

THE OMAHA DAILY BEE

E. ROSEWATER, EDITOR. PUBLISHED EVERY MORNING.

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Subscribed in my presence and sworn to before me this 31st day of January, 1905. M. B. HUNGATE, Notary Public.

General Corbin's "hoodoo" seems to be working overtime in the Philippines.

In his decision to support the regicides King Peter shows his recognition of the axiom that the creature cannot be greater than the creator.

A revolution is said to be brewing in Guatemala. Some American investors must be wanting the United States to make their concessions worth what they cost.

The supreme court has decided against the packers in the famous suit against the Beef trust, but the packing houses at South Omaha are still doing business at the old stand.

The charges of Senator Bard with reference to Indian schools may give California an opportunity to succeed Utah for a while in the limelight of senatorial publicity.

Ladrones in the Philippines should remember that every man cannot be a Rascall nor every captive a Perdicaris. Above all, they should realize that the United States is not Morocco.

Colorado is talking of installing voting machines. This would at least relieve legislatures and courts from listening to testimony of handwriting experts who are always more positive than certain.

If "Jim" Hill's lawyers are as shrewd as they are believed to be they will have another plan to distribute Northern Securities holdings by the time the supreme court finally decides the Harri-man case.

In indicating his intention to invoke the criminal section of the Sherman law against packers who may violate the "Beef trust" injunction, President Roosevelt shows that he did not spend several years on a western cattle ranch for nothing.

Japanese are taking unholy delight in telling Russian soldiers of the disorders in European Russia, but this may have the effect of making the Russians as willing to die in Manchuria as to return home to the tender mercies of the bureaucrats.

There seems to be such a discrepancy between the different figures given of fraternal insurance society membership in Nebraska that it might not be a bad idea when the state census is taken to include a question as to what societies each inhabitant belongs to.

The siege of the court house came close to taking the battlements by storm at the last meeting of the county board, but at the critical moment the besieging force was again repulsed. Another sortie is due before the week is ended, as soon as the board reconvenes.

No, there has not been another revolution over in St. Petersburg—only a speech on postal savings banks by the outgoing democratic member of congress from Nebraska. The large type on the front page of the local papist organ is responsible for such a natural mistake.

Captain Clado swears that he saw two torpedo boats when the warships of Admiral Rojestvensky fired upon the trawlers in the North sea, but this lacks considerable of proving that they were there, as Russian officers on that famous cruise must have been able to see almost anything.

As a result of its refusal to pay city taxes a receiver has been appointed for the street railway system at Lincoln. If it were only possible to impose a similar penalty upon all the railroads that shirk their city taxes in Nebraska every railroad in the state would be in the hands of a receiver.

CONTROL OF INTERSTATE COMMERCE.

The speech of President Roosevelt at the banquet of the Union league of Philadelphia urged the necessity of national control of interstate commerce in all its branches and aspects, the president declaring that beyond question this was the intention of the founders of our government. He said that supervision by the government over business enterprises, required by the development of industrialism, should not take the form of violent and ill-advised interference, but there is danger lest it take such form "if the business leaders of the business community confine themselves to trying to thwart the effort at regulation instead of guiding it aright."

Mr. Roosevelt counseled caution and moderation. "We must grow by evolution, not by revolution. There must be no hurry, but there must also be no halt, and those who are anxious that there should be no sudden and violent changes must remember that precisely these sudden and violent changes will be rendered likely if we refuse to make the needed changes in cautious and moderate manner." In this conservative spirit the president argues for national supervision of corporations engaged in commerce among the states, as in the interest of both the public and the corporations. Referring particularly to railway regulation, the president said that there must be lodged in some tribunal the power over rates, and especially over rebates "which will protect alike the railroad and the shipper and put the big shipper and the little shipper on an equal footing." What is needed is that there shall be lodged, in effective shape, in some such body as the Interstate commission, the power to see that every shipper who uses the railroads and every man who owns or manages a railroad shall on the one hand be given justice and on the other hand be required to do justice. The great highways of commerce must be open to all alike on reasonable and equitable terms. The appeal made by the president to the men who direct the great business interests of the country to work not in antagonism but in harmony for the attainment of a proper and necessary national control of corporations engaged in interstate commerce should go unheeded.

