THE OMAHA DAILY BEE.

E. ROSEWATER, EDITOR.

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THE BEE PUBLISHING COMPANY.

STATEMENT OF CIRCULATION.

State of Nebraska, Douglas County, ss.:
C. C. Rosewater, 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 April, 1905, was as follows:

1	31,080	16	45,600
2	31,050	17	28,350
3	28,180	18	28,370
4	28,190	19	27,950
5	28,100	20	28,100
6	28,100	21	28,350
7	29,930	22	30,150
8	30,520	23	31,770
9	30,350	24	28,000
10	27,970	25	28,050
11	28,170	26	28,090
12	28,400	27	28,150
13	28,150	28	28,300
14	29,000	29	30,100
15	30,800	30	32,100

Total	889,420
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Net total sales	879,627
Daily average	29,321

C. C. ROSEWATER,
Secretary.

Subscribed in my presence and sworn to before me this 1st day of May, 1905.
(Seal) M. B. HUNGATE,
Notary Public.

The Auditorium will presently be a white elephant unless admission prices are made more popular.

After all, Admiral Rojestvensky may have been merely taking the rest cure for nerves in that French harbor.

It seems easier to settle with President Castro than with some of the men sent to Caracas to deal with him.

The Baptists have set the pace for religious organizations disrupted by the civil war. The way to unite is to unite.

The language of certain Chicago strike leaders would indicate that they were losing their heads as well as the strike.

Late reports indicate that the Hessian fly did more damage to the "bulls" on the board of trade than to the wheat in Nebraska.

From the lack of noise accompanying Mr. Garfield's hunt for Oil trust evidence, it is possible that the quarry may be in sight.

The Omaha man who offers to work for the city to pay his taxes reverses the usual desire, which is to work the city for the taxes.

The "boom" in July wheat shows that Kansas correspondents have decided to defer their reports of farm labor shortage in that state for a few days.

Foreign railroad men who are touring the United States can only hope that an up-to-date American wreck will not be among the things they are permitted to observe.

If the various grand juries at work investigating the alleged beef combine find no evidence of infraction of law, the packing house corporations will demand certificates of good character.

Western railroad men who have returned from the senate hearing at Washington will now resume efforts to make good their assertion that the "people" want no rate regulation by the government.

Down at Lincoln the candidate defeated for mayor a month ago has just asked and secured a nomination to run as a candidate for the city council. The question is whether this is promotion or demotion.

The report that "Champion" Jeffries has been "knocked out" by malaria and rheumatism comes as a pleasing variation. The majority of his predecessors in the title have been knocked out by bad whisky.

Now that the Norwegian Parliament has passed a bill to establish separate consulates it is "up to" Sweden to decide whether the act is a declaration of war or a friendly effort to reduce Sweden's expenses.

It is an ill wind that blows nobody good. If the menace of Jim Hill's rainbow railroad back of Omaha brings about a straightening of ox-bow lines now laid into Omaha, north and west, there will be some compensation for the rainbow.

Philadelphia is facing an offer of one-half of the profits of its gas plant, in addition to $20,000,000 for a seventy-five-year lease. If a company can pay a profit and running expenses out of 50 per cent of its receipts it must have a good thing.

The supreme court is to be commended for showing a disposition to frown on suits for damages against our cities. Where the city government is at fault it ought to be held, but we have had altogether too many far-fetched damage claims trumped up against the city in recent years.

AS TO THE EXTRA SESSION.

Members of the legislature who have expressed their views on the proposed extra session feel that in issuing such a call the governor would be casting an uncomplimentary reflection upon the men who have already spoken regarding railroad legislation in this state. The extra session would have the same personnel as the last regular session and as a result of that session the people of Nebraska are to decide the questions relating to a proposed railroad commission. These same men also believed that the action of congress should be awaited before state measures were adopted. Railroad rates form a subject for interstate regulation anyhow and one state could do little toward remedying any evils that may exist.—Lincoln Star.

