THE OMAHA DAILY BEE.

E. ROSEWATER, EDITOR.

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THE BEE PUBLISHING COMPANY.

STATEMENT OF CIRCULATION.

State of Nebraska, Douglas County, ss.:
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, 1904, was as follows:

1	29,800	17	32,715
2	29,200	18	30,260
3	32,550	19	28,880
4	31,220	20	28,630
5	29,300	21	28,310
6	30,020	22	28,220
7	29,150	23	28,620
8	29,380	24	31,900
9	29,550	25	30,220
10	32,600	26	28,500
11	34,250	27	28,350
12	29,100	28	28,470
13	28,780	29	28,220
14	28,780	30	28,330
15	28,780	31	31,470
16	28,730		

Total	921,785
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Net total sales	911,646
Daily average	29,408

GEORGE B. TZSCHUCK.

Subscribed in my presence and sworn to before me this 31st day of December, 1904.
(Seal) M. B. HUNGATE, Notary Public.

It is hardly probable the new Russian war loan will be based upon port receipts at Dalny.

If the report from Batavia is true Sumatra will smell something besides tobacco smoke before long.

For what was once known as a treeless state Nebraska shows up pretty well in the Forestry congress.

Douglas county managed to get in at the start at the legislature. It may be expected also to be in at the finish.

Colorado now promises to have two governors in name after January 1. This may even be better than having none in fact.

The legislative bill hopper down at Lincoln will probably not be opened until next week, but then it will keep full to the overflowing.

Emperor Francis-Joseph has dissolved the Hungarian Diet. If he could dissolve racial prejudices as easily, the emperor would have reason to be thankful.

Governor Higgins of New York declares that more stringent banking laws should be passed in that state. What is really needed is a limit on the open season for shearing lambs.

The Commercial club has been devoting most of its time of late to re-organization and regeneration. The next thing is to adopt a program for the year's work and buckle down to business.

If there is any connection between Amalgamated Copper stock and the Standard Oil company Tom Lawson may really be responsible for that last advance in the price of gasoline.

Russians now allege that Port Arthur was unprepared for a siege. The officials at St. Petersburg seem more willing to admit dereliction than to dim the luster of Stoessel's reputation.

New York has experienced the worst blizzard of the season and the description sent out leads one to believe that some fellow from North Dakota has a job with the news agency at the metropolis.

Tom Watson, late populist candidate for president, had a narrow escape as a guest in a friend's house that took fire. Tom Watson is getting used to narrow escapes—only some of them are not so narrow.

Jim Hill is now being quoted as favoring stricter federal control of corporations engaged in interstate commerce. Losing that merger suit must have made a decided impression upon the merger magnate.

The Oregon land fraud investigation is to extend into Idaho and when that happens news may be received from some former Nebraskans who found an easy way to make money in timber lands a short time ago.

Those Russian naval officers who are disarming gunboats at Che Foo evidently do not expect to be members of the reception committee which will greet Admiral Rojestvensky upon his arrival at the scene of trouble.

Senator Stone of Missouri has started an inquiry as to contributions to the last national campaign. This is one of the first evidences that the gumshoe statesman aspires to raise campaign funds on his own account in something less than four years.

Mayor McClellan of New York in his message to the Board of Aldermen advocates the erection and operation of a municipal electric lighting plant to get the city out of the clutches of the lighting monopoly. Mayor McClellan evidently has not heard that Omaha voted down a municipal ownership proposition at the last election.

LAND FRAUD PROSECUTIONS.

There is no abatement on the part of the government in the land fraud prosecutions and there is every reason to believe that there will be none, but on the contrary that every person, regardless of his position, against whom there are charges of fraud, will be compelled to answer to the accusation. This is very pointedly indicated in the indictments of Senator Mitchell and Representative Hermann of Oregon, as to whom the officials of the government have shown no more consideration than to the other persons alleged to have been connected with land frauds.

