

THE OMAHA DAILY BEE

E. ROSWATER, EDITOR. PUBLISHED EVERY MORNING. TERMS OF SUBSCRIPTION...

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STATEMENT OF CIRCULATION. State of Nebraska, Douglas County, ss. I, George B. Tzschuck, secretary of The Bee Publishing Company, being duly sworn, says that the actual number of full and complete copies of the Daily, Morning, Evening and Sunday Bee printed during the month of December, 1911, was as follows:

Table with 2 columns: Circulation categories (Total, Less unsold and returned copies, Net total sales, Net daily average) and corresponding values.

Subscribed in my presence and sworn to before me this 1st day of February, A. D. 1912. G. B. TZSCHUCK, Notary Public.

Kentucky people are afraid to kick on the weather. It is all they can do to stand on both feet.

Prime Henry may not visit Omaha, but the good King Ak-Sar-Ben will give us a good taste of royalty just the same.

Unless that warm wave hurries up the groundhog will find himself snowed in when he is due for his first appearance.

Moral of the Pittsburg jail break—prison wardens should be chosen from the unmarried men who have no wives susceptible to bandits' charms.

Lincoln councilmen are discussing the question of a heating plant service for their city. It is to be feared, however, that interest in this project will cool off as the temperature warms up.

Reports from South Africa are to the effect that the American broncho is proving an acceptable cavalry horse. He ought to have a tendency to elevate the cavalry arm of the service.

The retirement of Rear Admiral Cromwell from active duty in the navy will take out of the service the only naval officer of high rank who entered the naval academy from Nebraska.

Chicago contractors have stepped to the front with an offer to build the isthmian canal. Chicago men are averse to having anything big pass by them without an effort to hitch on.

When the wires begin to go under ground they must not stop with telephone and electric lighting wires. The overhead telegraph wires are just as unsightly and almost as dangerous as the others.

Vienna has at last discarded the horse car for rapid transit and adopted the electric system. If the people of that city persist in their innovations they may possibly get ahead of the procession in the next fifty years.

A Wisconsin woman announces that she is going to London to denounce King Edward at the coronation ceremonies. Having announced her intention in advance it is more than likely that she will not get a front seat at the ceremony.

Encouraged by the success of the packers in securing special rates the wholesale dry goods men have combined to bring pressure to bear upon the railroads. Big shippers are rapidly learning what bait to use to hook special favors.

Congressmen should remember that the big cattle companies can well afford to have men on hand to present their side of the land leasing question, while the thousands of small owners cannot afford to keep a lobby at Washington. Their rights are entitled to consideration just the same.

General Miles has followed Admiral Schley in announcing that he has no political ambitions and is out of politics. The democrats who have been seeking to make an issue out of these two men must go back to the domain of legitimate politics, even if the stock on hand is a little thinned.

Ten wholesale jobbers in dry goods in the Missouri valley have entered into an arrangement for joint shipment of all their merchandise from the eastern markets with a view to securing more favorable concessions from the transportation companies. This is perhaps the first instance on record where Omaha, Kansas City and St. Joseph merchants have joined hands for mutual advantage.

REPEAL OF WAR TAXES.

The unanimous recommendation of the committee of ways and means of the house of representatives for the repeal of the internal revenue war taxes will be hailed with general satisfaction by the people of all sections.

While no form of taxation is popular, stamp duties and special taxes levied upon various industries for the purpose of raising internal revenue are by all odds the most unpopular. By wiping out all of the other forms of internal revenue taxes that had been devised to meet the demand upon the national treasury caused by the enormous draft of the Spanish-American war congress will remove the last vestige of the self-imposed burden of the people of the United States, assumed for the liberation of Cuba from the Spanish yoke.

An early repeal of the war taxes had been pledged by the national republican convention that nominated McKinley and Roosevelt and the redemption of that pledge earlier than the country had anticipated will redound to the credit of the republican party. Such an achievement would, however, have been impossible but for the marvelous prosperity of the country and the colossal industrial expansion experienced since the close of the Spanish-American war.