Members of the legislature who entertain fears that in calling an extra session with a view to securing a measure of relief from excessive railway charges for the people of Nebraska Governor Mickey would cast "uncomplimentary reflections" upon them are altogether too sensitive. While there is no likelihood that an extra session will be called in the near future, there is a growing public sentiment that Governor Mickey would under certain conditions be justified in following the example of the governors of other states who have called special sessions for the same purpose.

It will be remembered that Governor Roosevelt called an extra session of the legislature of New York to deal with the franchised public utility corporations of New York and Governor Odell followed suit. Both of them succeeded in securing the legislation they had considered imperative, notwithstanding the fact that bills designed to accomplish the same end had been defeated in the regular session of the New York legislature.

Legislators in Arkansas, Texas and Missouri have been compelled to grapple with railway regulation in extra sessions and have not considered the call a reflection upon them.

Members of the last legislature who voted against regulation claimed that the issue was not made in the campaign preceding their election. They professed to have no instructions from the constituents or knowledge of their wishes. By the time these gentlemen have been at home six months they will probably learn what their constituents want.

To talk about waiting until after congress has complied with the recommendations of President Roosevelt in the revision of the interstate commerce act is sheerest subterfuge. It recalls forcibly the tactics of the Union Pacific railroad contingent during the agitation of the pro rate question in the '70s. Whenever a resolution was presented in state convention in response to the popular demand in favor of legislation that would compel the Union Pacific to pro rate with the Burlington without discrimination at its western terminus the resolutions were side-tracked on the plea that the subject should be dealt with by the legislature. When bills requiring the railroads to pro rate were pending in the legislature they were side-tracked on the ground that the matter should be dealt with by congress. When pro rate bills were introduced in congress they insisted that the subject should be dealt with by the state legislature.

Members of the legislature certainly do know that congress can give no relief to Nebraska from excessive local rates. If they would take the trouble to make inquiry they would ascertain readily that Nebraska local rates are anywhere from 30 to 40 per cent higher than the local rates in Iowa, Illinois or Wisconsin. If these local rates constitute only 40 per cent of the total traffic in Nebraska, which aggregated last year $45,000,000, Nebraska is paying at least $18,000,000 a year for transportation on its products and commodities within the state. Assuming that the rate is too high by only 25 per cent, the people of Nebraska are paying at least $4,500,000 a year in excess of what they should pay.

If the members of the late legislature did not consider that a sufficient reason for a revision of the rate laws they must be very obtuse. They may get their eyes opened yet, although "there are none so blind as those who will not see."

WILL BUY ABROAD.

The announcement that it is the intention of the Panama Canal commission to purchase material and supplies for the canal wherever they can be obtained for the least money, and that no preference is to be given to manufacturers or dealers in this country unless the prices of their goods and the cost of transportation make them the cheapest, is certain to elicit no little unfavorable comment and perhaps a very vigorous protest from American manufacturers and merchants, who have naturally expected to furnish the supplies for the construction of the canal.

This very reasonable expectation has been founded upon the belief that an administration which stands for the protection of American industries and labor would not go into foreign markets to obtain supplies for a great governmental work involving a vast expenditure of public money obtained from the taxation of our own people. It is true that the legislation by congress relating to the building of the canal requires that the work shall be done at the lowest possible cost, but it is altogether improbable that congress intended by this that the commission might go outside of the United States to purchase supplies, even if able to obtain them at somewhat less than they could be purchased for here. It is inconceivable that a congress strongly in favor of promoting home industries meant that the supplies for a great national enterprise might be purchased in foreign lands and with all deference to the opinion of the canal commission and the secretary of war we cannot help thinking that they are mistaken in their interpretation of the act of congress in this particular.

Everything needed in the construction of the isthmian canal that can be had in this country should be purchased here, under a fair system of competition among American manufacturers and dealers. Buying supplies abroad which can be obtained at home would be a departure from the policy of the government that a large majority of the American people would unqualifiedly condemn.

