

The Calumet News

Founded 1888. DAILY EXCEPT SUNDAY. Published by the MINING GAZETTE COMPANY.

Editor M. W. YOUNGS. Business Manager W. M. LYON. Entered at the Post Office at Calumet, Michigan, as Second Class Mail Matter.

TELEPHONES: Business office, 207. Editorial Room, 4.

TERMS OF SUBSCRIPTION: By Mail or Carrier. For year, in advance, \$5.00. For year, not in advance, 6.00. For month, .50. Single issue, .05.

Complaints of irregularity in delivery will receive prompt and thorough investigation.

SATURDAY, JANUARY 17, 1914.

LAMENTABLE.

Representative MacDonald is quoted as saying he will stick by what he has said relative to the copper country situation. He assumes the arrogant position that his judgment is flawless, for he is quoted further as remarking:

"I am sure that the position of affairs may be I and I alone represent the people of the Twelfth district and it is in interference on my part to bring to the attention of Congress the conditions there especially when it is done to obtain a sweeping inquiry into what has become a national scandal. It is folly for any one to claim there has been nothing wrong in the copper country during the last five months."

Mr. MacDonald accuses the people of this district in terms, but it is lamentable he should assume he represents them in reality. Were it not for the fact he was elected by the voters of this district as their representative in Congress one might suppose that he was elected by the Western Federation of Miners and was part and parcel of that Socialist crew which has so persistently misrepresented local conditions.

Mr. MacDonald is beginning to hear in a very forceful way from the people of this district, even the copper country Progressives, the men who helped to elect him, having repudiated his course in the strike.

There has been something wrong in the copper country during the last five months, as Mr. MacDonald says, but his attitude shows how utterly he has failed to discover the real cause of the trouble—the Western Federation of Miners.

Mr. MacDonald has been rebuked by his own party, he has been a Republican and a Democrat. But the Socialist party is still open to him. And judging from his recent activities he is inclined to that opinion.

TAKES COMMON SENSE VIEW. The Commissioner of Education, H. J. Lee, of the Lansing public schools, has announced the termination of his term in the public schools as provided with approval by the great mass of sensible, well-informed people who believe that parents should retain some control over the education of their children and who are convinced that the public schools are on the whole as well as to guide their children through the more intricate matters of public education as an expert.

WHERE ARE THE OTHERS?

Governor Ferris is defending the dignity of his state with a stiffness of backbone that is winning him praise throughout the length and breadth of Michigan. He has served notice on President Wilson that the great Commonwealth of which he is the official head is able to discharge, and is discharging, its full duty to its people, that it is protecting life and property and that it needs no outside help, comments the Detroit Free Press.

His ringing denial of the slanderous utterances attributed to Congressman MacDonald about conditions in the copper district will find a hearty response in the state, and ought to remove the false impression that has been diligently created in the country in regard to Michigan.

What are Michigan's other representatives doing while their states sovereignty is being assailed? Must it be left to the governor to defend the common interest of us all? No word has come from Washington to tell of activity on the part of our two Democratic congressmen in this Democratic and Socialist.

The remainder of the delegation Michigan sends to the national capital to guard her interests are equally silent, except for two.

What are our nine Republican congressmen doing? Why as Senator Smith put it last year:

Senator Townsend is holding himself tight, taking practically the same annual complaint by Governor Ferris, a making of parliament in the face of a common sense that is highly creditable to both men.

We wish our colleagues were at his side. Michigan should have the service of all her delegation just now.

"Michigan needs no outside help," the governor proudly told the president.

But it is only too evident that Michigan uses need all the help she can have from the inside, from men she has elected to speak for her in the national councils.

This state can attend to its domestic affairs and is doing so, but when a determined assault is being made upon her independence Michigan needs the energy of all her duly chosen representatives to repel the insidious attack from outside.

THE COMMANDING GENERAL. The new commanding general of the Michigan National Guard is John P. Kirk of Ypsilanti. He is found to give a good account of himself because he is a military fellow with a splendid record and, without he is a man, respects the Grand Rapids Herald. For twenty-eight years he has been connected with the volunteer arm of the military service, rising, step by step, from a private a station to be chief of staff. The Michigan National Guard still continues its splendid reputation for service under General Kirk's direction.

HANDLING FIRES ALONG RAILWAYS

How the Situation is Being Controlled in Canada

BY CLYDE LEAVITT, Chief Fire Inspector, Board of Railway Commissioners, and Forester, Commission of Conservation of Canada.

