

WORLD WAR VETS NOW IN LEGISLATURE

LEGISLATURE ALTERS LAW

Important Action in Connection with Workingmen's Insurance Against Injury

Veterans of the World war are already noticeable in their numbers and power in the Illinois State legislature. More than twenty members of the 55th session are veterans of that conflict. Fekety of East St. Louis, Waller of Jackson, Bruer of Pontiac, and Wright of Lawrence are among the outstanding men who saw service in France and Germany, and now represent the people at Springfield.

Without exception, these members who underwent army discipline and saw big movements and affairs at first hand have been noticeable in this session for their broad vision in their votes on legislation. A measure that was in the interest of all the people and at the same time was marked as a forward step invariably received their support. Soldiers learned to know and value transportation and roads. They saw in France roads that the Romans built, and therefore they know the importance of permanence. Thus keeping advance step with Illinois people in their desire for permanent roads, these soldier members have consistently supported the road program that the people have shown they want for Illinois.

Wright of Lawrence
Wright of Lawrence county and the 38th district is serving his first term with honor to his people and distinction to himself. He was a captain in the state militia at the outbreak of the World war. He saw no quick opportunity for service, resigned his commission and enlisted as a buck private in the National army. He sailed with his organization in May, 1918, and with the Sixth division saw service in France and with that division was a part of the army of occupation when hostilities closed. His merits were recognized by promotion to corporal, then sergeant, second and first lieutenant, and was retired as a captain in the Reserve.

Wright of Lawrence, as a member of five important House committees, has attracted and held attention in this session. His balance of judgment has been remarked, and his fellow members in committee and on the floor of the House have observed a broadness of view in legislation that reflects great credit upon the people of his district. All Illinois citizens realize that there is no place for party prejudices in legislation, and that all people of Illinois have to live under the same law. Therefore, it is pleasing to old observers that there has come into the popular house of the state legislature a fresh atmosphere that is independent of pettiness, and has vision to forecast the future. Wright of Lawrence stands with a new deal in the interest of the whole people, and future sessions of the legislature would be enriched by an increase of his kind.

The boy element say there is great danger of sunstroke if they hoe the garden.

SAYS PIKES PEAK IS NOT SINKING

DISCREPANCY IN SURVEY

Reason of Difference in Height Attributed in Recent Report As Compared With Older Measurements

A recent inquirer at the Geological survey, of the Department of the Interior, wished to know whether Pikes Peak has sunk nearly 40 feet during the 25 or 30 years as he had been informed. Pikes Peak, it is authoritatively stated at the survey, has not sunk as indicated, but the idea that it may have done so is easily explained. Someone has simply been comparing the altitude of the mountain as given by the Geological survey as 14,109 feet with some oil railroad of barometer figures of elevation. This height of the mountain was determined by the Geological survey in 1908.

Shows Good Survey
As a matter of fact to have come within 40 feet of the actual elevation of Pikes Peak shows a good job of surveying for the early days when Indians were troublesome and instruments poor. And after all there is no royal road for determining the exact altitude of any point. It has to be done today just as it was 100 or 500 years ago, by a series of observations starting at the ocean shore. To arrive at the elevation of Pikes Peak surveyors have had to run levels all the way from the Atlantic ocean or the Pacific to the top of the mountain. Thousands of signs had to be made. Of course when the Geological survey engineers established the exact height of Pikes Peak they did not start at the sea level; they took the nearest point to the peak which had been determined by former surveys. When the summit was reached a bronze tablet was cemented into the rock bearing the following inscription:

Inscription
"U. S. Geological Survey, George Otis Smith, director, Pikes Peak, latitude 38° 50'26", longitude 106° 02'37", U. S. Standard, elevation above sea level 14,109 feet. 1908."
This tablet was soon destroyed and has been replaced by another. There is slight likelihood of the elevation of the present tablet changing appreciably within the span of this generation or for that matter within the lifetime of the Republic, says Geo. Otis Smith, director of the Geological survey, unless some relic hunter removes it, but even then the rock on which it is placed will be there, 14,109 feet above ocean level.

Has Excellent Map
The Geological survey has an excellent engraved map known as "Pikes Peak Special Map" which includes the city of Colorado Springs and the adjacent area—about 200 square miles. This map gives not only the elevation of Pikes Peak but of scores of neighboring mountains ranging from 10,000 to 13,000 feet in height. Streams, roads, trails, houses, etc., are also portrayed in their exact relative positions. The map is on the comparatively large scale of approximately 1 inch to three-quarters of a mile and is sold by the Geological Survey, Washington, D. C., for the nominal sum of 20 cents.

Anxious inquirer who desires to learn to play golf, may be informed that if he can think of 176 different rules in the instant of time when he hits the ball, he should make a good player.

COAL MINING NOW ELECTRICAL WORK

Electric locomotives, electric lights and electric motors are rapidly replacing the mine mule and the miner's lamp in the coal mines of the United States, according to a survey just made public by the United States Bureau of Mines.

Of the total output of bituminous coal, 88 per cent now comes from mines using underground locomotives, and 1,512 mines are using locomotives exclusively. Of all the mine locomotives in service, 98 per cent are electric.

At present only 37,000 animals are at work in coal mines, while there are in use 14,723 locomotives of all types. Of these, 14,280 are electric.

Electrically operated coal mining machinery and undercutters are coming into general use and are adding to the productivity of the mines.

It is estimated that more than a quarter million electric miners' lamps are now in use, notably reducing the danger of fire and coal-dust explosions and materially increasing the miners' output.

In addition to electric ventilating systems and coal-hoists are being installed.

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