Senator Mitchell has indignantly denied the charge upon which he was indicted, that of receiving money for his influence in promoting land deals which have been shown to be fraudulent, but the party making the charge reaffirms his statement and says he has the necessary evidence to prove it. Representative Hermann, who was formerly commissioner of the general land office and under whose administration the frauds occurred, has made no public statement, but perhaps will do so, though he may deem it the wiser part to maintain silence. The fact appears to be that the net which closed around Mitchell and Hermann has been in the process of weaving for nearly two years, though knowledge of its existence did not reach the public until last year and then did not command a great deal of attention. Indeed, it was the very general impression when the land frauds were first talked of that there was a good deal of exaggeration in regard to them and that the government would probably not be successful in establishing the allegations that were made, at least not to the extent of being able to convict and punish any of those implicated in the frauds. The investigation carried on by the Department of the Interior was conducted with signal ability and sagacity and the prosecution was not entered upon until the government officials had secured such evidence as made them perfectly confident of their position and gave strong assurance of their ability to establish the guilt of the accused parties.

It is to be regretted that members of congress are involved in this most unsavory business. That fact everybody will feel to be a reproach upon the country. But if they are guilty of wrongdoing they should find no shield against punishment in their position and it can be very confidently assumed that so far as the federal authorities at Washington are concerned they will find none. President Roosevelt has shown in this matter a firm determination that no guilty man shall escape and we may be sure that everyone who is convicted, whatever his position, will be punished as the law provides.

THE KAISER'S GREETING.

The American people will duly appreciate the cordial greeting extended to them by the German emperor in his New Year reception of the American ambassador. It was very hearty and there can be no doubt was entirely sincere, for this country has been repeatedly assured that among European sovereigns it has no more earnest well-wisher than Emperor William. Of course there have been and may still be some among us who are not quite convinced of this. It is not a very great while ago that a few public men expressed the opinion that German professions of friendship, even when coming from the head of the empire, were merely perfunctory, and there were among our naval officers a few who believed that our next trouble with a foreign power would be with Germany. It is doubtful if anyone of intelligence could be found at present who entertains such a sentiment and if there are any they must be under the influence of a deep-seated prejudice against Germany.

The German emperor knows that there is a very large element in our population that came from the Fatherland and that the friendly relations between the two countries can be best promoted by making this element feel that the land of their birth is ever mindful of the land of their adoption. The sentiment and the spirit are heartily reciprocated by all Americans, with whom there is a practically universal feeling in favor of cultivating closer relations with Germany in all directions.

THE COLORADO CONTEST.

The gubernatorial contest before the Colorado legislature is one in which the entire country will take a very lively interest, and it involves a principle that is very important in our political system. The question that first suggests itself is as to what authority a legislature has in connection with the determination of the election of a governor. The general belief is that it is simply a canvassing board and as such has no right or authority to go behind the returns. This has been held in a great many cases and we believe is now very generally accepted. So far as members of a legislature are concerned, that body has an unquestionable right to decide upon their election and qualification, but it is a very different matter when the election of a governor is involved.

The right of the Colorado legislature to verify the returns is perhaps unquestionable, but unless the constitution of that state is radically different from that of most of the other states, the legislature is not authorized to go behind the face of the returns and arbitrarily declare who has been elected. In a contest of this character it is for the courts to determine the facts and decide the issue. As we have heretofore said in regard to this Colorado conflict, there is a revolutionary condition involved in it that is menacing to our institutions. The course that is being pursued there is not consistent with sound and well-recognized American principles. We refer to the tendency that is being manifested to depart from the almost universal rule in this country and make the legislature the final judge of the election of governor.

We are inclined to believe, however, that what seems to be the contemplated policy will not prevail and that the republicans in the legislature will see the wisdom of adhering strictly to their constitutional limitations. We do not presume to say who has been elected governor of Colorado, but we have no doubt as to the duty of the legislature, in its capacity as a canvassing board, as provided for in the constitution of the state, to find according to the face of the returns as certified to it by the legally designated officials. The Colorado legislature has a large republican majority. Republicans throughout the country are expecting them to do nothing not consistent with the fair and honorable traditions of their party.

A GOOD BEGINNING.

The legislative branch of Nebraska's state government, which opened its twenty-ninth session on Tuesday, has made a choice of officers that augurs well for the republican party and the people of Nebraska in general.