Although that war involved an outlay of over \$500,000,000, there is a surplus in the United States treasury of over \$174,000,000 at the disposal of congress. The effect of the repeal of the war tax cannot fail to be salutary and very far-reaching. While the estimated reduction in internal revenue receipts will reach \$77,000,000 per annum, there will still be ample means at the disposal of the government to meet all legitimate expenses it may be called upon to make.

One of the inevitable effects of the repeal of the war tax will be the cessation of all agitation for tariff revision excepting where the tariff promotes extortion in the interest of industrial monopolies without conferring any benefit upon their patrons. For the time being, and perhaps for many years to come, the revision of the war tax will also dispose of any scheme of reciprocity that would place Cuban sugar and tobacco on the free list. It goes without saying that the unanimous report in favor of the repeal of the war tax by the committee of ways and means insures the passage of the bill which the committee is about to report to the house without a contest.

The predictions made by the opponents of this measure that the bill will encounter serious opposition in the senate is, however, not likely to materialize. Without definite information on the subject, we feel safe in the prediction that a very decisive majority of the senate will concur with the house in favor of the repeal of the war tax, and while there may be some sparring before the final passage of the bill, its enactment into law is almost a foregone conclusion.

ROOM FOR A FEW MORE.

While congress is wrestling with bills designed to restrict immigration from Europe Denver papers are urging the employment of special immigration agents to be dispatched across the Atlantic in quest of immigrants who could be induced to locate in Colorado and help its people develop the agricultural and mineral resources of that state.

Why should not people interested in securing additional settlers for Colorado lands send agents to Germany and induce immigration from that country to this state? Industrial and business conditions in Germany are depressed and many persons have been thrown out of employment. It should, therefore, not be difficult to induce many excellent German people to immigrate to the United States and to make their homes in Colorado. There is room here for thousands, and they could acquire sugar beet land under terms and conditions that would enable them to become permanent settlers and acquire homes of their own in a little while.

This is a matter which seems to have been more or less neglected by immigration agents and others who are interested in inducing immigration to Colorado. Doubtless but little is known in Germany concerning the conditions that prevail in this state. There is, therefore, need of agents to go to the old country and lay before the people who may be thinking about removing to the United States the advantages of immigration to Colorado, the matter of raising sugar beets. The people of Greeley could well afford to turn their attention to this matter and so could those who are interested in the development of the Arkansas, the San Luis and other such valleys.

What is true of Colorado applies with equal force to every state and territory west of the Missouri. There is still room for millions of thrifty men and women who are willing to labor and help to redeem and build up that vast region.

AN OBJECT LESSON FOR OMAHA.

The Board of Education of Chicago has by the unanimous vote of its members adopted a plan of retrenchment in the expenditures for the maintenance of the public schools that can furnish an object lesson for Omaha. The most radical changes are effected in the revision of the salary roll and the abolition and curtailment of the kindergarten and fads. The salaries of teachers who have served over seven years are cut by 9 per cent; high school teachers and all employees of the board receiving more than \$1,000 are scaled by a 5 per cent cut; German is dropped as a regular study in the schools and re-established as a special department; kindergartens are to be closed next June; drawing, singing, domestic science and so-called fads are to be greatly reduced; principals who have reached the maximum of the salary schedule will be cut 5 per cent and the payment of \$20 a

month to cadets will be discontinued.

In the music department the supervisor and all but four teachers will be dispensed with after June. It is estimated that 2,500 teachers will be affected by the salary reductions.

In explanation of its action the Chicago school board makes this declaration: The amount available for educational purposes for the year 1902 is quite inadequate for the needs of the schools on the basis on which they have been conducted in the past. We have endeavored to make the appropriations to the various funds, and our recommendations relative to the expenditures for this year, in such a manner that the school children, who are our charges and should have our first and constant consideration, shall not suffer by reason of the decreased revenue.