Mr. Roosevelt's speech will undoubtedly make a good impression. While it shows that there is no abatement of the interest of the administration in the subject which the president discussed, it also shows that he occupies a conservative position and is opposed to any action that might prove revolutionary in its effect upon the business of the country. Indeed, it is recognized by those who are able to take an unprejudiced view of the president's position regarding the corporations, that he is perhaps the most conservative force in the nation today, standing between those financial interests that are opposed to any change and that radical element which demands the most sweeping changes. Convincing evidence of this will be found in Mr. Roosevelt's Philadelphia speech.

BRITISH RESENTMENT.

There is no doubt that the attack on the British consul and vice consul at Warsaw, by Russian soldiers, justifies the strong feeling of resentment in England over the circumstance, but it is not at all likely that there will be any serious trouble between the two countries. There is a good deal of anti-British feeling in Russia, but it will probably be found when the facts are fully investigated that this had nothing to do with the Cossack assault on the British consular officials. It has been alleged that the soldiers were drunk—a not unusual condition for them to be in—and having been ordered to clear the streets of riotous strikers they did not attempt to discriminate as to who they were riding down. It is not difficult to understand that under such circumstances the Cossack cavalry would pay no attention to individuals so unfortunate as to be in their way.

Should it be found, however, that the attack was wanton the British government will undoubtedly demand adequate redress and it is safe to say that this will be readily accorded by Russia. That country cannot afford at this time to incur more of British ill will than is already felt toward it and while it is probably reluctant in making concessions it will hardly engage in any serious controversy with Great Britain over this incident. Some reparation will certainly be necessary and any reasonable demand the British government shall make will doubtless be acceded to.

HAY NOTE UNSATISFACTORY.

It was not to be expected that the note of Secretary Hay, restating the position of the United States in regard to the integrity of Chinese territory, and which has received the approval of other neutral powers, would be satisfactory to Russia. A newspaper of St. Petersburg doubtless expresses the general feeling in declaring that the attitude of this country is not favorable to Russian plans and expectations in regard to China. It certainly was not intended to be, although the Russian paper thinks it can be interpreted in different ways. The note states nothing new respecting the position of the United States toward the Chinese empire. Several years before Japan found it necessary to go to war against the aggression of Russia in Manchuria our government had clearly defined its policy with reference to the preservation of the territorial integrity of China. This was done when the powers were sending military forces to Peking and there seemed to be a very strong probability that some of them would demand or seize territory as indemnity. The government of the United States, in a memorable note to the powers, urged that the territorial integrity and administrative entity of the Chinese empire be respected and the appeal was acceded to. It also announced itself as a steadfast advocate of the open door, a

THE MEAT OF THE COGNAC.

The park board just now is being overrun with deputations from various improvement clubs endeavoring to influence the board's decision as to the proposed extension of the central boulevard northward. It is natural that residents of different sections of the city should be eager to have the boulevard brought as near as possible to their particular localities. But the meat of the cognac in this competition is to be found in the law which takes streets and thoroughfares labeled as boulevards out of the common category and provides the cost of construction and expenses of maintenance out of the park fund instead of by assessment upon the property owners immediately benefited. As a result we have the owners of property abutting on one street called upon to pay for the paving, curbing and guttering and other street improvements, while those in the next block abutting on a boulevard, which constitutes a more valuable improvement to their property, are altogether exempt.

It is difficult to comprehend how changing the name of a thoroughfare from street or avenue to boulevard changes its entire character for the purpose of public improvement. Granting that the boulevard is part of a park system, in the enjoyment of which the people of the entire city participate, still that is no valid reason why the property owners directly benefited should not contribute part of the expenses, and at least as much as they would be compelled to pay for the construction of the street had no boulevard been established. The competition for boulevard location, therefore, is not alone for the benefits conferred by the extension of the driveway, but for the exemptions carried from tax burdens otherwise imposed.