SECRETARY HAY'S RECOVERY.

It is authoritatively announced that Secretary Hay is almost fully restored to health and will return to the United States early in June to resume his duties as the head of the Department of State. The information will be exceedingly gratifying to all who have a proper appreciation of the great services which Mr. Hay has rendered the country and the importance of having him at the head of the diplomatic department of the government when the part to be taken by the United States in regard to the questions that will come up in connection with the settlement of the far eastern war is to be determined.

No one can say at present what part our government will play in that matter, but it appears to be the very general opinion that its interests in Asiatic affairs will not permit it to be an idle or indifferent spectator of what takes place when peace comes between Russia and Japan. The position of the United States in regard to the open door is very well understood, but it may become necessary for our government to reassert its attitude in this respect and no one is quite so well qualified to do this as Secretary Hay. It is therefore easy to believe the statement that President Roosevelt wants Mr. Hay's leadership in the diplomatic contest that seems to be opening over the adjustment of affairs in the far east and none will welcome more cordially than the president the return of the secretary of state.

A WARNING FROM CHINA.

The action of the commercial bodies in China in proclaiming a boycott against American goods is by no means an unexpected incident. When the Chinese government denounced the treaty relating to the exclusion of its people from the United States and the effort to negotiate a new treaty that would be more liberal in its terms failed, it was pretty generally apprehended, if not absolutely understood, that the merchants of China would take steps to show their resentment at what they and their government regarded as a most unfair and unjust policy of discrimination. It is the most natural thing in the world that they should do this and it has been repeatedly pointed out as probable by those who believe that the exclusion policy should be modified and made less drastic than at present.

Whether or not the Chinese are pursuing the wiser course in this respect time will determine, but it cannot be doubted that they are doing just what any other people having any self-respect would do under like circumstances. They cannot see why they should be treated differently from any other people who desire to come to this free and prosperous land. They note the fact that a great many Europeans come here to whom many Americans object and there is no law to keep any of them out who are not criminals or paupers or insane. The Chinese object to the exclusion of their merchants and students, when we allow to come into the country people of a far lower grade, simply because they are of yellow skin. They realize that there is little possibility of remedying this condition through treaty, the effort to negotiate a convention modifying the existing situation having failed, and they propose to have recourse to that most powerful of instrumentalities for effecting the adjustment of international differences, trade retaliation. A movement has been started in China hostile to American goods and there is reason to apprehend that it will grow and may become so serious as to eventually shut out the United States from the Chinese markets and perhaps from other Asiatic markets, for let it be understood that China is not without sympathy in that part of the world. We shall find that Japan, against the immigration here of whose people there is already a vigorous agitation on the Pacific coast, will be with the Chinese in their boycott policy and there can be no difficulty in determining what this would mean to our trade.

The problem is manifestly a perplexing one. Nobody desires that the doors shall be opened to an unrestricted flood of Chinese cheap labor. The exclusion of this it is understood the Chinese government does not object to. What it asks is that the intelligent citizens of the empire who come here as merchants and students and investigators shall be accorded the same privileges as are given to persons of like character from other countries. There is nothing unreasonable in this and there is no doubt that the exclusion act can be modified so as to meet this demand.

The commercial interests of the United States are giving careful attention to this subject. They understand its importance in relation to the future of our Asiatic trade and the position taken by Chinese merchants and commercial bodies hostile to American goods will intensify interest here in the question.

People outside of Omaha do not understand the constant pulling and hauling in Omaha to fix the location of proposed boulevards. In most cities the laying out and improvement of a boulevard means a considerable expense to the property benefited in the shape of special assessments, but in Omaha it means simply that the abutting property owners who would ordinarily have to pay for the paving in front of their premises are enabled, by having the street called a boulevard, to have all the expenses of improving it shifted to the taxpayers at large.

