STAR PUGILISTS' QUALITIES

RUGGED PHYSIQUE, KEEN EYES AND BRAINS NEEDED.

Speed a Big Factor in Scoring Ring Successes Nowadays—Modern Fighters as a Rule Try to Appear Well When in Repose—The Case of Tug Wilson.

"The physical and mental qualifications that go to make up a crackajack pugilist differ from those of any other class of athletes in the world," said the old New York sporting man the other evening. "There are many strong points about a fellow who becomes a champion fighter, that are not generally noticed by the fickle fight fans of to-day.

"In the first place the successful pugilist must have the rugged physique—broad shoulders with big punching muscles in the upper part of the back, a good thick neck that can stand a strain, heavy, well set jaws that denote bulldog tenacity; a small, rather flat nose, not easily broken, small, sharp eyes, with the fighting glint. The arms should be long and muscular, yet not bound up like those of a lifter of heavy weights, while the waist and legs should be small in comparison with the dimensions of the upper part of the body.

"Great speed is absolutely necessary in the makeup of the classy fighter. I've never known a great fighter with heavy, ponderous limbs. Look them over—John L. Sullivan, Jack Dempsey, Jack McAuliffe, Kid McCoy, Jim Corbett, Bob Fitzsimmons, Tommy Ryan, George Dixon, Joe Gans, Frank P. Slavin, Young Griffo and a host of other famous pugilists with comparatively small lower limbs.

"The fighters of to-day do much more speedy footwork than those of the old school. Take Stanley Ketchel for an illustration With what wonderful rapidity he gets around an opponent in a twenty-four foot ring! His speedy legs certainly play a most important part in all of his fights. He's lightning itself in the arena and by means of his rapid footwork he keeps on top of his antagonist every moment. No man has yet been able to outsprint him in a ring contest. That is one of his strongest points. Jack O'Brien is a very speedy fellow on his pins, but Ketch caught him every time he tried to get away in their fight.

"John L. Sullivan was very fast on his feet when he first came out, but when he got fat and heavy he also became slow and clumsy. He was a big ice cart when he met the swiftly moving Jim Corbett in New Orleans seventeen years ago. Corbett, it will be recalled, had so much speed that he was on top of Sullivan at all stages of the one sided mill. In that fight Sullivan was not actually put to sleep. He was simply exhausted and went down in sections.

"Did you ever know that a great majority of fistic champions of the past have had small eyes, set well back in the head? Yankee Sullivan, Joe Coburn, Jim Dunn, Jem Mace, Joe Goss, Billy Edwards, Jack Dempsey, Jack McAuliffe, Bob Fitzsimmons, Terry McGovern, Young Corbett, Jim Hall, Jimmy Britt, Battling Nelson, Joe Walcott, Joe Gans, Abe Attell, Young Griffo, Kid Lavigne, Tommy Ryan, Bill Papke, Jim Jeffries, Jem Driscoll, Billy Plimmer and many others have been noted for their small, cunning eyes. Their optics have all been clear, bright and piercing just the same.

"A pugilist of the highest class must have a good, true eye—an eye that can correctly judge distance, so that a blow can reach the mark aimed at. That was one of Dempsey's best qualities. He could hit an adversary on the spot selected for the blow without being an inch out of the way.

"Jack Johnson, by the way, does not have many of the strong points of a champion in his makeup. His eyes are too large and unprotected. An old London rule fighter would simply blind him with bare knuckles in a hard battle. Compare the colored champion's optics with those of Billy Edwards, which were small, deep set and protected by overhanging brow bones! Johnson's legs are too heavy for speed. He will discover this fact when he gets into the ring with Ketchel, who will force him to move quickly or take an unmerciful walloping. Besides Johnson's feet are flat and that reminds me that I never saw a flatfooted fighter with any great amount of action. Of course Johnson may cop Ketchel with an uppercut when the latter is coming in, but if he misses or Ketchel gets him going it will be all over with the big negro. He won't be able to keep away from the Michigan Lion's swift attack.

"I suppose one of the proudest mortals is a champion prizefighter who has been pampered and petted like a prize dog. You can't blame him, for hundreds of admirers are giving him presents or slapping him on the back, at the same time telling him he's the greatest thing that ever happened. This egotism is part of his fighting qualifications. It's this pride that makes him go in and battle hard to win. Of course the big purse may cut a big figure with him, but vanity has much to do with his success in the ring. He's susceptible to flattery and the cheers often help him on to victory.