The financial resources of the Omaha schools would call for retrenchment more emphatically than those of Chicago. The Chicago school board has no overlap, but is simply limited in its income, within which it is obliged to keep under the law. The Omaha board is always overdrawn on its funds and constantly issues its warrants against the next year's income. Its recent effort to retrench was a matter of absolute necessity and its policy for the future should be to hold down the brakes until it has wiped out all overdrafts.

A CREDITABLE SHOWING.

In January, 1901, there was a deficit of \$47,825 in the general fund. This January there is a balance of \$13,003 in the same fund—a difference of over \$60,000.

In January, 1901, there was a deficit of \$19,128 in the curb, gutter and paving fund. This January there is a deficit of \$5,631—a difference of \$13,500.

In January, 1901, there was a deficit of \$38,167 in the sinking fund. This January there is a deficit of \$24,235—a difference of almost \$14,000.

In January, 1901, there was a deficit of \$6,148 in the judgment fund. This January there is a balance in the same fund of \$2,051—a difference of over \$8,000.

In January, 1901, there was an overlap of \$9,792 in the street cleaning and sweeping fund. This January there is a balance of \$13 in the same fund—a difference of over \$10,000.

In January, 1901, there were deficits in the other funds of \$16,151 and balances of \$9,232. This January there are deficits of \$9,223 and balances of \$7,062—a difference of over \$4,000.

All of the above differences amount to over \$110,000—Ward-Herald.

This is certainly a creditable showing. It flatly contradicts the ill-defined but oft-repeated charges of misappropriation of funds and wasteful extravagance by the mayor and council. It affords conclusive proof that the present administration has not only endeavored to keep within bounds and sought to prevent overlaps but has managed to reduce materially deficits by which it was confronted at the beginning of the fiscal year.

If the figures of the World-Herald above cited are correct, the city is in better condition financially by \$110,000 than it was a year ago. That striking fact should also go far toward disillusioning the class of citizens and taxpayers who have been led to believe that the city is in the hands of wreckers and robbers who lose no opportunity for looting the treasury for the promotion of political ends and the building up of a political machine at the expense of the taxpayers.

The creditable exhibit of municipal financing should not, however, deter the mayor and council from endeavoring to do still better. There is abundant room for the pruning knife, which should be applied wherever it can be without crippling the public service or endangering the public safety.

The railroad employes and the managers are taking a commendable course in settling their differences over wages. Announcements have been made recently of the signing of numerous agreements for the coming year, and the ease with which the settlements are made indicates that both sides are inclined to be reasonable. Not only the parties, directly involved, but the entire country, loses by labor troubles, and the city is that all laborers and employers could not be as wise.

The managers of the St. Louis fair are jubilant over the prospect that the Kentucky legislature will appropriate at least \$100,000 for the exposition and it is said some Kentuckians will not be satisfied with spending less than \$500,000. Kentucky was never part of the Louisiana purchase, but if it is willing to tax itself for the St. Louis show nobody outside of Kentucky will have a right to object.

The combination of Illinois and Indiana coal mines has fallen through because the Illinois men wanted too much for their property. As the promoters only intended to capitalize the new concern at \$150,000,000, which is twice the value of the properties, they could not afford to pay any fancy prices.

There Are Others.

Begorra, Prince Henry is not to be the "only pebble on the beach." Messrs. Redmond and Devlin are coming to this country, too.

Census of Humane People.

Baltimore American. Anyone who wanted to take a fairly accurate census of the real Christians in the city had only to note yesterday morning the pavements that bore a trail of ashes or sawdust. In the houses upon such pavements dwelt those who loved their fellow-men.

A Few Doubters Lett.

San Francisco Call. It is said the demand for the printed testimony given in the Schley hearing at Washington has been so great that the government will have to issue a second edition, so it seems that a great many people in this country are still in doubt which side to shout for.

Keeping the Wheels Moving.

