near Twenty-third street are thronged with vessels at anchor. The Manhattan steams up there each day or oftener to see that none has outside of the prescribed limits. All captains are informed of the ranges, so that it is easy to comply with the regulations, yet notwithstanding this the rules are being violated in many instances. The cutter is equipped with modern breech-loading guns, and commanders are directed to compel obedience by means of shot and shell. With yachts there is but little friction. The revenue cutter keeps them within bounds. But not so with the private yachts. The merchantman is refractory and stern measures are required.

The revenue cutter McCulloch, Dewey's dispatch boat in the Philippines, was often visited by the admiral after the battle of Manila, and the cutter was often in the white canvas shoes and a golf cap, he would lounge for hours in a comfortable armchair in the cabin of the admiral, awaiting that shaded the deck a lazy breeze mollified the tropic heat, and every once in a while a military officer would travel in a class higher than they pay for. But now and then a high-handed warrior sports will have a third-class ticket on travel first. There was a Cossack officer who mounted the train at Irkutsk for the Little Traveler of Baranchiki, on Lake Baikal side. When the usual rumpus commenced and the officials came along to straighten matters he was requested to travel second. No he wouldn't. Why? It was his pleasure. Regulations! Phew! It was his pleasure to break them. Would he not travel first? And travel first he did.

How to Manage a Wife.

Baltimore Sun.

Obudaga, Senegalese chief with forty-five wives, has formulated his study of women in a series of maxims for the benefit of his subjects. He says: "The woman says, 'admits a lion that will eat her up like a monkey that chatters for her ears.' Obudaga says: 'The woman must slap some, pinch others; never pat them unless to save a word.' The wisdom of Obudaga is made plain by the application of it. The small man will not rashly 'pat' his wife in the playful Senegalese sense unless the front gate is open and the running good."

Half-Hour's Daily Reading.

Its Influence in Helping a Man to Grow Old Gracefully.

Philadelphia Saturday Evening Post.

It is a curious fancy that education is a thing to acquire in a lump and have done with as soon as possible, as if it were measles. In nine cases out of ten the child leaves a scholastic association on leaving school. When the graduates, in white dresses, are on the art of government and the relation of the passages in the Pyramids to the astronomic theories of the Chaldeans, it would seem to a sympathetic observer as if the work of the school has begun. It is not only a separate semi-detached house on a comfortable lot for every family. And a third-mile radius of course, is not the limit. It is only the beginning. It is only what a proper organization of the transportation bureau could put within our reach to-day without a single new in-

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Advertisement for Maroff's shoes. Features an illustration of a man in a top hat and a woman in a dress. Text includes "Maroff's", "Holiday Footwear offers", and "The crowds grow daily at the big store. Only few more buying days till Christmas, and the selling from now will be fast and furious. You know the crowds that throng our store. Come in the mornings, when we can assure you of extra service and special attention."

Advertisement for Useful and Appreciable Gifts. Lists various shoe styles and prices: "Women's Bench Made Shoes for \$2.45", "Women's Well Shoes, \$2.98", "Women's fine felt Juliettes and Slippers, leather soles, all colors and kinds, SPECIAL HOLIDAY OFFER 98c".

Advertisement for Useful and Appreciable Gifts. Lists various shoe styles and prices: "Men's Bench Made Shoes, \$3.50", "Men's Hand Well Shoes, \$2.98", "Men's home Slippers, of Moro Kid, dogola and goatskin, \$1.25".

Advertisement for Christmas Slippers. Text: "The largest and best selected stock in four States. Prices absolutely the lowest. Purchases will be held for future delivery if so desired. Mail orders filled."

Advertisement for C. J. Marott. Text: "C. J. Marott, 26 and 28 East Washington Street".

Lessons of history he has learned, forgets to him sources of pure pleasure and profitable research. He knows that his preparation is never complete; that he must always study, examine and inquire; that he could not know all that is to be known of a subject if his life were devoted to it. He is not to be alarmed who discovers that he has ceased to grow; that he no longer profits by the study of his profession; that he has ceased himself with energy and interest to new subjects; for such a man has come to the end of his life. The day of his death may be far distant.

A DANGER THAT HAS PASSED. Congestion of Population in Cities No Longer Threatens. Saturday Evening Post.

Half-Hour's Daily Reading. Its Influence in Helping a Man to Grow Old Gracefully. Philadelphia Saturday Evening Post.

Advertisement for Christmas Presents. Text: "WHAT WOULD BE A BETTER PRESENT THAN A GARLAND STEEL RANGE GARLAND BASE BURNER". Lists prices for various bicycles and burners.

Advertisement for C. K. Lehring & Bro. Text: "LARGEST DENTAL CONCERN IN THE WORLD 47 OFFICES In United States". Lists dental services and prices.

Advertisement for Monarch Grocery. Text: "Headquarters for California Fruits and Produce. Highest grades of Canned Goods. Our Hoffmann House Mocha and Java is unsurpassed for richness of flavors."