"Sullivan, for example, is one of the proudest men in the world to-day. Jack Dempsey was also a proud fellow. He believed himself invincible, and when Fitzsimmons put him out poor Jack's heart was broken. I suppose if you hunted all over the globe you couldn't find a more chesty negro than Johnson, with his flashy song and dance clothes and big diamonds. He's a moving picture of pride, no mistake.

"Some physiognomists will tell you that the ideal fighting face is the low brow, square jaw, Bill Sykes type. This is a mistake. Can you point to one great pugilist to-day with this kind of a mug? I'm sure no one would pick Ketchel as a pug in a crowd on the street. Corbett, McCoy, McAuliffe, Young Corbett, Packy McFarland, Tommy Burns, Abe Attell, Battling Nelson and a whole fleet of clean cut pugilists might pass for Broadway swells when they have their glad rags on and mingle with the fashionable throng on the Great White Way. I tell you a big change has come over the fighters of to-day regarding their general appearace when you recall the old bruisers of bare knuckle days.

"I remember when they brought Tug Wilson over from England to box Sullivan in 1882. The English scrapper looked like a thug—a regular Bill Sykes—with a hard, brutal mug. He wore tight trousers, a short peajacket with big white pearl buttons, a greasy cap, with a huge colored handkerchief tied around his neck. All he needed was a jimmy and a dark lantern to complete his burglar-like makeup.

"'Bless me hyes, but yer'll 'ave to 'ave a bloomin' new rig,' said Arthur Chambers as he greeted Tug at the pier. So they took Wilson to a clothing store and fitted him out in a swell Prince Albert suit and a silk hat. Then he was a comic piece of scenery.

"'Now 'ow do yer feel, h'old pal, togged up like a lord?' asked Chambers.

"'Not a blawsted bit comfortable,' Harthur,' replied Wilson. 'Hi feel like a rugby sky pilot doing time hat a gent's funeral. Will Hi 'ave to keep these togs on hall the time?'

"'No, no, hold chap. Yer may take 'em hoff when yer git into the ring,' answered Chambers with a grin. They say that Tug Wilson has the very same Prince Albert suit and high hat stowed away back of his shoe shop in England, where he shows them now and then to a few chosen friends.

"American fighters from Tom Hyer down were always more dressy than English or Australian scrappers. John C. Heenan was one of the neatest and most fashionably attired men I ever met, and that was forty years ago. When Heenan went to Great Britain in 1860 to fight Tom Sayers for the international championship he made a hit with the English nobility by his swell appearance. They invited the Yankee gladiator to their clubs and estates and gave him more recognition in a social way than any foreign pugilist ever received before or since. Heenan was a gentlemanly fellow and always tried to conduct himself in a modest way. Heenan did more to raise the standard of the American prizering than any other man who has stepped through the ropes.

"Peter Jackson set a good example among the colored fighters, for although Peter was as black as the ace of spades he tried to dress and behave like a gentleman. Jackson was no piker when it came to a matter of fine clothes and a good living. He would buy wine with any of them, yet he was never boisterous or too fresh, like some of the coon fighters of the present day. He seldom talked upon fistic topics and never mixed in tough society. As a fighter he was far superior to Jack Johnson in both science and hitting; but he loved the grape juice and fell by the wayside.

"A classy fighter must have a clear brain. No dull witted, bullheaded fellow can ever hold sway among the topnotchers. The modern fistic champion must be a bright, intelligent walloper. He must be a good ring general who can plan his battle and be able to carry it out by skill and science to a successful finish. Take the American ring stars of to-day and you'll find they are all bright, clean cut, smart fellows with other qualities that were unheard of in olden times."

AUTO CONTESTS NUMEROUS.

Benjamin Briscoe Says There Is Great Demand for Sanctions.

"At no time in the history of the American Automobile Association has there been such a demand for sanctions as this year," says Benjamin Briscoe, president of the Manufacturers Contest Association. "These sanctions cover every conceivable kind of test, such as reliability tests, fuel economy tests, hill climbs and track races, both at long and short distances. The mere fact that an unlimited number of sanctions are being granted is not so interesting in itself, but it brings to mind the fact that there is a widespread demand for competitive events.