Philadelphia Record. The railway companies of the United States are not only keeping even step with present prosperity, but are making heavy drafts on forthcoming prosperity. The proposition to expend some \$300,000,000 in extensions and improved equipment within the next two or three years will necessitate very heavy issues of bonds. This will

keep the wheels moving in many industries if the investing public shall take the bonds.

It will also lead the way to further expansion. Should the increase of business keep pace with the return of bonds everything will go on merrily. But—there's the rub.

A Rift in the Clouds.

Boston Transcript. It's an ill wind that blows nobody good. Even the New York explosion makes a boom for the glass industry, which happily does exist, to some extent, outside the protected trust, getting the trust's prices, though compelled to share its good things with its labor, very strongly organized.

Two Kinds of Banking.

Washington Post. Senator Hoar has not traveled much in the far west, else he would know that the faro banking business there is regarded as every bit as honorable as the banking business here. He would also know that the deposits of his depositors, hired a lawyer and then throws himself upon the sympathy of the community.

Not Buying Watered Stock.

Minneapolis Times. Repeated rumors afford some foundation for the belief that the two great telegraph companies are seriously pondering the advisability of offering their lines and plants to the government. It would not be a bad bargain for the companies, provided they could get their price, and the government would be about five times the amount it would cost the government to duplicate the lines and plants.

An Absurdity on Its Face.

Indianapolis News. The idea that the average man with an absolute monopoly under his control will deal more liberally and fairly with the public than will the one who knows that if he does not deal fairly a rich and powerful rival will produce the same result, is not less. And in the case of railroads they want honest and open management, fair and equal rates to all, no more rebates and secret agreements and some authority that will supervise the business of interstate companies and compel obedience to the regulations it may see fit to make.

Magnates Contradict Themselves.

San Francisco Chronicle. President Hill of the Great Northern pooh-poos the benefits of competition. Other railroad magnates when they set their minds on pooling express the same opinion. And yet these men, when they are obliged to answer the argument that government control of railroads might prove beneficial to the country, invariably answer that it is the strong competition of the great system in the United States which produces the alleged benefits.

Main Duty Shirked.

Chicago Post. Our two-limbed, one-eyed leader, Mr. Bryan, made an unmanly evasion when he declined to kiss the school teachers at a Pennsylvania institution of learning because his wife "reads the papers." A public man has public responsibilities, and Bryan is not usually a man to run away from duty. It is more likely that he caught sight of the teachers before he read their petition, and his courage failed him, for there are times when the stoutest heart will quail. But at such times the lights may be extinguished, while the victim goes to his doom in the darkness. Under the friendly cover of darkness many of the pain of duty may be ameliorated.

GOVERNMENT OWNERSHIP.

Remedy for Wanton Abuse of Corporate Power.

Portland Oregonian. The recent report of the Interstate Commerce commission is a frank confession on the part of its members that the great railroad monopoly in this country is a menace to the public safety and that it is powerless to prevent. The commission annually finds that the railways gouge the people at non-competitive points and defy the orders of the commission to discontinue their unjust practices of discriminating against local producers. The commission points out that whenever it is possible to resort to the trick to thwart the exercise of its authority or intervention, the railway companies raise rates without changing them by changing the classification of the commodities to be shipped.

Both in England and in this country the method of public control under private ownership has been fairly tried and found wanting. After fifty years of attempted government control in England and fourteen years under the commission system in this country, the railway industry is still in the hands of the private owners. The railway companies have been able to maintain exorbitant rates, both freight and passenger, and freight rates are so adjusted in favor of the long haul that local producers are injured by injurious local producers. And in both England and the United States the political power of the railways is able to defeat genuine reform or relief. This situation cannot forever continue without a revolutionary solution, which is likely to come in the form of national ownership of the railways. Whether this solution comes soon or late, it will depend on the future administration of the great railway managers of the country. If they continue to give cause for such severe indictment as they have recently obtained from the Interstate Commerce commission, the general public ownership of railways will come before the end of the century.