The total exemption of property abutting on boulevards from special improvement assessments practically entails a double tax upon those who are not so exempted. The owner of a lot on an ordinary street must pay his own paving tax for himself and then pay again into the park fund to pay for improving the street in front of his neighbor. While the charter revisionists are doing their work they should look into this subject thoroughly and see if they cannot devise some plan by which a reasonable share of the cost of boulevard construction and maintenance can be assessed back upon those who reap the tangible benefits.

The suggestion has been made by City Treasurer Hennings that the prompt payment of taxes on real estate could be easily enforced by the enactment of a law similar to that which prevails in several other states, requiring a certificate that no unpaid taxes are outstanding against any property before a valid deed for its transfer can be recorded. Real estate dealers, however, enter the objection that such a law would impede the free transfer of real estate because property is frequently bought subject to taxes on a speculation in the expectation that the taxes can be evaded by compromise or by contesting their legality. Whether it is wise to encourage transactions speculative on tax evasion is a question that our lawmakers might consider in connection with the suggestion of such a law.

The park board is uncompromisingly opposed to the work of the charter committee, recommending the abolition of \$30,000 minimum for the park fund levy, notwithstanding the fact that it leaves the maximum of \$40,000 untouched. The minimum levy practically gives the park board a fixed tax income equal to the previous maximum. The real question is, Why should the park fund be selected for this advantage, which is enjoyed by no other branch of municipal government? If the principle of fixed minimum levies is correct, then the other funds should have it as well. If it is incorrect, the minimum stipulation should be abolished altogether.

John Sharp Williams intimates that the attempt to reduce the pay of retired army officers below the rank of colonel who may be given assignments as punishment of General Miles because he placed shackles on Jefferson Davis, and the democratic house leader says such punishment is too late. There is a suspicion that if the gentleman from Mississippi meant what he said he would not have said it. Another competitor among the asphalt paving contractors is promised for Omaha by the time the bids are to be let for the next season's work. If additional competition has the same effect as the measure of competition we have had the last year or two, the prospects for getting any new pavements laid will be poor indeed.

Chicago Record-Herald. An Omaha paper says walking is good, healthy exercise. But one doesn't have to pay initiation fees or dues for walking.

Thinking, but Not Talking.

A Princeton dispatch says: "Mr. Cleveland is doing a lot of thinking about the democracy's future, but refuses to talk politics for publication." Mr. Cleveland's ex-

ample is commended to certain other demagogues who talk for publication without thinking.

Worst Trust of All.

Washington Post. Attorneys for the government are arguing in the case of a Porto Rican is not an American citizen nor a subject of a friendly power. The government seems to have a notion that a Porto Rican cuts no more figure than a democrat.

Want Too Much Cake.

Boston Transcript. Our outlying possessions appear to be piling up a heap of anxiety for the Connecticut tobacco growers. They have not yet been ruined by Cuban reciprocity, in spite of dire predictions, but they expect to be if the tariff on chewing products is further reduced, as proposed by Secretary Taft. The economic theory of these people seems to be that they are entitled to eat their cake and have it, too.

Law's Delay in Railroad Cases.

Philadelphia Press. The Interstate Commerce commission, or rather the shippers who complained to it about the alleged overcharges of the railroad companies for the transportation of hay, have at last obtained a decision from the courts. Judge Wing, in Cleveland, has decided in favor of the railroads and against the finding of the commission. It was years ago that the complaint was made, and the delay in reaching a decision shows the inadequacy of the existing system of dealing with such matters.

Crooked Work of Bank Officers.

Philadelphia Press. The failure of the German bank in Buffalo was generally believed to be due to illegitimate work by the bank officers, and the arrest of several of them seems to show that opinion to be well founded. If the laws in regard to such transactions are fully enforced bank failures will be few. The controller of the currency says that in nearly every case loans have been made in violation of law or some other illegal act done to cause the failure. The Oberlin bank would not have failed had not the president and the cashier loaned illegally all of its funds to Mrs. Chadwick. If the proper means are taken to punish all such delinquencies bank failures will be few.