The threatened abrogation of the community of interest compact between the Northwestern and the Milwaukee & St. Paul not to invade each other's territory in the Dakotas and the transmissouri country generally is the natural consequence of the general prosperity and development of what was once the great American desert. The railroad fences around Uncle Sam's domain must come down just the same as the wire fences erected by the cattle barons.

The success of the Nebraska railroads in evading city taxes on their terminals seems to have emboldened them to try by the same fiction of distribution to get out of paying city taxes on their machine and repair shops by returning them as right-of-way, too. The next thing they will want to put their office furniture and bank deposits in as rolling stock to roll them out of the reach of the city tax assessor.

Governor Mickey has won out in the Samuelson case by an undivided verdict of the supreme court. It is too much, however, to expect the vulture press who used this transaction as the excuse for partisan mud slinging during the campaign to take back their malicious charges. But the people will know how to treat future onslaughts of the same character from the same source.

Governor Mickey has appointed the heads of all the state charitable and correctional institutions as delegates to the national conference of charities and corrections which is to be held in Portland. How the institutions will be able to run with their heads off remains to be seen.

That $500,000 contract for the North Platte irrigation project is a plum worth having. As this is the only part of the irrigation work in Nebraska, it would be a matter of pride to Nebraskans to have the Nebraska contracting firm among the bidders carry it off.

Conspicuously Lonesome.

Springfield Republican.

A railroad president who favors investing the interstate commission with power to fix rates has come forward in the person of A. B. Stickney of the Chicago Great Western. He is much needed by the administration. President Mellen of the New Haven road spoke favorably of Mr. Roosevelt's policy last winter; he could reinforce Mr. Stickney at this juncture in a timely manner.

The Limit in Chicago.

Chicago Chronicle.

If it be true that functionaries of the Board of Education have decided to send no more nonunion coal to the schoolhouses "unless absolutely necessary" the circumstance indicates that we are getting pretty close to the limit in this town. There may be some excuse—no matter how attenuated—for surrendering to adult strikers and rioters, but when public officers meekly bow down before impudence in knee breeches and pinafores the time for putting up the shutters and going out of business is close at hand.

Tribute to Mexican Heroes.

Boston Transcript.

It was a thoughful, generous impulse that moved the United States sailors and marines who escorted the remains of the late Mexican ambassador to the city of Mexico to place a wreath of laurel upon the monument to the Mexican cadets who died in defense of Chapultepec against the Americans in 1847. In the Mexican war the victory was always with us, but did not monopolize all the courage nor all the devotion. Chapultepec is the West Point of Mexico, and the Mexican cadets fought like heroes against the invaders.

"A Gentleman" in America.

New York Sun.

Neither a poor man nor a rich man is or can be "a gentleman" in America, in the sense of the terms as used in a monarchical country or under an aristocratic system of society. The word "gentleman" is unknown to our law. In the sense of expressing moral qualities, the only sense in which it can be used here, the term "gentleman" applies, of course, to every man entitled intrinsically to receive it as a designation of courtesy; but even in that usage it is a term so vague and indefinable that it is not worth talking about. It may be said, however, never to apply properly to any American who boasts of being a "gentleman" because of any accident of his mere material circumstances, or to any American who is troubled in mind lest, on account of them, he should not receive the title. If anybody in Ameria is not a "gentleman" it is his own fault.

PREACHERS' SMALL SALARIES.

Why They Are Unable to Provide for the Infirmities of Age.

Chicago Tribune.

Among the permanent funds of the Methodist church is one for the support of superannuated ministers. The question was recently raised in New York why Methodist preachers cannot save enough from their salaries to support them in old age. Figures have been given which are a sufficient answer.

There were 797 pastors in the three metropolitan annual conferences in 1904-5, these being the conferences in New York City. These pastors may be divided into four classes. The members of the first class, numbering 225, receive $1,500 per year or more, those in the second, numbering 184, $1,000 to $1,500; those in the third, numbering 211, $600 to $1,000, and those in the fourth, numbering 177, $600 or less. The salaries paid the ablest and most eloquent Methodist preachers in the metropolis are no more than are received by many men in subordinate places in large business concerns. The salaries of many of their humbler brethren are less than half as large as the wages of a good mechanic.

