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MARSHAL FOR THE Town of Marysville

Application for the position of Town Marshal for the Town of Marysville will be received by the Town Clerk up to June 30th, 1923. Outside applications must be accompanied by reliable recommendations.

Sgd. DONALD BIRD
Town Clerk, Marysville.

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THE RAILWAYS IN EUROPE USE MUCH "WHITE COAL"

Paris, France, June 25—Morgan Brooks, professor of electrical engineering at the University of Illinois, has prepared at the request of The Daily News, a survey, based on personal observations, of the progress of railway electrification in Europe.

"From impressions somewhat hastily gathered it appears to me that European engineers are fully alive to the importance of railway electrification," says Prof. Brooks, "Europe is well supplied with 'white coal' and is relatively poor in the black variety, conditions which naturally favor rapid electrical development.

"In Switzerland, railway electrification is in full swing. All the long tunnels are electrified, the St. Gotthard route from the Italian frontier to Lucerne having been operated by electric locomotives for nearly two years, with an increase of about 20 per cent in both the speed and the weight of the trains handled. Recently the electrification of this line has been extended to Zurich and the further extension to Basle on the French frontier should be ready for electrical operation within eighteen months.

"A significant point of Swiss electrification is that different lines have been developed under different schemes, so that electric locomotives can operate only on their own sections. The necessity for standardization is apparent.

In Italy and Germany

"In northern Italy, water power development is active and electrical power is in general use. Railway electrification, interrupted by the world war, is about to begin anew in filling the electrical gaps in northern routes. Plans have been matured for the complete electrification of all railways north of Pisa. Some work has been done on short lines farther south in Italy. The proposed transfer of railways from state to private ownership if carried out, may serve to expedite complete electrification in Italy.

"In Germany water powers are relatively small and insufficient and but little railway electrification has been accomplished, although several short electric lines are in operation. Since the war, railway improvement in Germany is noticeable in additional trackage and terminal facilities, the splendid new passenger terminal at Stuttgart furnishing a conspicuous instance. That the government can find the money for such undertakings is surprising not only because of Germany's international obligations, but also because of the absurdly low rail fares hitherto prevailing. Last August I purchased a first-class ticket from Heidelberg to Munich—220 miles—for 520 marks, then worth about 50 cents. Although fares have since been repeatedly advanced they are even now quite inadequate because of the depreciation of the mark.

Uncertainty in Czechoslovakia

"In Czechoslovakia plans for railway electrification have been elaborated by government engineers, but nothing of note has been done in construction owing, I was told, to the rise of the crown in value, but it is uncertainty of values rather than either

rise or fall that makes business hesitate.

"In Spain a marked electrical improvement is now in progress in the extensive subway system being built at Barcelona, following the success of the recently completed Madrid subway. Railway electrification is in prospect with the activity in the development of the water powers of the Pyrenees and Sierra Nevada. Several short electric railways have been built although no main line electrification has been begun. Although Spain is commonly regarded as a backward country electric lighting is in universal use, even in the humblest homes, and substantial progress is shown in the extraordinary amount of fine buildings now under construction in Madrid, which shows greater building activity than any other European capital I have visited.

"France has developed her Savoy and Pyrenees water powers and is planning a great increase in those electrical power plants to serve all France by a super power scheme, which is attracting international notice. France is only awaiting assurance of financial stability to exploit her electrification projects.

"The present activity in agricultural fairs, showing as they do the application of electricity to farming, is an indication of up-to-date progress in France."

INDIANS TREK THROUGH SNOW IN THE NORTH

Victoria, B. C. June 25—From our of the wilds of Central British Columbia comes word of one of the longest funeral marches in the history of this country. Twenty Indians carried the body of their dead chief Alexander Isaac 187 miles in three weeks and it might be properly interred in the reservation cemetery.

Chief Isaac and two braves set out from the reservation at Moricetown on a scouting trip. On reaching the headwaters of the Morice river the chief became violently ill and died. Isaac's companions refused to bury him so far from the reservation and in their own way chose lots, one remaining with the body, while the other proceeded to Moricetown to tell the populace of the death of the chief.

Pack Body in Ice.

In order that the body might not decompose it was packed in ice, on the bank of the river.

When news of the chief's death was broadcasted in Moricetown volunteers were called to bring the remains back to the reservation and 20 braves set forth on the mission.

A coffin was constructed from planks cut out of trees. Sufficient room was allowed for the storing of ice around the body.

Natives Endurance Tested.

The funeral march was a trying ordeal and the endurance of the natives was severely tested. The party was divided into two sections 10 men carrying the corpse at one time while the others devoted themselves to camp labors and broke trail where it was necessary. It was found impossible to carry the coffin over some of the higher hills and a circuitous journey had to be made.

It took the Indians three weeks to complete their funeral march, and they were on the point of exhaustion when they reached Moricetown.

COURT HELD SESSION IN VAULT

Concord, N. H., June 24—Chief Justice John Kivel of the Superior Bench who is hearing issues to court cases in the Merrimack County session, was driven from the courtroom in the County Building on North Main St. by the intense heat.

He adjourned proceedings to the large vault where are stored the records of the clerk of the court and which was found upon investigation to be the coolest place in the building.

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