Forest fire protective work is in general not so far advanced in Canada as in the United States. However, the reverse is the case as to the portion of the problem which has to do with the prevention and control of fires along railway lines.

A wise act of statesmanship was the passage in 1907 of the Dominion Railway Act, establishing a board of railway commissioners with almost unlimited powers over railway construction and operation. This board has powers over railways that are scarcely even approached by the interstate commerce commission of the United States.

At the end of 1911 the total length of railways operating in Canada was over 25,000 miles, leaving the Dominion in the unique position of having the largest railway mileage per capita of population of any country in the world, despite the rapid peopling of the western provinces during the past ten years. At the same time there were nearly 7,000 additional miles of line actually under construction.

The powers granted to and exercised by the railway commission as to fire protective measures have been gradually modified and extended, culminating last May in the issuance of Order 16,576, covering all phases of railway fire protective work. The essential requirements of this order are as follows:

(First.) The use of fire-protective appliances on coal-burning locomotives, calculated to prevent so far as possible the escape of live sparks or cinders from stack and fire-box. These appliances to be inspected at least once each week by railway employees. Frequent check inspections are also made by the inspectors of the operating department of the railway commission. The best modern appliances are prescribed, and experience shows that the frequent inspections made by the railways themselves result in the early discovery and rectification of defects in getting mesh or other appliances. In this way, the occurrence of fires is very largely prevented, though not entirely so, as there seems as yet to be no satisfactory appliance that will wholly prevent the escape of live sparks from stacks under extreme conditions.

(Second.) The extinguishing of fire, live coals and ashes deposited upon tracks or rights of way outside of yard limits. Fortunately there now seems to be very little trouble from this source.

(Third.) The non-use of lignite coal. There are vast deposits of lignite in the prairie provinces, and much trouble has been experienced in the past through fires caused by the use of this fuel on railways. It finally became necessary to prohibit its use entirely.

(Fourth.) The establishment and maintenance of fire guards in the prairie sections. The application of this requirement has so far been limited to portions of Alberta, Saskatchewan and Manitoba, where there is danger of grass or stubble fires. The chief fire inspector is given full authority to prescribe who, when and where fire guards are to be constructed.

(Fifth.) Regulation of burning of inflammable material along rights of way. The Railway Act requires that railway companies shall at all times maintain and keep their rights of way free from dead or dry grass, weeds and other unnecessary combustible matter. It has often happened in the past that in complying with this requirement, railway employees have built fires during extremely dry periods, and much damage has resulted from such fires getting beyond control. The new order prohibits such burning during the fire season, except under such supervision as will prevent the fire from spreading beyond the strip being cleared. The chief fire inspector or other authorized officer of the board may require that no such burning be done along specified portions of any railway line, except with the written permission or under the direction of such officer. Thus, ample provision is made for regulating rights of way burning without at all relieving the railway company of the necessity for getting the work done. Such regulation is especially important where railway construction work is being carried on, since construction gangs usually consist of an irresponsible class of laborers, and the contractors and sub-contractors have no interest except in getting the work done at a minimum cost of time and money. The application of this regulation has been especially valuable during the past summer on railway construction work along the Grand Trunk Pacific in Northern British Columbia, where the season was dry. In marked contrast to most of the rest of the country, however, regulation of burning is, however, highly desirable as to operating lines which run through a forest country. This of course assumes the existence of some governmental organization on the ground to initiate the necessary action.

found burning along the right of way; and that section men and other regular employees along the track shall promptly extinguish any fires reported to or found burning by them. The railway company must employ additional labor if such action is necessary to the extinguishment of a particular fire. It will be noted that the whole fire organization of the railway is made a part of the fire-fighting machine.

In order to fix definitely the responsibility for extinguishing a particular fire, the order provides that any fire starting or burning within 200 feet of the track shall be presumed to have started from the railway unless proof to the contrary is furnished. The burden of proof is thus put squarely on the railway company. The idea is to get the fire out first and then talk about it later, if necessary.

Where the fire danger is serious special patrols are necessary. Here advantage is taken of the provision of the order that the railway company shall provide and maintain a force of fire-fighting rangers fit and sufficient for efficient patrol and fire fighting duty during the fire season, all the details of the establishment and maintenance of such force to be subject to the supervision and direction of the chief fire inspector or other authorized officer of the board.