"Each local event held is under more strict regulations than its predecessors, which goes to prove that each season's product is better than the last, or else the cars could not make the wonderful showing which they do. Never has the self-propelled vehicle been given such rigid tests and exacting mechanical scrutiny. When an event is held a technical committee is made up of men who thoroughly know the cars from the motor back to the differential, and the car of to-day must be mechanically right before it can stand an examination, such as is given now.

"It seems to be the desire of the public to see all the competing cars 'killed off,' or in other words have rules so rigid that none can finish with a perfect score. This not only means more for the cars themselves if given a high percentage, but it encourages competition, inasmuch as that no discredit falls on the maker if his car fails of a perfect score. Misery always likes company, and if there are not any perfect scores or few high percentages those with lower scores do not regret entering, as would be the case if the rules were so lenient that several finish with no demerit marks.

"With so many events being sanctioned from the Atlantic to the Pacific and from the great lakes to the Gulf of Mexico it is evident that this motor car industry is in an unusually flourishing condition and that the public is interested in and believes that road and track events are good barometers for getting an idea of what the present day car can do in competition with rival makes.

"Judging from the interest taken in the various road and track events it is evident that the public cares more for fuel and reliability tests than it does for track racing, or at least track races at short distances. Any car can travel a distance of five or ten miles on a track at a good rate of speed. The public do not buy cars as a rule for speed but for power and durability. Track events, unless those of a hundred miles or such as the twenty-four hour races, do not bring out the staying qualities and endurance of the machine as do road events such as the Glidden tour or the three day run of the New York Automobile Trade Association to the Catskills and Berkshires.

"While thousands will flock to the racetrack to watch short distance racing it is because of the fascination of seeing the racing cars whirl around the track at a great burst of speed. I doubt, however, if there are many purchases made on the strength of the speed developed in track races. There is no question but that sales are made through the results of fuel and reliability contests, as a car which can stand up under the exact mechanical examinations, both before and after the test, demonstrates to the public that if it can endure under the rigid regulations of the contest it will answer every purpose for touring under general conditions.

"It seems to me that makers and the public should encourage and support all wholesome road endurance contests, as it not only demonstrates to the public what the car can do but each event teaches the maker wherein he can make his product stronger and more durable."

REAL AUTO RACING.

Acquisition of Brighton Track Insures Good Sport in Future.

At last New York city seems likely to have some real automobile racing. The acquiring of the Brighton Beach racetrack by the Motor Racing Association, to be used exclusively for automobile speed contests, is expected to mark a new era for the sport. It has developed that the lease of the association extends for one year and may be renewed if the venture proves successful financially.

Just how often tournaments will be held on the new motordrome by the sea has not yet been determined. It will depend largely upon the public interest shown in the opening meets.

All of the plans of the promoters have not yet been disclosed, but the thorough manner in which A. B. Cordner and his staff of assistants is preparing for the opening meet on July 30 and 31 may be taken as a criterion of the extent in which the association is going into the subject.

Within eighteen hours after the signing of the lease for the property active work was begun in converting the great open space to its new uses. A gang of workmen was put on the job of reconstructing the track and these are to be augmented this coming week by a considerable force. The fences of the property which had been torn down are to be replaced at once. A new and commodious field stand will be erected on the site of the one that has been demolished. Fortunately the huge grand stand and the clubhouse had not been touched, so they will beat the service of the race promoters.

One of the most important improvements from the public's point of view will be the construction of stations within the grounds where the express trains of the Brooklyn Rapid Transit will be enabled to discharge and take on passengers expeditiously and comfortably. It is planned to have a railway service to and from the course on race days that will equal the service to the Coney Island Jockey Club's track during the Sheepshead Bay races.

For the safety of contestants and to insure the highest possible speed the mile track is to be well banked on the turns and broadened in the stretches. The character of the top dressing has not yet been decided upon, but it is safe to say that it will be the fastest that can be obtained. Some novel ideas are to be carried out in the way of the arrangement of the contestants' camps in the infield, and they will be made a spectacular feature of each meet.

E. R. Hollander, chairman of the technical committee, is now busily engaged in preparing a programme of short races to precede the twenty-four hour race at the opening tournament. It is his idea that the light cars ought to be catered to in a race of considerable length, and already many suggestions have been made as to the distance of such a contest, varying from twenty-five to two hundred miles. This race, whatever the distance, will be the Brighton Marathon.