Outside the cities, both in New York and in other states, salaries are smaller. "My college chum," a distinguished New York lawyer, is quoted as saying, "was my equal in every respect and in some respects my superior. After twenty-five years of successful ministerial work I discovered that his annual income when in his prime was the exact amount I paid for the care of my horse at the livery stable." In the rural districts the pay of a pastor is often much less than the keep of a city horse.

The smallness of the salaries of Methodist preachers is partly due to the fact that in every community this church draws to it many poor people, but it is more largely owing to the noble, time-honored policy of Methodism of having "a church for every pastor and a pastor for every church." The flock may not number a dozen. It may be in a mining camp in Alaska; it may be in a city slum. However small, remote or inaccessible, it must and will have a shepherd. Wesley and Whitfield didn't believe in waiting for people to come in and get the gospel. They took it to them wherever they were, and their successors have been doing likewise ever since.

A man has to pinch and squeeze to rear and educate a family and dress as a preacher is expected to on $1,500 a year, especially in a city. The fact that thousands of educated men gladly and laboriously serve their church for much less shows that the age is not so commercial as it is sometimes represented and that religious heroism is not dead. The superannuated ministers of the Methodist church accept their annuities without regarding them as alms, and well they may, for they have earned all they get.

PERSONAL NOTES.

Edward Doyle, the blind poet of New York, has just issued his third book of poems. He is 50 years old, and has been sightless for thirty-seven years.

The Minnesota Census bureau has ruled that its enumerators need not try to compel women to tell their ages. Nor, it might have added, to try to square the circle.

Marie Corelli seems to find something amiss at home. She has noticed that "among the English upper classes there has been growing of late years a disregard for all that is truly sincere and honorable, and a callous frivolity to take its place." She further laments the disappearance of the "sterling virtues of mental and moral stability and weight which were once the Englishman's pride."

A link with the most brilliant period of the second French empire has been removed by the death in Paris of the Vicomtesse D'Aguado, at the age of 88. She was a lady in waiting at the court of Empress Eugenie, and she was famous for her great beauty. She figures in Winterhalter's splendid pictures, "Decameron." Empress Eugenie was represented at the funeral by Prince Murat.

A southern gentleman visiting in New York says that he has heard so many persons telephoning their families that they wouldn't be home to dinner that he has begun to wonder whether anybody in that city ever does dine at home anyway. Closer observation would perhaps reassure him by showing how many thoughtful husbands use the "universal convenience" to warn their wives that they are going to bring home a guest or two.

At New London, Conn., on May 6 the 250th anniversary of the founding of the town of John Winthrop, for many years governor of the colony of Connecticut, and son of John Winthrop, who was governor of the Massachusetts colony, a bronze statue of the younger Winthrop was unveiled. The memorial stands on Bulkeley square, near "Ye Antientist Burying Ground," wherein lie the remains of the earliest citizens of New London. The statue stands on a great bowlder, said to weigh twenty tons. It is the work of Bela Learned Pratt of Boston.

GASOLINE IN RAILROADING.

The Omaha Experiment Attracts Wide Attention.

Baltimore American.

Just about the time the popular mind has been prepared to accept electric power as the final and best solution of the rapid transit problem, there comes out of the west, from Omaha, statements concerning the accomplishments of a gasoline motor car that may occasion an entire readjustment of conclusions. The Union Pacific now has a gasoline motor car in use, and is building many more on the same model, though of greater dimensions than the original car, which is only thirty feet long. This initial gasoline coach is to be sent upon an exhibition tour over many roads and will finally come to the east coast.