This requirement for the establishment of special patrols at the expense of the railways themselves is the most progressive and perhaps the most radical feature of the order, and constitutes its chief distinguishing characteristic. So far as known neither the national or state government in the United States has enacted legislation along this line which approaches this so far as placing the burden of fire protection upon the railways themselves is concerned. It has been reported, however, that the state of Maine is considering the enactment of legislation of a very similar character.

As previously noted, the requirements as to the use of fire-protective appliances are enforced through a special staff of inspectors in the operating department of the board.

For the enforcement of the balance of the order and the inspection of the work of the railway companies, a cooperative plan has been developed whereby certain officials of the British Columbia Forest Branch, and of the Dominion Forestry and Parks Branches, have been appointed officers of the fire inspection department of the board, with authority to deal directly with the railway companies in the west and to vary the requirements up or down as the local conditions at any time or place may require or permit. In this way, a perfectly elastic system of administration is provided, so that necessary protection is assured at a minimum of cost to the railway companies and with a minimum of real time and loss of time.

A similar plan of co-operation is now being worked out with the Provincial governments in the east, whereby officers of the Provincial forestry or fire-protective branches will be designated to handle the local details of fire inspection for the board. The policy is to expand the existing local machinery to cover this work, instead of establishing a new and separate staff.

A special plan is made of relieving railway companies of the necessity for special patrols when weather conditions are such that a special patrol is not necessary. This is likely to be the case in the early summer while vegetation is in a green and non-combustible condition.

To a considerable extent, special men are assigned to the inspection work, and devote their whole time to it, so that a maximum of efficiency is assured.

Efficient protection is obviously not only essential to the public interest, but it is the only correct policy from the point of view of the railways themselves. From the purely selfish point of view, this is true, because, with rapidly increasing stumpage values, timber owners are no longer willing to sit quietly by and allow their property to be destroyed without any attempt at recourse. The comparatively recent granting of several verdicts for very large sums against Canadian railway companies for fire damage caused by locomotives has strongly emphasized this feature of the situation. The interest alone on some of the amounts for which verdicts have been rendered would provide efficient protection over hundreds of miles of railway line.

From the long-time point of view, the argument is even stronger. Since forest fires will inevitably result in a future decrease of freight and passenger traffic, as well as in raising the price of ties and other wood products which the railway companies must purchase for their own use. A perfect example of the latter point is furnished by the railway lines running through western Ontario, where, as a result of repeated forest fires, even tie-timber has become so scarce that large supplies must be brought in from great distances, at a very great added cost a year.

railway on Vancouver Island. The present total of oil-burning lines in Canada is therefore at the present time approximately 362 miles. So far, the use of oil fuel has been confined to British Columbia on account of the extensive oil fields of Southern California. It is, however, expected that the use of oil will be further extended in British Columbia and probably also into some portions of Alberta.

All but a very small percentage of the total railway mileage of Canada is subject to the jurisdiction of the railway commission, and consequently comes within the scope of the fire regulations described. The small percentage not subject to the board comprises railways owned by the Dominion or a provincial government, each of which is administered wholly by a separate commission; and provincially chartered railways that have not been declared works for the general advantage of Canada and have not been leased by lines subject to the jurisdiction of the board. Most of the provinces make fairly adequate provision for controlling provincially chartered lines, as to fire protection, but, as noted, the combined mileage of such lines in forestry country is so small that this feature of the situation is relatively unimportant.

There are two points which, in closing, I should like to emphasize most strongly in connection with railway fire protection in Canada. These are the requirement of special patrols by the railway companies, and the establishment of a field organization for the administration of the order, with full authority in the hands of the local inspectors to take any necessary action without delay.

During the portion of one season the plan has been in effect, fire protection has been more efficient along railway lines than ever before, and it is confidently expected that with the strengthening of the administrative organization next season, still more satisfactory results will be secured.

Elsewhere the principle has been recognized to a limited extent that railways should take care of their own fires both as to prevention and control. In Canada, this principle is being followed out to its logical conclusion.

HUMAN BROTHERHOOD.

When Disaster Came All Were Kin and Equality Reigned. Friends who went through the horrors of the San Francisco earthquake in 1906 and kept their spiritual senses alert tell me that its most poignant experience was not one of horror or pity, but of the almost unobtainable attainment of human brotherhood.