The time has been when the leading men of both parties dreamed of assuming the management of an enterprise as the ownership and operation of the railways, but it is becoming a choice of evils at least, and successful public ownership in Belgium, Prussia, Austria and Austria has convinced us that the financial burden is not difficult to sustain. The political objection to a vast increase of government employees is worthy of very serious consideration, but these employees would not be the people's masters, but the people's servants, who could be got rid of when incompetent or corrupt, while the present railway oligarchy are the people's masters, since they are non-removable by the people. General public ownership of railways is not without very serious objections, but the ablest thinkers on this subject believe that these objections are fully offset by the unjust discriminations and other impositions incident to private ownership. The railway magnates have abused their power and opportunity at the expense of the masses of the people too long and too wantonly much longer to escape revolutionary legislation.

OTHER LANDS THAN OURS.

A Vienna newspaper publishes an account of the industrial crisis in Russia, and declares that it is steadily assuming larger dimensions. For a long time it was confined to the metal industry, but now it extends to other branches and especially to the textile industry. On all sides, it says, there are complaints of bad business, and speedy help is demanded of the government, as otherwise the crisis promises to involve consequences which might prove disastrous to the whole economic and financial situation of Russia.

The majority of Russian manufacturers are firmly convinced that Russian industry is insufficiently protected, and that the only remedy for present troubles lies in an increase of the import duties. There is, however, a strong probability that the government will depart from their system of moderate protectionism, which they regard as necessary for the development of the national activity, and which they are endeavoring to introduce in all the treaties they conclude. The optimism of the government is based upon the fact that improvement in the situation is not shared in interested circles, where the conviction prevails that the pending crisis will not prove to be a temporary affair, but that it is connected with the general economic situation, and that it will become increasingly acute if no remedial measures are taken.

Between the years 1896 and 1901 about 10,000 foreigners took out naturalization papers in France. According to the census just completed, the total number of foreigners in the country is 1,037,778, compared with 1,027,419 in 1896. The increase, therefore, of 44,313 in the total population since the last census is not due, to any appreciable degree, to immigration. The Paris Temps, commenting upon these figures, says that they would be satisfactory if the increase were accompanied by a parallel influx of foreign immigrants to whom naturalization had been granted. But, it discards, there seems to be an effort to discourage both naturalization and immigration. Under the pressure of certain demands foreign labor is more and more being sent out of France. There are people who, not content with limiting it by special clauses, would subject it to prohibitive taxes. This is, no doubt, an ingenious method to induce a fresh increase of wages, remarks the Temps, but it does not appear to be a way of increasing the number of Frenchmen.

The trend of democratic sentiment in industrial localities is reflected by the organization of Tilden clubs. Chicago has several, all in a flourishing condition. The Tilden idea is taking root in New York and its supporters are pushing it vigorously. The Democratic club of Brooklyn announces a banquet for February 15, the anniversary of the birth of the Sage of Gramercy Park, at which several eminent democrats of the old school will deliver addresses. The democracy of today and the democracy of Tilden are as far apart as the poles, but some of the faithful hope to bring them together.

IMPORTANCE OF IRRIGATION.

Minneapolis Journal. A brief examination of the statistics of public lands is sufficient to indicate the importance of the proposed plans for national irrigation. The total area of the public land, states and territories, is 1,844,021,760 acres. Of this enormous total about 1,050,000,000, or considerably more than half, still belong to the national government, as reserved or unreserved public land—the latter classification including over 900,000,000 acres.

But, leaving out of consideration the 367,000,000 acres of Alaska, the greater part of these remaining lands are mountainous or arid. No one knows what proportion of these 500,000,000 acres—equal to ten times the total area of Minnesota—is so situated that it can ever be irrigated. Even if it is well known that large areas of the so-called desert lands can be made more fruitful than the rainfall lands if means are provided to bring to them the water that is available. Every acre of land thus redeemed is so much land added to the national domain, in effect.