For the twenty-four hour race starting on the evening of Friday, July 30, it is expected that the sixteen best stock cars of Europe and America will be on the starting line. These are expected to include such well known makes as the Lozier, Fiat, Acme, Stearns, Thomas, Renault, Zust, Simplex, Benz, Allen-Kingston, Apperson and Palmer-Singer cars. For cars that fail to get into this list a special race at a shorter distance will be arranged. To insure the stock qualities of all machines entered in the twenty-four hour contest the technical committee will make an inspection of every entered car.

THE TWO WEEKS VACATION

LAND AND SEA PLEASURES ON QUAINT CAPE COD.

A Summer Land Worth Going To for a Fortnight or the Whole Season—Fishing, Boating, Bathing, Fine Roads—Points on the Rutland Railroad.

The man or woman who is not restricted to a short summer vacation does not have a great problem on hand, because if the resort first selected as the most attractive spot proves disappointing there is time to go somewhere else. For the city toiler who has only two weeks out of fifty-two for rest time and play time the question is more serious. If he finds when he reaches the place he has chosen that it is not what he expected he is almost compelled to settle down and make the best of a bad selection. It is for the rest and play of the two weeks man or woman that the Cape Cod country is presented as the sure thing summer resort land.

The Cape Cod country is not a new summering land, for the pilgrim fathers used to run over there for outings. Boston folks and summer travellers from as far west as Omaha and Denver and even San Francisco have been heading for the hotels along the north and south coasts between Buzzards Bay and Provincetown every summer for years. Yet in spite of the fact that a night's sail on the Fall River or New Bedford line boats and a short railroad journey takes you to any resort in the Cape Cod section New Yorkers have not been accustomed to go there.

Since THE SUN recently pointed out the charms of the "right arm of the Commonwealth" many persons who were looking for just such attractions as are offered here have written to the New York, New Haven and Hartford Railroad ticket office at 171 Broadway for literature describing the summer delights of the region of old windmills, cranberries and seafaring yarns, and then after communicating with the hotels whose terms suited them have found the ideal spot. Many of them are now on the cape enjoying the water sports and land recreations and wondering why they didn't have the good fortune to go to Cape Cod years ago.

If you could spend the entire season from June to October or November at any of the Cape Cod resorts you would never tire of the forms of amusement and recreation offered, while the two weeks man or woman will find every moment of the time occupied. Whether it is a tramp inland to look at those famous cranberry bogs which the thrifty Cape Codder has transformed from worthless swamps into land worth $1,000 an acre and upward, or whether it is an entire day spent along the shore, the vacationist is sure to go to sleep every night conscious that the day has been charmingly spent; and all the time he is sleeping the cooling breezes from the Atlantic Ocean, Cape Cod Bay, Vineyard and Nantucket sounds or Buzzards Bay will be sweeping in through the window. The land is really a vast refrigerator, with the water, which almost makes it an island, forming the cooling medium.

If you have gone to Cape Cod for a genuine rest how would this programme suit you? The day after your arrival you sleep late because it is such a treat to be really cool on a July or August night that you hesitate to leave your bed, fearing that the next night may not be so comfortable. You have one of those satisfying breakfasts that the Cape Cod folks know how to serve, and then late in the forenoon you start in to enjoy yourself.

If you are fond of sailing, which is nowhere more enjoyable than in any of the countless harbors along the Cape Cod coast line, you sail to your heart's content and perhaps land on shore to dig some quahogs. These will whet your appetite just enough to turn you toward your stopping place, and you will be as hungry as a harvest hand when you get there. Your dinner will consist largely of the appetizing sea food of that section and will probably begin with clam or fish chowder that excels every other kind of chowder

You will loaf a while after dinner and in the afternoon you can play tennis, drive through the vast stretches of luxuriant woods, make a round of the links, stroll along the shore or go bathing in water so soothingly warm that you won't want to leave it. The Cape Cod bathing beaches are always clean and the water is as free from impurities as if it were sterilized

After the day has been most pleasantly spent and evening comes you will walk down to the post office and spend a delightful hour or so meeting the Cape Cod folks and hearing the latest news of the village. One Cape Cod village is typical of them all.