The new speaker of the house, Hon. George L. Rouse, is not only well equipped to discharge the functions devolving upon the presiding officer of the popular branch of the legislature by reason of his experience as a law-maker, but possesses that rare gift of good horse sense that has been displayed in a superlative degree by Uncle Joe Cannon in the national legislature. While the opposition press has classed him with the partisans of one railroad corporation, Mr. Rouse has always exhibited a sturdy sense of independence from corporate domination, and while he may be safely trusted for fair treatment of all interests, he is free from corporate subservicency and will not submit to corporate dictation.

In the selection of Senator Jennings as president of the senate the upper house has been equally felicitous. Like Speaker Rouse, Senator Jennings is eminently qualified by experience as a lawmaker for discharging the duties of president of the senate and, like the speaker of the house, he also is level-headed and clear-visioned.

Having made a good beginning in its organization, the legislature is now fairly in a position to make a memorable record by proceeding with the work before it with deliberation, and devoting its energies to the revision of our laws that will insure for the people of Nebraska more economic and efficient administration and afford them relief from burdens that they have been compelled to bear by misgovernment in county, city and state.

According to the prospectus of the Civic Federation, its purpose is to see that the laws are enforced more particularly with reference to the liquor traffic, gambling and the social evil, and the great majority of those who have enrolled themselves in its membership enlisted to that end. The question suggests itself whether Attorney Thomas has not been misusing the name of the Civic Federation when he withdrew license protests against the most notoriously disorderly resorts on flimsy excuses, when he claims to have had abundant proofs to sustain his charges. In this respect Attorney Thomas' performance in the name of the Civic Federation is so like Attorney Dunn's performance a year ago in the interest of Walter Moise & Co. that the ordinary observer cannot distinguish any difference.

Out of the total school census of 379,014 for the whole state of Nebraska Douglas county shows up with 42,958 persons of school age, or more than one-ninth of the total. Douglas county also shows up better than the average in the percentage of school enrollment and school attendance, although more parochial schools are maintained in Omaha than in the entire state. In a word, Omaha and Douglas county are doing more than their share in keeping up Nebraska's record as the state having the least percentage of illiteracy.

Tax Commissioner Fleming makes some recommendations in the direction of more efficient listing of property for municipal taxation that are deserving of favorable consideration, but the most important change, namely, the merging of the offices of city tax commissioner and county assessor, he overlooks altogether.

Kansas City claims 364,304 population based on city directory data covering Kansas City, Kan., and suburban towns as well as the city proper. The other figures of school enrollment and votes cast, however, do not fully support this contention. Far be it from us, though, to belittle Kansas City.

Chief Salter is of the opinion that the charter limit on the fire fund should be raised from $150,000 to $250,000, an increase of 66 per cent. If every other fund were to be increased in like proportion the tax levy would be almost equivalent to confiscation.

One Way of the World.

Baltimore American.

Men smile at the stories of extracting sunshine from cucumbers or of navigating flying islands; but, in all seriousness, they continue to fit out expeditions to discover the north pole.

Some Cotton Burned.

Pittsburg Dispatch.

Corrected returns from that cotton burning procedure strengthen the suspicion that the principal amount of cotton devoted to the flames was that worn by the amateur impersonators of Santa Claus.

A Discredited Prophet.

Chicago Record-Herald.

Alexieff, who, before the war started, informed the czar that Port Arthur could never be taken, will have considerable trouble in making it appear that he was not talking through his fur cap.

The Railroad Deft.

Philadelphia Press.

President Ripley of the Atchison, Topeka & Santa Fe railway, does not appear to be impressed by the exposure made of the special privilges given by his road to the Colorado Fuel and Iron company, though it amounted to $1,000 a day profit for the latter company. He is quoted as saying that "it is legitimate business" and that he will "dolt again tomorrow if he likes." The interstate commerce law does not seem to worry some railroad men.

Duty Overcome Grief.

Indianapolis News.

It must have required a good deal of effort for Count Cassini, as dean of the diplomatic corps, to march at the head of the diplomatic parade at the president's New Year's reception, and look pleasant during the proceedings when he had so much on his mind.

Fit Representatives Abroad.

Cleveland Leader.

President Roosevelt believes in promotion for good service in the diplomatic and consular corps. The list of changes to take place very soon after the president shall have been inaugurated shows the administration's policy to be reward for good work, recognition of ability, determination that the United States shall be well represented abroad.