The chief claim set up for the gasoline motor, as applied to railway locomotion, is not that it is capable of a higher speed result than electricity or steam, but that for many particular passenger and traffic purposes it is more adaptable and more economic. The average speed of the car in use is thirty miles an hour, though upon a level grade it has attained a speed of forty miles per hour. The motive equipment is an evenly balanced 100-horse power, six cylinder gasoline engine. It is a reasonable assumption that a higher speed can be attained when thought desirable by simply increasing the power of the motor machinery.

The comparatively small cost of operating a gasoline railroad, it is expected by the promoters, will result ultimately not only in introducing gasoline cars upon the short branch lines, but will result in greatly extending the system of feeder lines of all the principal roads. Instead of high-priced engineers, firemen, conductors and brakemen, a crew of only two, the motorman and the conductor, will operate the car. The saving in fuel, it is alleged, will also be great. There will be no water tanks along the routes, because the cars do not require water in engendering power.

In recent years, one transit improvement has followed so quickly upon another that at times it is difficult to keep pace with all the space-annihilating suggestions of the inventors. The New York Central railroad, it is understood, will, with as much expedition as can be economically enforced, substitute electric engines for steam engines over its entire system, using the electric power for all purposes. It does not seem at present likely that gasoline power may come into competition in the drawing of long and heavy trains. Its greatest available utility will most likely be for light draft roads, that connect town and out-of-the-way territory with the main lines. However, the gasoline car is very new, and the full extent of its possibilities cannot be known until it has been subjected to more extensive tests.

GOVERNOR CUMMINS ON RATES.

Overshadowing Importance of the Principle of Control.

Indianapolis News.

Governor Cummins of Iowa plants himself unequivocally on the side of government control of railway rates. He has no doubt of the right and the duty of the government to assume this power, nor of the vital importance of acting. We are confronted with something more, he thinks, than a struggle over the shadings of a few rates. It is a conflict over a principle so wide and deep that in his opinion it involves possession by the railways of a power more potential than that of congress itself, greater than the taxing power and probably greater than any other power that can possibly be wielded in our country.

Here is one of the most significant passages from Governor Cummins' testimony before the Elkins committee:

"If there had been in my mind a lingering doubt about the wisdom of conferring the proposed authority upon the commission, the statements which have been made before your committee by men connected with the railway companies would have dispelled it completely. Over and over again it has been repeated to you that rates are not made with reference to any known principle. Distance is little considered, the cost of service is little consulted. These railway men have with great candor declared that rates have been made and will continue to be made with reference only to their view of the welfare of the territory which their lines supply. That means that the rates have been and will be so adjusted as to afford the largest revenue to the railway companies. It means that the railway companies have exercised the power, and insist upon its continuance, to take away the natural advantages of one state or locality or city and confer them upon another state, locality or city. It means that railways have assumed the prerogative of determining the kind and extent of traffic that shall be carried on between different parts of the country. It means an artificial business life, based upon the discretion and judgment of the railway companies."

We may think it a dangerous extension of governmental power to give authority to fix railway rates, but in the interest of fair play as between not so much individual shippers as betwen communities and states, is it safe and wise to trust ourselves wholly to the tender mercies or the arbitrary decisions of the railway managers? As things now are, they can make or unmake the prosperity of what place they will.

BITS OF WASHINGTON LIFE.

Minor Scenes and Incidents Sketched on the Spot.

A new and distinctive series of postage stamps of all denominations for use in the Philippines are being printed by the government. They will be issued and ready for business on the islands on the Fourth of July. For sentimental reasons the new stamps will possess great interest for the people of the United States, although they will not be available for postage on the mainland. Upon six of the denominations will appear portraits of distinguished citizens of the United States.

The new series will consist of the same number and denominations—expressed in centavos—as the current issue of United States stamps. The designs will be as follows:

Two Centavos (1 cent)—Bust of Rizal, the idol of the Filipinos, who was executed by the Spaniards because of his activity in fighting for his country's freedom. This stamp will carry the bulk of Philippine domestic mail.

Four Centavos—Bust of McKinley.

Six Centavos—Bust of Magellan, discoverer of the Philippines.

