as a Railroad Manager Mexico

in the United States will notice that of public opinion, from coming hither domain. Therefore it has gone into the merger business itself. Finance Minister Limantour presented a report to the Mexican congress in which he said that Mexico should prevent the powerful American railway corporations, "attacked as they are by all legal means in their own country,

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If you have tried most everything else, come to me. Where others fail is where I have my greatest

Write me today and I will send you my book on Rupture and its Cure, showing my appliance and giving you prices and names of people who have tried it and been cured. It is instant relief when all others fail. Remember I use no salves, no harness, no lies. Just a straight business deal at a reasonable price. reasonable price. C. E. BROOKS, 3555 Brooks Bidg., Marshall, Mich.

The promoters of railway mergers | as well as harassed by the pressure the Mexican government has decided and seeking to absorb these Mexican to head off any possibility for any railroads which are not already uncombinations of this sort in its own der the direct control of the government."

> Under this program of prevention General Diaz's government has bought a majority of the stock of the Mexican Central road. This gives it the control of the National and the Central, together with their dependent lines. Something like 10,000 miles of railway will now be in charge of the authorities at the City of Mexico. This comprises all the important lines of road in the country. Minister Limantour advanced three reasons for getting control of the National and the Central-to prevent friction between them as competing lines; to head off their absorption by the railway trusts of the United States, and to bring economies by consolidating the roads under a single

> This experiment in railroad control on a fairly large scale will have an interest for the United States. True, Mexico's 10,000 or 12,000 miles of road are small compared with the 220, 000 miles in the United States. E. H. Harriman controls double as many miles of road as does the Mexican government. But even the 10,000 miles which are to be run hereafter by President Diaz will be interesting as an experiment in the direction of national ownership and operation of railways.—St. Louis Globe-Democrat.

FAMILY EXPENSES

The growing cost of living in the United States is something not to be put out of sight at the bidding of government statisticians who have to meet the views and political needs of the leaders of the dominant party. Unofficial statisticians, who have no political masters to satisfy, tell ankept watch on the prices of commodities, making comparisons from month living a certain number of commodities and articles consumed in the great majority of American households are taken as the basis of the calculation. For example, the amount of flour, or is calculated and the wholesale prices of these articles are set down, the total giving what is technically known as the "index number."

Ten years ago the index number

was \$72.45; September 1, 1905, it was \$100.30, and for September 1, 1906 it was \$104.28. Thus in the ten years ending September 1, 1905, the increase in the cost of living was about 40 per cent. The increase in the last twelve months has been, approximately, 4 per cent.

Oddly enough the monetary experts show that the depreciation in the purchasing power of gold since 1896, or ten years ago, is about 36 per cent. There are statisticians and financial commentators who will not admit that the depreciation in gold has much to do with the increased cost of living. They say there are many contributory causes, but plain people will argue that if the gold "yard stick" has shrunk the explanation is sufficient for them.

Had silver not been demonetized in civilized countries, and it had been freely coined, the white metal would today be loaded with the grumblings of the nations, worrying over the high prices of commodities, and driven into the wilderness, an expiatory goat But gold, never!

The complaint of the growing cost of things is universal, as we have had frequent occasion to remark. The wail of the householder is as loud in Capetown as in New York, in Buenos Ayres as here in Mexico City-Mexican Herald.

BEES DIED FROM OVERWORK

The beeman, as he gently removed a tawny cluster of bees from his beard. said:

"Above all things never set a beehive near an arc light. If you do, your bees will die of overwork within a week.

"An arc light, emitting a powerful illumination, was put up last spring near my beehive. The night it was put up my bees, mistaking its light for daylight, worked like beavers, though dead tired.

"When the dawn came and the light other story. Dun's circular has long was extinguished the bees, quite worn out, turned in; but lo, in a few minutes the sun was shining and out the to month. To ascertain the cost of poor, bedraggled creatures hurried again, for no bee will consent to pass the daylight hours in idleness.

"They got through the day somehow, and at dusk, after thirty-six hours of unceasing toil, they once meat, or other food required for the more turned in. Alas, the arc light annual consumption of an individual began to hiss and glow again, and the poor bees, worn to shadows, bent, pallid, staggered forth for another round of labor.

"They were all dead by the end of the week-victim's of overwork, every mother's son of them."-New Orleans Times-Democrat.

A FOOTBALL ENTHUSIAST

W. J. Clothier, the tennis champion of America, said at a dinner in Philadelphia:

"Tennis is all very well in its way, but what is the excitement, what is the enthusiasm of tennis compared to that of football?

"Perhaps you have heard of that Pennsylvania guard who, coming to at the end of a football game, whispered to the physician bending over

"'Did we win, doctor?" "'Yes, hands down,' the physician

answered.

"The guard flushed with joy. "'Never mind that fractured thigh, then, doc,' he said. 'Just take these broken teeth out of my mouth so's can holler.' "-New York Tribune.

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