IS IT ON THE SQUARE?

Features of the Hepburn Bill that Arouse Suspicion. Minneapolis Journal (rep.). Esteemed contemporaries along the line are shaking their heads at the Hepburn bill. The Boston Transcript, which inclines toward moderation in all things, views it as a "compromise." The New York Times, with a gift for explosive language, entitles it "Hepburn's bill to perpetuate railroad extortion." It declares that the bill is loaded with opportunities for hair-splitting and alludes to the sinister dominating which plans to wear down the complaining shipper by delays until he is driven out of business or dies of old age. This is, of course, hyperbole, for the shipper, without any law at all, has done neither the one nor the other.

The Journal has heretofore said that the section which abolishes the Interstate Commerce commission and immediately re-establishes it, has a queer look, and that the absence of any provision for the control of private car lines was a mistake, unless it was intended to cover the subject by the Stevens bill or to leave it to the discretion of the Interstate Commerce commission, which previously had been done at no extra charge. The laws of the different states impose certain obligations upon common carriers. These obligations give the shipper a guaranty that when he hands over his property to a common carrier the latter will use reasonable caution in handling it. He must make a reasonable effort to keep it from being stolen, or burned up, or lost in the rush of business. Other agencies for the transportation of merchandise are obliged to assume these liabilities and the railroads have been willing to do so until recently.

RAILROADS CAN BE CONVINCED.

New Uniform Bill of Lading Believed to Have Been Dropped. Chicago Tribune. The railroads are said to have abandoned their intention to adopt the new uniform bill of lading recently proposed. They have reached this decision after listening for two months to the loud and voluminous protests of the shippers. The shippers protested against the proposed uniform bill of lading because the railroads asked them to pay for a service which previously had been done at no extra charge. The laws of the different states impose certain obligations upon common carriers. These obligations give the shipper a guaranty that when he hands over his property to a common carrier the latter will use reasonable caution in handling it. He must make a reasonable effort to keep it from being stolen, or burned up, or lost in the rush of business. Other agencies for the transportation of merchandise are obliged to assume these liabilities and the railroads have been willing to do so until recently.

THE FREIGHT RATE SITUATION.

Practical Illustration of the Difficulties of the Problem. Wall Street Journal. The rates on grain from Omaha and Kansas City to the Gulf have afforded, this last week, a very forcible and practical illustration of the difficulties that rate revisionists will present.

The rate on grain from Omaha and Kansas City to the Gulf has afforded, this last week, a very forcible and practical illustration of the difficulties that rate revisionists will present. The rates on grain from Omaha and Kansas City to the Gulf have afforded, this last week, a very forcible and practical illustration of the difficulties that rate revisionists will present.

Competitive lines protested vigorously, and so did the Atlantic coast lines. Missouri Pacific was very sorry about it, and seems to have made a half promise to behave. As soon as the conference was over it made another contract for another 1,000,000 bushels at the same rate.

Rock Island, Burlington and Illinois Central then went after the business in earnest. They did not file any new tariffs. They merely made rates, including "elephant charges," at New Orleans, which may be anything at all that is necessary to get the business to the shipping point down to a figure equal to the Missouri Pacific rates.

Right here are two forms of rebate amply illustrated. They are recommended to the attention of President Roosevelt, and the Interstate Commerce commission. The consequences seem to have been about as follows, the figures being the corn tonnage handled on the new rates to the Gulf by the roads named: Missouri Pacific, 1,500,000 bushels; Rock Island, 500,000 bushels; Burlington (per I. C.), 1,250,000 bushels; Illinois Central, 500,000 bushels. This was a very large rebate, and it was a very large rebate to Chicago and to the trunk line. Chicago considers itself entitled to handle Nebraska corn, and the trunk lines need the business. There was an indignation meeting in Chicago. It ended Friday.