Eight Centavos—Bust of Legaspi, who first established civil government in the Philippines.

Ten Centavos—Bust of General Lawton, killed in the Philippines.

Twenty Centavos—Bust of Admiral Sampson.

The question naturally arises, Why should Admiral Sampson be honored by a place on the stamps rather than Admiral Dewey? The explanation is simple.

The policy of the government does not permit the placing of portraits of persons still living upon postage stamps. The scheme of the insular bureau contemplated representation on the series of stamps of American officers who participated in the land and sea operations which resulted in the acquisition of the Philippines, and Admiral Sampson was the only commanding officer of high grade not now living.

The placing of Franklin and Washington on the stamps of the Philippines is also a bit of sentiment. The first two postage stamps ever issued by the United States government were the 5-cent face of Franklin and the 10-cent face of Washington in 1847. Since that date these two faces have appeared on every series of postage stamps issued, and it is fitting that they should now be continued on the stamps of the colonies.

The 4-centavos, corresponding to our 2-cent stamp, will bear the photograph of William McKinley. This will be the first time the face of President McKinley has had a place on a postage stamp.

At the time of his death the Postoffice department had under consideration a new series of stamps, and immediately there developed a strong sentiment in favor of honoring Mr. McKinley with a place on one of the denominations. This could not be done without displacing Washington, Franklin, Lincoln or Grant, provided McKinley was to have a place on a stamp of general use.

While the stamps will be distinctively Filipino in a way, Uncle Sam will still indicate the interest in the postal system of his ward by the use of an inscription in small letters at the top of each stamp, substantially as follows: "Government of the Philippines, U. S. A.," and although the Spanish currency will be the basis—centavos and pesos—the English language will be applied, as for example, "two centavos" rather than "dos centavos."

The Filipino stamp of the denomination of one milesima is worth in our currency only one-twentieth of a cent. Grading upward from one milesima there are five intermediate denominations before the value of two centavos, the equivalent of our 1 cent, is reached.

But this stamp, small in value as it is, does not hold the record. In 1875, for a special purpose, a stamp was issued worth less than one-thirtieth of a cent. In an unused condition it is now a very rare stamp and collectors will pay $5 each for copies and it is worth $3 after having been used.

In 1889 the Society of the Army of the Cumberland propsed a statue in Washington to General Philip H. Sheridan, who died the preceding year, and contributions were called for. It must be admitted that they have come in slowly, but the Grant fund lagged; it has required almost superhuman efforts to raise money to perpetuate the memory of all our great men. Last week there was a meeting in Washington to consider what could be done to carry out the project. The general's widow was present, together with Secretary Taft and Senator Wetmore of Rhode Island. An appropriation of of $50,000 by congress is available, and Secretary Taft will ask for $25,00 more. The Society of the Army of the Cumberland has been able to raise only $4,000. For about $80,000 a fine equestrian statue could be erected, and the proper place for it would be Sheridan circle. There will probably be no difficulty about getting from congress the extra money needed.

Almost all the great union soldiers are represented in Washington, but there is no adequate memorial of Sheridan. There is a grand equestrian statue of his rival in military achievements, W. T. Sherman, and there should be no more delay in doing justice to the meory of the man whom both Lincoln and Grant regarded as one of the greatest soldiers of his age. Of the succession of victories ending with Winchester, General Grant said: "It stamps Sheridan, what I have always thought him, as one of the ablest of generals." When Lincoln made him a major general he issued the following order:

"For personal gallantry, military skill and just confidence in the courage and patriotism of his troops, displayed by Philip H. Sheridan, on the 19th of October at Cedar Run, where, under the blessing of providence his routed army was reorganized, a great national disaster averted and a brilliant victory achieved over the rebels for the third time in thirty days, Philip H. Sheridan is appointed major general in the United States army." He was undoubtedly the cavalry genius of the civil war.