"Just after the disaster, when rich and poor waited in line together for their allowance of bread and milk, I saw," says a friend, "a rich woman from the St. Francis hotel lying asleep on a doorstep with her head on a man. A long subtle cord was thrown over her, and under one corner of it a young Japanese boy, a perfect stranger to her, was curled up asleep."

"Everybody was everybody's friend, and though we were all dog tired, there was not a word of complaint or ill nature. To bivouac together in the park and care for each other's babies around fires of driftwood gathered on the beach transformed men and women into defenseless children of the earth, revealed each to each by their innate loveliness.

"Common danger and mutual helplessness, common misfortune, common work, common confrontation with the elemental, brought a swift achievement of almost ideal brotherhood. A crushing blow made all the world for a time kin."—Atlantic Monthly.

TAKING A PHOTOGRAPH.

So Easy Nowadays That It Positively Peeved the Old Timer. "I'm in an organization where the members are expected to furnish the secretary with photographs of themselves."

Daddy's Bedtime Story—Br'er Rabbit's Revenge on Br'er Fox.

Br'er Rabbit Was a Very Little Rabbit. "I MUST tell you," began daddy, "about the way old Br'er Rabbit tricked old Br'er Fox. "One day when Br'er Rabbit was only a little rabbit Br'er Fox played him a most unkind trick. Br'er Rabbit never forgot it and vowed that one day he would revenge himself. "You see, it was this way: Br'er Fox considered the rabbit rather a stupid little thing, so he thought it would be fine fun to play a joke on him. He therefore told the little rabbit that he could find a most beautiful clover field where he could gather up all the delicious clover he desired. "However," said Br'er Fox, "you will find it a long distance off and you may get very tired walking there, but you will be well rewarded when you do reach the field," and he gave the rabbit full directions how to get there. "Of course rabbits love clover better than anything in the world, so off the little rabbit started. He walked on and on through the woods, ever and ever so far. He wondered if he would have the strength to get there, for he kept feeling more exhausted at every few steps, and he felt he could never reach the clover field. He remembered, though, that the fox had told him it was a very long distance, and the thought of clover just managed to keep him from dropping down on the ground, he was so tired. At last he saw an opening from the woods. "Ah, I am almost there!" wearily sighed the little rabbit, and he began to feel better right away and thought the walk home would not be bad at all as long as he had clover to eat all the time. But, to his horror, what do you suppose he saw? Not a stem of clover, but a big field with haystacks and plowed earth and stones! He then said that Br'er Fox had played a very mean joke on him. But it was getting late, and he was always frightened after dark. He sadly and painfully made his way home. "Well, the little rabbit never forgot this, and when he grew up he vowed he would trick Br'er Fox. Of course Br'er Fox had forgotten about the story of the clover field, and, anyway, he knew Br'er Rabbit had always been somewhat afraid of him. So he was not at all wary when Br'er Rabbit told him of a splendid tree where he would find a deserted beehive and plenty of honey. Br'er Fox snatched his lips together, for honey he adored, and off he went. "He found the tree and was just putting his nose into the honey when out flew countless bees, who lighted all over his face and tail. Oh, how he yelled with pain! His face was so swollen he could scarcely see, but he went back and called on Br'er Rabbit and said to him: "I deserve this, for I now realize how mean I was to you when you were little. Now we're even, so let's be good friends forevermore." And they clasped paws in agreement."

- Queries and Replies -

How does the British house of lords compare with the United States senate in size? The senate consists of two from each state, ninety-six at present, while the house of lords consists of 2 princes of the blood, 2 archbishops, 22 dukes, 25 marquises, 125 earls, 25 viscounts, 24 bishops, 216 barons, 16 Scottish representative peers elected for each parliament and 28 Irish representative peers elected for life—in all 263 members.

Who was the author of "The Old Oaken Bucket"? Samuel Woodworth, born in Massachusetts in 1785 and died in New York city in 1842. He was quite a popular poet in his day and published a volume of verse, but nothing has survived but "The Old Oaken Bucket." A competent critic says: "Woodworth's fine song, 'The Old Oaken Bucket,' which has embalm'd in undying verse so many of the touching recollections of rural childhood, will preserve the more poetic form of our nation, together with the memory of the almost obsolete implement it celebrates, through all dialect changes as long as English shall be a spoken tongue."

How many times has Christmas come on Thursday in the last twenty years and when will it next after 1913. It did in 1820 and 1842 and will again in 1915.