Right here the question arises which Congress will have to meet, sooner or later. How long are the Chicago shippers and the trunk lines going to make water run up hill by the maintenance of a purely artificial rate schedule? There are four or five railroads from the Missouri river to the Gulf, and every one of them can lay corn down in Liverpool cheaper, so far as actual units of transportation cost are concerned, than can any one of the trunk lines—cheaper, perhaps, than even the tramp steamers on the lakes. How long is it going to be before these railroads claim the advantage nature has given them? Seventy-five per cent of the grain of Nebraska is properly tributary to the Gulf ports, and before long, 75 per cent of the grain of Nebraska will reach Gulf ports. If government rate control will help this fundamental law of nature against the artificial law of Chicago and the trunk lines, the sooner government control arrives the better it will be for both the western country and the western railroads.

ANOTHER LESSON IN TRUSTS.

Rope Combine Gets Too Much Rope and Strangles Itself. Springfield (Mass.) Republican. The receivership for the Standard Rope and Twine company concludes the third chapter in the story of the attempt to combine the cordage manufacturing business of the country into a monopolistic trust. First there was the National Cordage company, which was among the earliest of the trusts, organized in 1887. That was reorganized into the United States Cordage company, which went into the hands of receivers in the spring of 1903, and caused a semi-panic in Wall street, the immediate precursor of the great panic which followed in June and July of that year. Out of the ruins of the United States Cordage company was constructed the present trust, which secured control of eight mills additional to the thirteen combined in the original company.

The larger combination has proved no more successful than its predecessors. Like them and like the other trusts, it was generously capitalized. Full credit was given to those great economies in production and distribution which are always the expectation and so seldom the realization in the trust movement. The capital stock listed amounted to \$12,000,000, all apparently held in the hands of investors as "economies," etc., and on nothing else. A bonded debt of about \$10,000,000 has been additionally acquired. But profits for fictitious capital have failed to come in and the concern has had difficulty in meeting the interest on its bonds, a difficulty which has now become a general business. The receivership discloses the fact that against a floating debt of \$1,300,000 and a bonded debt of \$10,000,000, the company has comparatively little property, its assets consisting chiefly of the mills in active operation, which are valued at \$2,500,000. It had no other assets of any value, and a large number of the mills acquired and concentrating operations in a few.

The failure further enforces the lesson that the economic advantages of industrial consolidation are of limited extent in the best of cases, and can never be realized through the common practice of combining widely scattered and widely diversified lines of worth or worthlessness, and all capitalized as efficient going concerns. It becomes a sprawling, clumsy construction, leading itself but poorly to close and efficient management; the expected economies fade away, and the attempt to make good the capitalization is continuously frustrated to correspond to these saving anticipations, only serve to draw new competing capital into the field and finally to bring on bankruptcy. We shall have had brought home to the country a good many such practical lessons before the crazy trust movement of the past few years has fully completed its course.

RAILROADS CAN BE CONVINCED.

New Uniform Bill of Lading Believed to Have Been Dropped. Chicago Tribune. The railroads are said to have abandoned their intention to adopt the new uniform bill of lading recently proposed. They have reached this decision after listening for two months to the loud and voluminous protests of the shippers. The shippers protested against the proposed uniform bill of lading because the railroads asked them to pay for a service which previously had been done at no extra charge. The laws of the different states impose certain obligations upon common carriers. These obligations give the shipper a guaranty that when he hands over his property to a common carrier the latter will use reasonable caution in handling it. He must make a reasonable effort to keep it from being stolen, or burned up, or lost in the rush of business. Other agencies for the transportation of merchandise are obliged to assume these liabilities and the railroads have been willing to do so until recently.

PERSONAL NOTES.

It is reported that Admiral Rojestvensky's fleet has been seriously damaged in a hurricane. Lucky dog, that man Rojestvensky. He might have met the Japs. Our old friend, Wu Ting Fang, is said to be a fugitive in England. Wu always professed to like us the best, but when he has any fighting with us to do he gives the English handily the call. Samuel N. Piles, who has been elected United States senator from Washington, was born in Kentucky, and was admitted to the bar of that state before he was 21 years of age. He went to Washington in 1882.