Vice President Fairbanks has selected the design for the silver inkstand which he will use as the second officer of the great republic and as the presiding officer of the United States senate. Its cost is to aggregate $500. This will include two large wells, each capable of holding a pint of red and black ink. The wells will be miniature reproductions of the capitol dome. There will be a well for a sponge and a rack for pens. The whole thing is to rest on a great shield of silver representing the shield of the United States. The two ink wells and the back piece of the stand will be the national eagle, with its darts and quiver. The ink well is to be paid for out of the contingent fund of the senate, and after the close of Mr. Fairbanks' term it will become his personal property, for such has long been the custom of the senate. The ink well made for Garrett A. Hobart was nearly of solid gold, and though it was absolutely plain, yet it cost $100 more than the well selected by Mr. Fairbanks.

Loaded.

Washington Post.

Senator Elkins insists that more care should be exercised in the transportation of explosive. It is understood that the senator believes there's dynamite concealed in the railway rate bills.

SAID IN FUN.

"And is she very pretty?"
"No, I should say not."
"Why, John told me she was as pretty as a picture."
"Well, he probably meant an amateur photograph."—Cleveland Leader.

"Sometimes," said Uncle Eben, "it 'pears to me dat some o' dese yere politicians thinks dar's gwine to be gineral revolution every time dey gits ready to turn a somersault."—Washington Star.

Ranter—I thought this paper was friendly to me.
Editor—So it is. What's the matter now?
Ranter—I made a speech at the banquet last night and you didn't print a line of it.
Editor—Well? What further proof did you want of our friendship?—Philadelphia Press.

Mr. Slopoke (apologetically)—Well, I suppose I am a perfect bear, and all that, you know.
Miss Adeham (meaningly)—No, I can't say that you display all the characteristics of a bear!
And he didn't see it then. Some men are hopeless.—Cleveland Leader.

"But surely," protested the reformer, "you don't believe a man should sell his vote for paltry gold?"
"Sure not," replied the ward heeler. "He'd oughter be satisfied with a few drinks."—Philadelphia Ledger.

"I don't suppose you know what it is to be exposed to temptation every moment of your working day, as I am."
"I'm not so sure about that. What's your occupation?"
"I am a bank cashier."
"Shake! I'm a berry picker."—Chicago Tribune.

By some mistake the caller in search of information had been referred to the sporting editor.
"I want to find somebody," she said, approaching his desk timidly, "who can tell me how to get up a pink tea."
"You've got me guessing, miss," he replied. "The only drink of that kind I know anything about is black coffee."—Chicago Tribune.

THE BOY'S VACATION TIME.

J. W. Foley in New York Times.

Hail that long awaited day
When the school books laid away,
All the thoughts of merry youngsters turn
from pages back to play!
Done with lesson and with rule,
Done with teacher and with school,
Stray the vagrant hearts of childhood to
the tempting wood and pool!

Who will tell in tune and rhyme
Of the glory and the grime,
In the dusty lanes and byways of a boy's
vacation time?
Hark, the whistle and the cry
That is piping shrill and high
From the chorus of glad youngsters trooping riotously by!

Say, did sun e'er brightly shine
As when, with his rod and line,
Tramps the barefoot lad a-fishing, and the
water clear and fine!
Sweet the murmur of the trees,
And what glory now he sees
In the chatter of the wild birds and the
buzz of bumble bees!

Hear the green woods cry and call,
Through the summer to the fall,
"We are waiting, waiting, waiting, with a
welcome for you all!"
Hear the lads take up the cry,
With an echo, shrill and high,
"We are coming, coming, coming, for vacation time is nigh!"

How the skies are blue and fair,
How the clover scents the air
With a witchery of fragrance that is delicate and rare!
How the blossoms bud and blow,
And the great waves flood and flow
In the ocean of boy-happiness, like billows to and fro!

Ah, my heart goes back and sighs
When the piping calls and cries
From the hearts of merry youngsters like a
song of triumph rise!
And I would that tune and rhyme
Might be splendid and sublime
In my heart to tell the story of a boy's
vacation time!