Profit Sharing Halts.

Springfield Republican.

Profit sharing does not always succeed. It is too often supposed to be a circuitous way of increasing wages, and when there are no profits to share there is apt to be discontent among the working people. But the Bourne mill in Fall River has maintained this system for a long time and it has been running while most of the mills were closed by a strike. It has just declared its thirty-first semi-annual dividend to the 400 operatives entitled to participate in the 2 per cent that is divided. The mill has been affected by the strike and the profit sharing has been decreased by that fact. The management has never professed to regard profit sharing as a preventive of strikes, but claims that it lessens waste in the plant and promotes good relations between the employers and the work people. In some establishments it appears to have been effective as a strike preventer.

An Official Gold Mine.

Leslie's Weekly.

That General Burnett, a federal officer holding a place of no very great rank, viz: United States district attorney for the southern district of New York, had an absolute right to receive $273,000 in fees between March 31, 1898, and June 30, 1904, appears to be as certain as that he did receive this sum in addition to his salary of $6,000. The laws which gave him this bounty are of the olden time. They had been overlooked until Attorney General Moody caled attention to them in his annual report and recommended their repeal. Many government extravagances are hidden in nooks and corners. They should be searched out. If that were done and these extravagances —which individually may be small as compared with the total of government expenditures, but which in the aggregate make a great sum—were rooted out, there would be no need to talk of reducing appropriations for the navy, nor for cheese-paring in other important matters.

RAILROAD AMBITIONS.

Plans for a Busy Season of Development Along All Lines.

New York Tribune.

The chief railways of the United States are becoming constantly more ambitious. If the schemes for the expansion of lines in many parts of the country are studied with care, it will be seen that the plans of the companies are more hopeful and embody more impressive changes than anything they have had in view for a long period. From the west come reports of important plans for the furnishing of valuable improvements and extensions, and these schemes enlist the ardent support of important lines. In the northwestern part of the United States, in the western and southwestern, also, the disposition appears to be to apply new energy and novel enterprise to the enlargement of facilities. In the vast middle section of the republic, also, the determination to increase the opportunities has taken strong hold, and, unless there should be an unexpected falling off in activity in the year 1905, a busy season in development and of work in the construction and preparation of new routes will be seen.

The intellects which are giving the closest attention to the railroad development of the most successful of all nations are more free, more open-minded and more progressive than ever before.

The developments in the way of transportation from Europe are also in accordance with the mighty expansion of this people. The electric roadways in the principal regions of the country are making striking advances. In almost every thickly settled part of the United States new trolley lines are building. Of these routes not a few are in the hands of the directors of conspicuous railroad companies.

TO ABOLISH GRAND JURIES.

Minnesota Electors Banish the Ancient Institution.

Baltimore American.

Minnesota at the last election voted by a large majority in favor of a constitutional amendment authorizing the legislature to abolish grand juries and substitute some other form of procedure in criminal cases. One of the comments on this action is that grand juries are too slow for a progressive and go-ahead people. It is not those who do rash and foolish things that are the most progressive. A step may be taken which, after considerable trial and resultant disaster, may have to be retraced, and that is not progress, though it may be a go-aheadativeness. The abolition of grand juries may be an altogether different step; it may be an indication of the most enlightened progress, but the majority of the states will be perfectly willing to have the progressive and go-ahead states of the west try it for a good long period before they adopt it.

There does not appear to be any constitutional objection to it, as the supreme court of the United States, by seven to two, has already rendered a favorable decision in a case sent up from California. The first objection which will occur to a lawyer is that the grand jury has been a common law procedure in criminal jurisprudence for many centuries, and during all that time it appears to have served well its purpose. Of course, there are relics which have survived their usefulness, if, indeed, they ever had any. Coroner's inquests are about as useless as can be imagined. They undertake an investigation which has no bearing on the ultimate decision of the case, and which must be gone over once by another inquest and usually twice, for the magistrate is also called on to investigate. An indictment by a grand jury is a voucher that an official inquiry has been made, and that there is good reason to try the party against whom the indictment is drawn.