The street is broad, and above it elm and poplar branches interlace and form a roof of leaves. In the very centre of some of the villages and on the ourskirts of others are sunny ponds in which black bass, perch and pickerel play hide and seek with the fishermen amid white and yellow water lilies. Nearly every village has its library, well equipped and provided with a comfortable reading room.

One of the features that impress the summer visitors to Cape Cod is the vast number of fresh water ponds, for no matter how far inland you may travel there is usually a body of water in sight. Most of them are fed by cool springs, and the water is accordingly as clear as crystal. Every variety of fresh water fish is to be found in these ponds and in the larger lakes.

No town on Cape Cod has less than five lakes, and 174 of them have an area of more than ten acres. Wakeby Lake, in the centre of the wonderful Mashpee woods, is the most picturesque of them all, and is worth a visit. A shore dinner as served on the lake shore is an epicurean delight never to be forgotten.

The water is divided into two parts of nearly equal dimensions by a peninsula over which the Indians, who still have a settlement there, used to drive the deer in the old days. Along the shores of the lake traces of the earlier Indian tribes are to be found in the shape of implements, arrowheads and other things turned up with the plough.

The fisherman will be in his element on Cape Cod. It is the nearest perfect fishing ground to New York or Boston. Not only do the interior ponds and lakes offer trout, pickerel, perch and bass, but the salt water fishing is also a treat.

At any of the shore villages many old sea captains may be found who will gladly take the vacationist out to the best fishing grounds in a catboat. One hasn't really tasted the full delight of a visit to Cape Cod until he has hooked a big bluefish, sea bass or cod. The man who goes ashore and enjoys a fish dinner or clambake with scallops, oysters or lobsters on the side has had a meal to talk about when he reaches home.

If you are a two weeks visitor you won't be interested in the 200 mile stretch of splendid macadam road for automobiling, but when you see the Cape Cod roads you will be sure to talk about them to your friend who owns a motor car. The State Highway Commission has spent hundreds of thousands of dollars making the main travelled roads of the Cape as fine as can be found anywhere, and the various towns have been equally liberal.

In only one town is there a stretch of road that is not macadamized, and that is in Mashpee, which with its large population of indolent Indians and negroes does not have an income sufficient to spend money on roads. The roads are surprisingly good here in spite of the fact that they have never been improved, and wonderful woods which border them on both sides more than make up for what the roads lack. Cape Cod is just far enough away to make a delightful auto trip from New York.

It would be difficult to say which inland or coast town would offer the most attractions for the two weeks visitor, but one is perfectly safe in saying that none of them will prove tiresome or disappointing. Two towns which are typical of the Cape Cod country are Hyannis and Falmouth, which next to Provincetown and Barnstable are the largest places in the district.

Hyannis is fairly surrounded by progressive summer colonies, and from it stage lines reach the other south shore colonies. It has as fine a bathing beach as can be found, while the harbor is splendidly adapted to sailing. Racing events here make a lively diversion for the summer visitors.

Hyannis is on the branch of the New Haven railroad from Yarmouth. It is the station for the Aberdeen Hall Hotel on Great Island, which offers such a variety of entertainment to its guests that it is frequently difficult to obtain accommodation when the season is advanced. The table at Aberdeen Hall is noted over the entire Cape Cod section.

Falmouth is the station for Falmouth Heights, where the Terrace Gables Hotel, commanding a most delightful view of land and sea, is situated.

The Nobscussett Hotel and cottages at Dennis have attracted summer guests from Denver and other Western cities for years and its reputation is just becoming known to New Yorkers.

It is not difficult for the summer visitor to Cape Cod to find a hotel or boarding house to suit his pocketbook, and he will be surprised to find out how much he will get everywhere for his money.

Another delightful summer resort section of New England is reached by the Rutland Railroad, which touches some seventy-five resort centres, some in New York State and some in Canada, but the majority in Vermont. They are of infinite variety and appeal to all classes of vacationists—those who are content with the homely life and fare of the $5 a week farmhouse and those who want the fashionable hotel with its social gayeties and increased expense.

The more important centres reached by the Rutland Railroad are Bellows Falls, Ludlow, Rutland, Bennington, Manchester, Wallingford, Proctor, Brandon, Middlebury, Vergennes, Burlington and other points in Vermont; Rouse's Point, Chateaugay, Malone, Ogdensburg, Ticonderoga, Lebanon Springs and Chatham in New York, and Montreal and St. John's in Quebec.