William J. Tyndall, congressman-elect from the Fourteenth Missouri district, is reported to have taken his first ride in an elevator after reaching Washington to look over the city where he is to work for the next two years. Andrew D. White, who has spent many years in Europe as a diplomatic representative of the United States, says there are three things with which he would desire to supplement the civilization of this country: From Great Britain he would bring its administration of criminal justice, from Germany its theater and from any or every European country, save Russia, Spain and Turkey, the government of railroads. A novelty in street railway rates in this country is undergoing a test in Cleveland, where Tom Johnson's ideas are taking root. In response to years of persistent agitation for reduced fares the street railway company decided to test the one rate system in vogue in Germany. A 3-cent rate is established for a distance of two miles in every direction from the business district and the rate of 5 cents to points beyond the zone limit. The experiment lasts two weeks and is being closely watched by the company and its patrons.

Among the standard annual publications of this country the Chicago News Almanac and Year Book deservedly holds high rank. It is a handy and comprehensive book of reference for busy people. Between its covers is a vast amount of information about commerce, industry, politics, history, education and many other subjects, with a copious index to facilitate the inquirer's search. One of the many admirable features of the Year Book is the liberal space given topics of particular interest to the great west, yet no part of the country is slighted. The issue for 1905 is an improvement on each of the preceding twenty volumes. To those familiar with its annual storehouse of knowledge further commendation is superfluous.

ROUND ABOUT NEW YORK.

Ripples on the Current of Life in the Metropolis. Blizzard stories are as thick as the snow piles in New York and vicinity. Favored people living in the Canada belt of the Missouri valley are unable by experience to appreciate the hardships which the real thing in blizzards lavishes upon the big town and its neighbors. The article which tradition tells us had its habitat in some undevoted section of the west, but which moved eastward to grow up with the country, was a molten stream of lava compared with New York's blizzard grown to robust maturity. Eighteen inches of snow fell during the storm. Fifteen thousand men and 5,000 teams were employed raising the snow blockade on the streets of New York and Brooklyn, a job that cost \$300,000. Men on the surface cars, having no sheltering vestibules, were so muffled up that they could not hear the conductor's bell signals and many of them, benumbed by the cold, had to be lifted from the cars at the end of the run. On the day of the storm 385,000 passengers were carried on the elevated roads and 411,000 on the subway lines.

A correspondent of the Philadelphia Ledger puts the cost of the storm up into the millions. The heaviest loss falls upon the local railroads and the trunk lines from the stoppage of their immense suburban traffic. The big department stores did not suffer as badly as the railroad companies in proportion, since their trade is of such a character that people who did not go to the stores during the last three days will make up for it when the weather moderates, but still the loss of a day's business must amount to considerable sums. This is true of general business, which was completely paralyzed on Wednesday. The gas and electric light companies, the telegraph and telephone companies, the hotels, which accommodate 15,000 extra guests at the lowest calculation, and contractors who rent their houses and cars to the city, lost money in prices to carry away the snow were gainers from the storm, but the amount on the credit side of the ledger is comparatively small. Experts have determined that a serious London fog costs some \$3,000,000. A fog in London is costly, but it does not tie up traffic more completely than it was tied up in New York by the storm. As the blizzard covered a much larger area, and its hindrances are continued, and as positive damage to machinery is done by the storm, it is safe to say that the \$2,000,000 estimate falls within the actual loss on account of the blizzard of 1905.

While the wind was playing pranks with women's skirts along One Hundred and Twenty-fifth street, the clerks in most of the stores amused themselves by taking observations from the front windows. Finally, from a shoe store which had a number of observers, a man ran out and planted this sign, printed in red paint, in the highest snow bank: "We do all the rubbering in this neighborhood."