Those who would abolish the grand jury would proceed by information. This would in the end be a much longer process than a grand jury investigation, as is the case now in some European countries, or it would give one man a power which, when fully understood, would not be tolerated by the people. It is far better to go a little slower and have the rights and wrongs of citizens in the keeping of twelve men than to risk the sense of irresponsibility and the insolence of office for a gain of a few days. The sifting of the innocent from the guilty is not the least service of the grand jury to the community. If there were no grand inquest nearly every man charged with crime would be proceeded against by information, and the courts would have to be multiplied.

ROUND ABOUT NEW YORK.

Ripples on the Current of Life in the Metropolis.

The ingenuity with which small spaces which in other cities would be disdained as of no particular utility, are put to profitable use in New York, has been occasionally remarked upon, but perhaps the best example is that of a tobacco store in the shopping district in Fourteenth street. The business of this store is comprised in the remarkable dimensions of six by four feet. It may seem somewhat incredible that in this diminutive space business can be carried on. But it is. Somehow, room is found for a considerable stock of goods and by an adroit arrangement of the interior, there is sufficient area for two persons at least—the owner of the place and one customer. Necessarily this is not one of those stores where the buyer lights his cigar and lingers for a chat. Business is brisk, and the customer at once sees that he must move on to give the next customer a chance in the tiny place.

It might be thought that the rent of such a wee store is almost nothing. Real estate, however, particularly in this locality, does not come as a gift or anything approaching it. Thirty dollars rental a month is what the owner of the store is asked to give up for his odd little place, and $30 a month he must pay. And he does enough business to pay it and have a good balance left.

As a development of New York's present transportation boom, which includes plans for the extension of all the existing systems and for the building of new lines, over head, under ground and under water, a great moving platform now looms up as more than a probability. The novelty is part of the Pennsylvania's railroad's system to handle the thousands of passengers coming from and going to its new terminal station, and will be operated across town under Thirty-fourth street, or from First avenue to Ninth avenue. According to experts, the moving platform will permit the loading and unloading of 750 passengers a minute, while the train is in motion, or the delivering of 47,250 passengers an hour at a given point, which is about double the capacity of the Interborough.

Tables compiled by the Insurance Press shows there are several blocks of buildings in New York City worth, with their contents, $25,000,000. In all America there are only three other cities that have a single block holding anything like this in value. These are Chicago, Philadelphia and Newark, N. J., each of which is shown to have a single city block containing property valued at $8,000,000. Boston has a block whose destructible property is worth $7,000,000; San Francisco comes next with a block containing $6,000,000, and Pittsburg follows, with its richest block worth $5,000,000.

The tables do not show the location of the $25,000,000 block in New York City. In Philadelphia the block bounded by Eighth, Ninth, Market and Arch streets is found to contain $8,000,000. Newark's richest block is bounded by Market, Broad, Halsey and Bank streets, and Chicago's $8,000,000 block is bounded by Wabash avenue, Randolph, Washington and State streets.

That cities learn slowly the lesson of fire protection is shown by a list of all the great fires in American cities during the last fifty years. Although Chicago was well nigh swept away in 1871, having $165,000,000 of property burned, that city had another fire within three years which cost $4,000,000. New York City's most destructive fire was on December 16, 1835, when $17,000,000 of property was burned. Ten years later there was a $6,000,000 fire, but in recent years New York City has had few conflagrations that destroyed more than $1,000,000, the only one being in January, 1901, when there was a blaze that swept away $1,094,900.

John B. McDonald, the "father of the subway," is ambitious to add further laurels to his crown. He has a plan to girdle the city with a vast subway system and he is backed by the Metropolitan Securities company, of which he is a director and the vice president. There is no Belmont money in the new enterprise. Roughly, the route of the new subway is from the Battery north on the east side of the city, under William street and the new Bowery to Chatham square and thence directly north under Third avenue to the Harlem, under the Harlem and through the Bronx, maintaining as far as possible the straight line to a point where connections may be made with the proposed Port Chester railroad. From the end of the main line, which will be in the vicinity of Woodlawn, a connecting line is to be run southwest to a point between Van Cortlandt and Yonkers.