The eastern terminus of the mountain division of the Rutland Railroad at Bellows Falls is high above sea level and in ascending the thirty-four miles to the summit the train climbs 985 feet. From the summit to Rutland, which has an altitude of 562 feet, and marks the western end of the mountain division, the descent is very abrupt and is nineteen miles long. Much of the line thus far follows the Black River Valley, and from Rutland it runs northward along the Otter Creek Valley, and by the time it has reached Burlington, on the shores of Champlain, it has dropped 453 feet and is not more than 100 feet above sea level.

Rutland is a city of handsome homes and a place of wealth and refinement. East of the city are numerous peaks of the Green Mountains—Killington, Pico, Shrewsbury, East Mountain, Bell Mountain and others, while on the west is the Marble range.

The drives in the vicinity of the city are picturesque and extend over charming roads. The road to the west leads to Castleton and Lake Bomoseen. Poultney and Lake St. Catherine, Clarendon Springs and Middleton. The summit of Killington, 4,241 feet high, is one of the most magnificent points of vantage in New England and on a clear day one can see for a hundred miles an any direction.

Lake Bomoseen is one of the most beautiful Vermont lakes, and St. Catherine, near Poultney, is almost its equal. These resorts and others in that section are connected with Rutland by a trolley line

Brandon, with Lake Dunmore eight miles away and Silver Lake also near by, is a delightful place to stop Dunmore is five miles long and two and a quarter miles wide, while Silver Lake is a mile long, half a mile wide and 1,600 feet above tide water. Both have good summer hotels.

The many Lake Champlain resorts reached by the Rutland Railroad are receiving sufficient publicity just now through the celebration there and mention of them is not necessary. All of them are charming places to visit.

In building the tracks of the Rutland Railroad across a portion of Lake Champlain by the utilization of several of its most beautiful islands the engineers performed a feat which has few parallels. The first of the islands is South Hero, three and a half miles distant, which is reached by tracks constructed upon rocks which took two years to complete. This island is ten miles long, with two towns on it four miles apart.

The two other islands are North Hero and Isle la Motte, which abound in scenic charms.

Many other delightful summer resorts are reached by the Rutland Railroad, and details concerning them may be obtained from the general passenger agent at Rutland.

HOW WIRE IS DRAWN.

Securing Length and Firmness—Preventing Brittleness.

From the Chicago Tribune.

Bars of metal four inches square are heated and passed while hot and plastic through rapidly revolving rolls, reducing them to wire rods which vary from one-quarter of an inch to an inch or more in diameter, depending upon the finished size of wire wanted

These rods, which are formed into coils as they pass through the rolls, are dipped in acid baths to remove loose scale and provide a lubricant for drawing. Drawing consists of pulling rods while cold through holes of gradually decreasing diameter drilled in steel plates. During this process the particles of metal become elongated and strained, making the wire harder and more brittle To restore it to a proper temper it is necessary to heat or anneal it.

When a fine diameter is required there must be repeated annealings and drawings. This may be done until the bar, which originally was four inches square and four feet long, becomes reduced to a diameter of a single thousandth of an inch and extended 13,000 miles in length Before so fine a size is reached the wire will cut into the steel of the die plate, so the usual die plates must be discarded and the drawing continued through holes drilled in diamonds, the diameter of these diamond dies decreasing by fractional parts of a thousandth of an inch. This wire affords a striking illustration of a material made more valuable by the application of labor.

From the time the bar of metal enters the furnace nothing is added to it. All the work is done with one article, which is passed through rolls and drawn through die plates until it is finished The wire is made from an extra high grade of steel worth in the bar six cents a pound, which is much above the price of the greater bulk of steel In the finished wire the value is increased from six cents to $50 a pound.

Wire for fencing and the common grades of so-called market wire do not involve a high labor cost and sell at a small advance above the price of the metal bar Other wires drawn for more exacting purposes sell at higher prices. Wire one one-thousandth of an inch in diameter is of course exceptional, being prepared for delicate electrical tests of such importace that it is deemed advisable to go to great expense to make it exactly the required size.

School Suspends When One Family Moves.

Oroville correspondence San Francisco Chronicle.

Because one family moved there will be no school in the Salem district near Honcut next term.

