

A BROKEN ARM.

Result of High School Hazing at Bar Harbor.

Bar Harbor, Sept. 25.—As the result of a case of hazing which occurred Thursday evening, Howell Suminsky, a young son of Selectman John Suminsky, is suffering from a broken arm, the school committee, and the parents of a number of youngsters are considerably incensed, and the excitement has not died out yet.

It appears that for some time there has been a growing feeling rising between the first and second classes of the High school, and the sophomores incited by reading the various magazine articles and stories which deal with the alleged hazing episodes at colleges, have tried to instigate some of the supposed customs in the school. The freshmen, more in numbers, and full of spirits, refused to allow this, and for some time feeling has been high. Thursday night it was announced that there would be "something doing" for the freshmen at the Y. M. C. A. rooms that evening. Some thirty or forty of the first-year class put in an appearance, and their numbers were too much for the ardor of their seniors, who quietly departed. Later in the evening, however, they went out on the watch for scattered bodies of their adversaries and fell upon young Suminsky and another freshman, whom they attempted to take along with them. In the struggle which ensued, one of the larger boys attempted to practice his limited knowledge of jiu-jitsu, with the result that young Suminsky's arm was broken. Howling with pain, he was compelled to come along and go through a course of "stunts," and on reaching home it was found the bones of the forearm were broken. A physician was hastily summoned and the arm repaired.

The youngsters went hunting on their own account and catching a sophomore named Wescott carried him to the Shore Path and tied him to a tree, where he spent the greater part of the night in solitude. The next day the matter was brought to the notice of the school board, and all such tricks are to be severely punished in the future. The custom of hazing, well-nigh abolished in all colleges, has no place whatever in high schools among fifteen or sixteen year old youngsters. It is barely possible that civil action may be taken by some of those interested, but at any rate any further pranks of the same kind will be severely dealt with.

BIGGER BATTLESHIPS.

Heavier Guns also Lesson the Russo-Japanese War.

New York, Sept. 27.—The Herald, in a copyright cable from London, says:

In conversation with writers of naval topics who are pretty well in touch with the opinions among British naval officers, I am told there is almost general support of Admiral Dewey's views with reference to bigger ships and bigger guns as being the great lesson of Russo-Japanese battles.

H. W. Wilson, whose books, "Iron-clads in Action" and "The Downfall of Spain," are well known on both sides of the Atlantic, and who, in collaboration with Lord Charles Beresford, wrote "The Life and Times of Nelson," to bigger ships, and big guns would add high speed.

Admiral Dewey's views will be endorsed by most of those who closely followed the war in the far east," said Mr. Wilson. "Though English critics would be inclined to ask for high speed as well as heavy guns, and big battleships, since speed proved an important factor in securing victory for the Japanese, enabling them to choose their range and concentrate their whole force on a part of their enemy, tactics which they perfectly carried out at Tsushima, and in Kamimuta's action with the Vladivostok cruisers.

The mere fact that all nations are now increasing the number of heavy guns carried on the displacement of their battleships is a proof that Admiral Dewey is right.

England, though all the details of her newest battleships and cruisers are kept secret, is known to be going in for displacement of about 18,000 tons for battleships with a battery composed of 12-inch guns and small anti-torpedo weapons.

Germany is believed to intend to reply with battleships of about 17,000 tons, armed entirely with 12-inch weapons. France is preparing to build battleships armed with 12-inch and 10-inch guns of about 17,000 tons.

In the far eastern battles the most striking fact was that the gun was beaten by the armor; there is no instance, so far as I am aware of even 6-inch steel having been pierced by a 12-inch projectile, and thick armor absolutely withstood penetration. It will be necessary either to close to shorter range when the danger from the latest type of torpedo may be considered, or to mount even heavier guns than 12-inch.

The chief menace to the big ships comes from the mine, which accounted for three of the battleships sunk. The torpedo boat only seems to be formidable after one side has established gunnery superiority, or for surprise attacks at night. They did far less damage than was expected.

The big battleship has on her side concentration of force, superiority of speed, since for a given weight of machinery and boilers she will always steam faster than two small ships, between which that weight is divided. Superiority in armament and armor has also superiority in nautical qualities.

It has been proved that she can take an immense amount of punishment without sustaining more than trifling injury.

The shadiest way round is the pleasantest way home for a pair of lovers.

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OPENING A NEW WORLD.

How the Building of the Cape to Cairo Railway Will Connect the Dark Continent With the Civilized World.

By pressing an electric button at Victoria Falls last week Professor Darwin started the first engine across the bridge that spans the Zambesi River in South Africa, thus completing another link in the railway which will join Cairo with Cape Colony. One hundred and twenty years ago Erasmus Darwin wrote the prediction:

Soon shall thy arm, unconquered stream, afar Urge the slow barge and draw the flying car, little thinking that his great-grandson would open a railway bridge in the very heart of Equatorial Africa, which at that time was indicated on the maps as a wild stretch of unknown country, into the interior of which none dared to venture.

Twenty years ago less than a dozen white men had seen the Victoria Falls, now crossed by the highest bridge in the world. The building of this Cape to Cairo Railway, therefore, may be classed as one of the greatest feats of modern civilization, for by its iron bands it connects what was, within the memory of the present generation, an unexplored wilderness, inhabited by savages, with a world teeming with the highest achievements of mankind.

Africa probably has been opened to civilization and commercialism more rapidly than any other country. Many of us have been prone to look upon it as the Africa of Livingstone, of Paul Du Chailu and of Stanley. Few of us realize the strides it has made in the past decade. In the place of unbroken jungles filled with wild beasts and wilder men great cities have arisen, tall buildings and broad streets noisy with the hum of trade mark the spots once deemed inaccessible to the white man. Cape Town, the capital of Cape Colony, ceded to the British by the Dutch in 1815, was then an unimportant village, dotting the outskirts of warlike tribes of natives. Today it is bustling with all the life of civilization and commerce, and its population of one hundred thousand is rapidly increasing.