Falls, or voluntary leaps, from the high bridges over the East river are not unusual occurrences, but the experience of Charles Summerfield, an iron worker, who fell from the Williamsburg bridge into the East river, a distance of 125 feet, was as remarkable as it was thrilling. Summerfield was at work on a girder, when his foot slipped on an ice-coated plank. He clutched for the girder, gave a yell and slid off through the network of steel. He turned two complete somersaults before he had covered half the distance to the river. Then he seemed to gather himself as one would do if he were preparing to take a leap. He doubled his knees against his chest, clasped his hands around them and ducked his head. The man's composure was remarkable, and those who witnessed his acts were astounded that he could so control himself in midair. He evidently clearly saw his danger and did his best to save his life. Striking the water on his side, he disappeared. In a few seconds he came to the surface and began swimming for all he was worth. Those who were watching from the bridge saw him take several strokes and then turn on his side. In a few moments he was pulled aboard a tug and taken to a hospital. When he regained consciousness this afternoon Summerfield said that he was formerly a circus performer and that his training in the ring probably saved his life. This fact explains his remarkable actions when in midair. "The best way to describe my sensations," he said, "is to say that I felt exactly like a man does after smoking an opium pipe. It seemed as though hundreds of bright lights held by fairies in fancy dresses were dancing before my eyes." The hospital physicians say that it is probable that the man will recover.

This was one of Senator Depew's stories at the New York Republican club dinner: In the campaign of 1884 Mr. Blaine asked Mr. Depew to introduce him in his tour of this state. After they left Sing Sing one day Mr. Blaine asked what would be the next stop. Mr. Depew told him it was Peekskill.

"What's that famous for?" asked Blaine.

"Well, if you must know," replied Depew, "I was born there."

"Why," said Blaine, "I always thought you were born in Poughkeepsie."

"No," said Depew, "Peekskill has the honor."

"Then I will do the introducing tonight," said Blaine. A crowd was waiting for them at the hall and Blane went to the speakers' stand at once.

"Whenever I come within sight of your city," he said, "my admiration of the beauties of the Hudson and its Palisades is put in the background by the more impressive remembrance that in your lovely city was born the distinguished orator whom I am about to introduce to you. Gentlemen, Mr. Chauncey M. Depew."

FOR A PARCELS POST.

Opposition to a Public Benefit Based on Selfish Grounds.

Chicago Tribune.

A distinguished postmaster general once said: "There are four reasons why we do not have a United States parcels post; one is the Adams Express company, the second is the American Express company, the third is the United States Express company, and the fourth is the Wells-Fargo Express company."

No one can honestly complain, of course, if the express companies resist a movement which would expose them to competition. But neither, on the other hand, should the express companies lift up their hands in surprise and horror if the people of this country request the Postoffice department to engage actively in a kind of business which is a perfectly legitimate extension of its present field. The postoffice departments of almost all other civilized countries carry parcels on a remunerative basis. The Postoffice department of the United States ought to expand into the parcel carrying business as fast as is consistent with adequate returns. It has an immense collecting and distributing machine already in existence. It has the facilities for stimulating the business of America by providing cheap transportation for small packages of merchandise.

The present postmaster general has suggested a small parcels post experiment. He would have congress pass a law allowing packages not exceeding five pounds in weight to be mailed at the distributing postoffice of any free delivery route for delivery to any person on that route at the rate of 3 cents a pound. He thinks that in this way the deficit due to rural free mail delivery would be considerably reduced. He thinks his plan is practicable. He ought to know. The principle certainly is right. The postoffice ought to be used by the people of America, who own it, as a means of convenience and utility in any way which is congenial to its original purpose and which will not plunge it into financial disaster.

PERSONAL NOTES.

It is to be hoped that the government assault on the Paper trust will not be a mere fight on paper.

The president and his cabinet appear to have been wrestling with the problem of getting jiu-jitsu into the curriculum of the naval academy. Manifestly it must be introduced jiu-jitsiously.

Joseph W. Folk, the governor of Missouri, has accepted an invitation of the Missouri Society of New York to be the guest of honor at its annual banquet on Thursday, March 16.

James R. Randall, the poet and journalist, who wrote "My Maryland" and many other poems that have become popular, is still living in Agusta, Ga. He was born in Baltimore in 1839.

Governor N. J. Bachelder of New Hampshire received as a Christmas present an exact reproduction of the famous Governor John Wentworth chair, used by Governor Wentworth from 1741 to 1765.