There were seven school children in this one family and their removal from the district cuts down the amount of school money so much that no teacher can be employed. On the other hand, those seven children have gone into another district, and it will have a large increase in the amount of school money available and can make needed improvements. The shifting of the population has injured two other school districts in this county, but they will not close.

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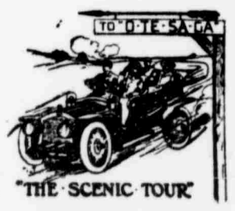

The beautiful region made famous by J. Fenimore Cooper, the Novelist. This new and perfectly appointed hotel will open for its first season July 12th, under the personal management of J. D. PRICE OF ANDERSON & PRICE, Hotel Ormond and Bretton Inn, Ormond Beach, Fla., and Bretton Woods Hotels, White Mountains; Hotel Bretton Hall and Hotel Seymour, New York City. Exceptional fishing, boating, golf, tennis and excellent automobile roads. ON "THE SCENIC TOUR."

For booklet, information and Automobile Road Maps, address New York Office. HOTEL BRETTON HALL, B'WAY & 86TH ST.

TEMPERANCE IN SWEDEN.

Importance Movement Has Assumed in That Country.

From the Washington Post.

"They still drink in Sweden, but they likely will not do it long," remarked O. L. Nelson of Stockholm.

"Already one-tenth of the whole population belongs to temperance societies. It takes seven of these societies, among them the W. C. T. U., to accommodate the membership of this one-tenth, and there are many total abstainers outside. There are 6,000 members of the Woman's Christian Temperance Union in Sweden, and there doubtless would be many more if so many women had not become members of other temperance societies before the advent of the W. C. T. U.

"Sweden has a students' total abatinence association with a membership of 11,000. This remarkable institution appears to give a hopeful promise for the future. The W. C. T. U. and other societies in Sweden have successfully handled the Government, for last month the Swedish Parliament gave a large grant toward courses of temperance instruction for teachers this year and next, and the city of Stockholm grants 1,000 kroner yearly to a permanent temperance exhibition. The 'local veto' bill has been thrown out, however, by the first chamber, though it passed the second.

"Two large towns in Sweden are dry and in the villages of the whole country there are not a hundred saloons. The temperance question has assumed so much importance in Sweden that every political party must take account of it and have it in its platform."

BRIGANDAGE IN THE CAUCASUS.

Band's Boldness in Demand of Ransom for Kidnapped Boy.

From the London Globe.

The police at Tiflis are endeavoring to capture a band of brigands who for some time past have been carrying on operations in the Caucasus.

About six months ago the son of a rich Tiflis merchant named Tefeloff was captured by the brigands, who asked a ransom of 50,000 rubles for his release. The lad's father stoutly refused to be terrorized into paying any such sum and promptly informed the police of what had occurred. Three days later he was found murdered in the street not far from his home, and despite the efforts of the police no definite clue could be found to incriminate any one in particular.

Young Tefeloff still remains with the brigands, who have increased their demand to 100,000 rubles. The chief of the band had the audacity to call personally on the wife of the murdered man and informed her that after what had happened they were unwilling to accept the 50,000 rubles which they had at first asked and had doubled their demand in consequence of M. Tefeloff's "treason."

There the matter stands at present. The police believe they have succeeded in getting on the track of the miscreants, but Mme. Tefeloff is in hourly fear that her son may be murdered by his captors and is inclined to give way to the robbers' demands.

Lived 94 Years in One House.

From the London Standard.

The death has occurred at Braunton at the age of 94 of G. P. Hartnoll, who had been church warden of St. Brannock's Church, Braunton, for fifty years. He was born in the house in which he died and had only slept away two nights during the whole of his life.

BEAR CAME OFF VICTORIOUS.

Fought Three Young Bulls and Carried Away One of Them in Triumph.

From the Japan Advertiser.

A large bear made its appearance in the pasture of Masahoro, Soyo, Kitami province, and attacked a three-year-old bull which was munching grass. The pair fought to the death—of the bull.

Two other bulls which were separately roaming about the pasture were attracted by the struggle and as soon as their mate was killed sprang upon the bear with their united strength.

A desperate fight ensued for some time, but unfortunately it resulted in the fall of the two revenging companions after having sustained severe wounds from the paws of the wild animal. The triumphant monster then took the first bull in his grip and disappeared into the valley, leaving his telltale footprints in the soft earth.