Will you kindly give some information on model state prisons in the west? The west is experimenting along modern lines in its prisons, and Colorado, Oregon and Arizona are apparently producing very good results with the honor system. The federal prison at Leavenworth, Kan., was looked upon as a model prison at the time of its construction.

A prison is soon to be built in Illinois on a novel circular plan. Another well appointed western prison is the Indiana state reformatory at Michigan City, and the Indiana state reformatory at Jeffersonville, Ind., is a good type of penal reformatory. Minnesota is also building an up to date state prison.

You might get full information regarding prisons in the west by writing to the secretaries of the various state governors at the capital cities.

What do the following countries possess in the way of armament in the air: Germany, Great Britain, France, Russia, Italy and Japan? According to the latest figures obtainable, they have the following: Germany, 48 flying machines, 10 dirigibles; Great Britain, 25 flying machines, 6 dirigibles; France, 209 flying machines, 13 dirigibles; Russia, 117 flying machines, 9 dirigibles; Italy, 26 flying machines, 3 dirigibles; Japan, 14 flying machines, 2 dirigibles.

Gasoline Substitutes. Lewes in the Chemical World predicts that the waning supply of gasoline will very soon force the use of alcohol denatured with 10 per cent of benzol. This will be safer, more pleasant to use and sweeter in exhaust than the gasoline of today. Though the calorific value of this mixture is only six-tenths that of "potrol" or gasoline, in the higher compression possible and increased explosive range will make it the ideal motor spirit. Benzol itself is being seriously considered as a substitute. It is 12 per cent more powerful in running than gasoline, and English coke oven plants yield 8,000,000 gallons as a byproduct. The commercial product, containing as it does, 150 grains of sulphur per gallon, needs careful purification for motor use.

Omaha's 1913 manufactured output was valued at \$192,555,571.

What is the origin of the word roorback as meaning a campaign lie? It had a campaign origin sure enough. In 1841, after James K. Polk was nominated by the Democrats for president, the Albany Journal published what purported to be an extract from one Horace's Journal of a trip through the south, represented to have been made a few years before, in which he told of having seen a ring of negroes being driven to the southern market, all branded K. K. P., the property of James K. Polk. The object was to stigmatize Polk as a heartless slave owner. The publication was resented by Democrats as a forgery and a libel on their candidate, and so it proved to be, for it turned out that no such person as Roorkback ever existed and that the pretended letter published in the Albany paper was written by a disreputable politician of New York who posed as an abolitionist. The incident caused much hard feeling, and the word roorback became a synonym for campaign lies.

Where does the hookworm disease get its name? The hookworm disease is so named from a small parasite which fastens itself in the intestines and preys upon the system. The name hookworm relates to the peculiar structure of the parasite (which has been named Necator americanus, American murderer, and the disease is attributed to low nutrition and insanitary conditions.

Please tell if there is any virtue in planting seeds "in the moon." Is the planting in the moon method superstition or science? The planting of seeds is not affected in any way whatever by the moon's phases.

What is the origin of the word ballot? Does it apply to any but a written vote? Etymologically ballot means a little ball, such as were used, white and black ones, for secret voting, and in time it came to mean any kind of secret voting. The ancient Greeks used marked shells for voting, and from the Greek word ostrakon, a shell, comes the English word ostracize—that is, to shut out by one unfavorable shell. Formerly is the prime object of any form of ballot, whether by white and black balls or by written or printed slips, and, strictly speaking, the word ballot does not properly apply to an open or viva voce vote.

How long was it between the first discovery or demonstration of wireless telegraphy and the first use of it in a case of shipwreck? About ten years. Marconi made a demonstration of it in 1897. In 1902 messages passed between Cape Breton and Cornwall, England, and in 1903 the passengers and crew of the Republic were saved by wireless.

Very Handy. Closest—It cost me over \$5,000 to give Harry that course in industrial arts. Herdso—But he must be quite handy with his tools now? Closest—Yes, and the first job he did was to put up awnings on the shady side of the house.

A Chance. Husband—My colleague is the most insatiable man I ever saw. He wants everything he sees. Wife—Can't you introduce our daughter to him?—London Mail.

Real Thing in Settlement. "What did the old man settle on the young couple when his daughter married?" "Himself"—Baltimore American.

Search others for their virtues and thyself for thy vices.—T. Fuller.