To provide milk for his 1-year-old son George A. Bourgois, one of the best known attorneys in New Jersey, paid \$200 for two quart bottles of milk and the same amount of cream, or at the rate of \$5 a quart bottle. Mr. Bourgois lives in Ventnor, which was completely cut off from Atlantic City. On calling up a milk depot, a lawyer observed, a man ran out and planted this sign, printed in red paint, in the highest snow bank: "We do all the rubbering in this neighborhood."

"When you does some men a favor," said Uncle Eben, "they gets scared an' suspicious right away for fear you gwine to overtax their gratitude."—Washington Star. "Tess—She's being treated by one of those complex specialists. I wouldn't let anybody like that experiment with my face. —Don't you dread to handle it?" "On what account?" "Microbes." "My dear sir, the atmosphere of this building kills the microbes the moment they are exposed to it."—Chicago Tribune.

A WESTERN WIFE.

National Magazine. She walked behind the lagging mules. That drew the broker into the south. Here were the early rising rules. Here were the early rising rules. The smitten prairie blossom's fair. The soul home leaved from the scene; Firm gables met the whirling air, Deep porches lent repose serene. But withering brow and snowy tress Bespeak the early days of stress. And through the deeper wrought impress— The untold pathos of the wife. O western mother! in thy praise No artist paints nor poet sings. But from thy story of our life God's angels shape immortal wings!

Fifty Years the Standard. BAKER'S BAKING POWDER. Made from pure cream of tartar derived from grapes. Image of a woman holding a tray with a cake.

the site of the New York club, at Fifth avenue and Thirty-first street, instances the great demand for Fifth avenue property. The building of the St. Regis hotel at Fifth avenue and Fifty-fifth street was the entering wedge for the uprooting of homes in the few blocks below the park that had been preserved as a residence section. Tremendous efforts were made to prevent this invasion, but they were futile. A construction company has purchased a site opposite Sherry's and Delmonico's, at Forty-fourth street and Fifth avenue, and will erect a skyscraper office building there with an all-night bank on the ground floor. But what has startled more than anything else the society people who are resisting the advance is a report that a real estate syndicate will millions behind it is seeking to buy the Vanderbilt twin mansion at Fifth avenue and Fifty-first street and erect on the site a twenty-story office building that will be the largest structure north of Wall street. Whether or not this proves true, it seems a certainty that fashionable dwellers on this part of Fifth avenue must soon seek homes elsewhere.

Police Magistrate Crane sent this message from the judicial bench to the chief of detectives: "Tell him for me that if he wants to be clean every thief out of New York in forty-eight hours." The response of the chief was to the point: "Does he include all the thieves known as speculators, promoters and apostles of high finance?" The magistrate is pondering on an answer.

SMILING LINES.

"Hang it!" growled the pessimist. "I'm sure there's another snow storm coming." "Well," replied the optimist, "so long as the snow's come down we can't kick."—Philadelphia Ledger. "Cholly—When I saw how big a fish I had hooked, I tell you, I caught my breath." "Miss Tartan—you had some bait for that along, too, had you?"—Chicago Tribune. "I heard you make use of the word 'Jackass,' sir, did you apply it to me?" "No, sir, I didn't. You don't imagine you're the only Jackass in the world, do you?"—Cleveland Leader. "When you does some men a favor," said Uncle Eben, "they gets scared an' suspicious right away for fear you gwine to overtax their gratitude."—Washington Star. "Tess—She's being treated by one of those complex specialists. I wouldn't let anybody like that experiment with my face. —Don't you dread to handle it?" "On what account?" "Microbes." "My dear sir, the atmosphere of this building kills the microbes the moment they are exposed to it."—Chicago Tribune.

HAVE YOU A SMALL BOY? If you have one anywhere from 3 years to 5 years maybe you will be interested in a BARGAIN \$3, \$6, \$7 and \$8 reefers, [a small top coat for skating, coasting, etc.] are on sale this morning for \$1.00 There are just 50 coats and they won't last a great while. Come early and get a coat for less than the price of the sleeve linings. Browning King & Co. R. S. WILCOX, Mgr.