A real Indian princess, Melinda Mitchell, a descendant of Massasoit, is being entertained in Boston by the Daughters of the Revolution. She is able to trace her genealogy from the time of her illustrious ancestor.

The State Teachers Association of Michigan, in a recent session, inaugurated a movement for the erection of a monument to the memory of John D. Pierce, the founder of the Michigan educational system.

Henry S. Prevost died recently in Lima, Peru. His father was one of the first Americans to establish business in Peru, having gone there more than seventy years ago. Mr. Prevost continued his father's business and had extensive plantation interests in the country.

Apropos of the kaiser's latest performance as a conductor of a new opera at a dress rehearsal in Berlin, his patronage of music is something as magnificent as are his excursions into the realms of art, mechanics and chemistry. "I do not think many Germans know," said the emperor at a dinner at Count von Buelow's a few evenings ago, "that I spent last year out of my private income $1,000,000 on operas and theaters."

REBATES ON PRIVATE CARS.

A Feature of the Transportation Problem Beyond Reach of Law.

Philadelphia Press.

A trunk line official in New York tells the Journal of Commerce that rebates are paid to large shippers by the owners of private cars, and that there is no way to reach the evil under the existing law. He says that the shippers do all their business with the railroad company which obtains those cars from the owners of a private line. The shipper tells what cars he wants and after the transaction is concluded the private car owner pays the rebate to the shipper.

That is done in accordance with an understanding or agreement between the shipper and the private car owner, which leads the shipper to order that particular kind of car from the railroad company. As the private cars, of which there are now 78,000 in use, are not subjected to the interstate commerce law, there is no way to reach the abuse of excessive charges and rebates. Rebates are not paid, this trunk line official says, on business east of Chicago, excepting in the case of these private cars, but he says that in his opinion they are still paid west of Chicago. If that is the case the law is openly violated.

This official says that each railroad cannot afford to maintain sufficient refrigerator cars to do all of the business which at different times of the year is offered, and that the only solution will be for a private corporation, such as the Pullman company, to own and operate the cars. There is no complaint against the use of private cars. The complaint grows out of the fact that such cars are not subjected to the interstate commerce law. Congress could rectify that wrong in a very short time, and should do so. The railroad companies would all be glad to have that done.

LAUGHING LINES.

"Look out," said Uncle Eben, "fob de man dat measures yoh friendship by de 'mount o' money yoh is willin' to lend him."—Washington Star.

Miss Plane—Now, get as pretty a picture of me as you possibly can.

Photographer—Never fear, ma'am; when this is touched up you won't know yourself.—Cleveland Leader.

His Friend—Money talks.

The Promoter—Yes, but sometimes it's mighty hard to get it to listen.—New York Press.

"Do you ever run for a train?"

"No."

"I suppose you consider life too short for any such violent exercise?

"No. I usually consider the distance too long."—Cleveland Plain Dealer.

Mr. Uppagainst—I hear they have passed a law in Iowa that no degenerate shall be allowed to marry.

Mrs. Uppagainst—But what will be the test of degeneracy?

Mr. Uppagainst—Oh, wanting to get married, I suppose.—Judge.

O'Rorke—'Tis queer, but whenever I feel in me pants for me knife 'tis always in the other pocket.

McToole—Thin why don't yez always feel in the other pocket first, ye foolish man?—Pittsburg Post.

"What the drama wants," proclaimed the great manager, "is quality, not quantity."

"Yes," mused the critic; "I've noticed that, particularly in the costumes of the chorus girls."—Cleveland Leader.

THE SHADOWS.

Frank Dempster Sherman.

All up and down in shadow-town
The shadow children go;
In every street you're sure to meet
Them running to and fro.

They move around without a sound,
They play at hide-and-seek,
But no one yet that I have met
Has ever heard them speak.

Beneath the tree you often see
Them dancing in and out,
And in the sun there's always one
To follow you about.

Go where you will, he follows still,
Or sometimes runs before,
And, home at last, you'll find him fast
Beside you at the door.

A faithful friend is he to lend
His presence everywhere;
Blow out the light—to bed at night—
Your shadow-mate is there!

Then he will call the shadows all
Into your room to leap,
And such a pack! they make it black,
And fill your eyes with sleep!