Johannesburg, farther in toward the interior, with a population of between thirty and forty thousand, is another city of the once "Dark Continent" that is opening the way to the unexplored regions now made possible to the march of progress by the aggressive actions of Cecil Rhodes. And still further inroads will be made into this wonderful country by the building of railways of which the Cape to Cairo project is the pioneer. With the railroad—the greatest of all civilizers—will come the conquest of the entire continent of Africa, so the action at Victoria Falls the other day may be noted as the beginning of a new era in a new land with unlimited possibilities for all nations.

The great iron bridge which is the most picturesque point of the Cape to Cairo Railway, spans the Zambesi River at a height of four hundred and twenty feet above low water, and is consequently the highest structure of the kind in the world, the second highest being the Viaduct du Viar in France, with a height of three hundred and seventy-five feet. The bridge is of the cantilever type, was constructed in three spans on the girder pattern, and has a width of thirty feet. It was built by an English company, the work being commenced simultaneously from both banks of the river, an electric motor cable—the largest ever used—with a span of nine hundred feet, carrying the material from one side to the other.

The height of the falls at the places known as Danger Point and Boiling Pot is four hundred and twenty feet, and the width of the river above the cataract is fully a mile, while the cleft in the plain through which the water rushes narrows down in one spot to scarcely more than one hundred yards. Victoria Falls are considered as one of the greatest sights in the world, the cloud of vapors arising from them moistening the banks of the river, which contain all their original beauty, having been thus far unmolested by the hand of man. Along the river a dense growth of grass and foliage flourishes, serving as food for great herds of buffalo and numerous other animals. This primeval beauty, however, will be of short duration, for even now a project is in hand to harness the mighty force of the falls as Niagara has been harnessed and

so provide power for the mines which are the leading industry at this point.

The Cape to Cairo Railway will connect Egypt with South Africa by a line 5,700 miles long. From the north the railway has reached Khartoum, a distance—allowing for the river gap between Assam and Wady Halfa—of 1,400 miles.

From Kalama the line is to be continued for 250 miles in a northerly direction, and probably from Tanganyika there will be two lines, one through the Congo and another through German territory. Good progress has been made with the railway north of Zambesi, on the section known as the northern extension leading from Victoria Falls to Kalama, the administrative centre of Barotseland, a distance of one hundred miles. The line to Kalama is now practically being operated and trains are ready to be run from Cape Town to the centre of the Barotseland country. Next spring, when the line to Kalama is in full operation, the question of the further extension of the railway toward Tanganyika will be discussed. By that time there will be evidence of the wealth of the mineral deposits in northwest Rhodesia, to the south of the lake. The proposed lines through the Congo and the German territory the first via Stanley Falls and the other through German East Africa, via Tabora, will open an entirely new country and establish trade relations in Africa with three important nations, which will be directly interested, to say nothing of the trade with the world at large. This plan includes connections with the Congo Free State River and Railway system, and with the Dar-es-Salaam on the East African coast and its feeders east and west.

Other railroads will follow the construction of this first through line in Africa. The government of Sudan has already undertaken at a cost of \$8,750,000, the construction of the Suakin-Berber railway, which is to have a length of 332 miles, and will probably be in operation during the early part of next year.

Another great railway project, originated with the Khedive of Egypt. It is a line toward the frontier of Tripoli, and the first steps have been taken in the work by ordering ten thousand tons of steel. The road for the first part of the route. The decision of the Khedive to construct a railway to Tripoli, following as it does so closely after the opening of the Cape to Cairo line, marks an event of great importance in the history of the development of Egypt as a railroad center, forming an outlet for the vast resources of equatorial Africa. The immense extent of territory in Africa controlled by civilized nations will be realized when it is known that more than 10,500,000 square miles are held by different countries, only 1,500,000 square miles being unappropriated. The population in this great territory is 130,185,000. The major part of this population is composed of the native negro tribes, although in the civilized sections the white man is rapidly encroaching on the original race.

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The Halifax and Southwestern railway train from Liverpool for Halifax met with a bad mishap half a mile from Mahone yesterday morning, the train being thrown into a ditch. It consisted of an engine, two flat cars, second class and baggage cars combined and a first class passenger. The passenger cars were more or less damaged and the loss estimated to amount to about five thousand dollars. A track was temporarily built round the derailed cars to enable traffic to be resumed. No one was hurt.

An Ottawa despatch says.—As soon as the Royal Garrison Regiment vacates the barracks at Halifax the companies of troops now waiting at Toronto and Quebec will be ordered to the former city. They will swell the total of Canada's infantry at Halifax to four hundred and fifty. Two hundred artillerymen also will be sent. Sir Charles Parsons, British commander will remain in Halifax for some time longer at the expense of the Canadian Government in order to superintend the transfer.

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"Yes," said the good old professor, "the memory may be perfectly trained by proper study."

"But," asked the absentminded scholar, "what do you consider the best exercise for the memory, professor?"

"Remember the poor."—Catholic Standard and Times.

An Alphabetical Marvel.

Little Irma had been on an excursion to her father's downtown office and saw for the first time a typewriter in use. "Oh, mamma," she said on her return home, "don't you know, I saw the funniest sewing machine down to papa's office. It sewed A B C's!"—Lippincott's Magazine.

Slander.

Close thine ear against him that shall open his mouth secretly against another. If thou receivest not his words, they fly back and wound the reporter. If thou dost receive them, they fly forward and wound the receiver.—Larson

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