At the land resources of the United States and their steady appropriation by settlers all through the nineteenth century were one of the chief sources of public prosperity, stimulating the increase of population and the demand for manufactures far beyond the demand of a settled community, it is of the utmost importance that the opportunity for easily obtaining homesteads be maintained as long as possible. If only 100,000,000 acres of land can ultimately be redeemed by national irrigation the effect will be more than equivalent to the opening to settlement of a naturally watered area twice as large as Minnesota. The settlement and development of such a region means a large increase in population, an immense addition to national wealth and a very important contribution to the continuation of which Americans have become accustomed.

HEARD IT BEFORE.

The small boy with the papers want a yelling down the street. And he hinted at sensations till our terror was a complete one. And he ran into a man of dignified and lofty style. Who took him by the collar and addressed him in this style:

"My youthful friend, I warn you, that endeavor as you will, you cannot stir my feelings with a solitary thrill. For human nature always has been more or less of a phlegm. Since Cain was brought to book for the first time, the world has been a wretchedly dull affair, but she can't eat her own cooking. It really is quite a saving, you know."

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TELEGRAPH OR TELEPHONE?

Will the latter replace the former in Railroad Service? New York Sun.

It has been reported frequently during the last six months that the telephone was soon to supersede the telegraph upon one or more of the large railroads in this country; but the first definite announcement of the change was made on Monday and is to the effect that, within a short time, the entire system of the Illinois Central Railroad company will be equipped with telephones, and that the telegraph keys and sounders will be removed. Contracts for the installation of the telephones have been awarded, and when the work is completed over 5,000 miles of track will be covered by the new service.

The advantages of the telephone for railroad messages is said to be chiefly its great ease of communication. With a telephone at every station on a line and in each of the several departments at headquarters, inquiries may be made and answered by the officers and employes of the company with much less loss of time than by the telegraph. Besides, no special qualifications will be required on the part of employes to operate the new system. Anyone with a good ear should have no difficulty in receiving a message by telephone; and should he fail to catch any part of a sentence, business is not likely to suffer if he asks to have it repeated. The new service is bound to be vastly more economical, so far as concerns the size of the company's pay roll, than the one now employed.

But although the telephone may be desirable for the reasons named, it is likely to conduce to the safety of passengers? Experienced railroaders will be slow to believe that, as regards accuracy of transmission, it will prove as trustworthy as the telegraph. By the new system, orders to trainmen and all other messages of importance must, of course, be written out, as formerly; but how many station men will be able to write legibly in longhand as fast as the dispatcher or any other employe is likely to talk? The illegibility of the handwriting of telegraph operators has always been a source of complaint, and the United States has resulted from the obscurity of orders hastily and poorly written. But telegraphers are accustomed to write rapidly, and their ability to "turn out" readable copy is usually determined before they are entrusted with railroad telegrams. Besides, no special qualifications are required on the part of the telegrapher for conveying distinctly the sound of the human voice under all circumstances?

We must take it for granted that the railroad company intending to adopt the telephone upon its lines has thoroughly investigated the conditions connected with the substitution of the new method.

INES TO A SMILE.

Washington Star: "De average man dat keeps talkin' all de time," said Uncle Eben, "would git terrible mad if he was somebody else's head to bust."

PHILADELPHIA PRESS.

"We are here," began the chairman of the committee, "to discuss ways and means for securing the passage of a bill through the legislature." "Well," remarked one who was something of a lobbyist, "I know the surest of all ways to get a bill through the legislature."

CHICAGO TRIBUNE.

"The trouble with my wife," said George, "is that she is too extravagant. When I do, I have been his dentist for several years, and wouldn't charge the use of fixing up his teeth for anything in the world."

BOSTON TRANSCRIPT.

"Mrs. Jones—How do you like your new cook, Mrs. Brown?" "I do. I have been his dentist for several years, and wouldn't charge the use of fixing up his teeth for anything in the world."

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