

The Norfolk Weekly News-Journal

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The death of Robert Wilson Patterson, editor in chief of the Chicago Tribune, removes from earth's activities one of the great news editors of the country, an able successor to Joseph Medill.

The Irish people are surely gaining ground and the day is probably not far distant when old England will recognize the fact and concede to them all it does to Canada, which would be no more than justice.

The crusade for a safe and sane Fourth is extending all over the country and many cities are being urged to enact ordinances to prevent the sale of fireworks—especially the toy pistol and the Chinese firecracker. It is a move in the right direction.

A genius in Connecticut has invented a fishing rod with a device in the handle which registers the weight of each fish as it is brought to the surface. This rod should find a ready sale if for no other reason than that it will enable ninruds to tell the weight of the big fellows that get away.

Dr. Norwalk of Chicago claims to have discovered a preservative which will keep eggs fresh for fifteen years. It is to be hoped that he will keep the secret from the cold storage combine, otherwise it will buy up every egg on the market and charge us about two dollars a dozen during the winter months.

The Germans are not going to see the south pole borne triumphantly off by the English without making a try for it. An expedition supported by the German geographical society will be led by Lieutenant Filchner of the army general staff.

The successful candidate for mayor of "bovillie" at Hammond, Ind., ran on this terse and to-the-point platform: "If anything gets started that oughtn't to be, I'll take the blame—and then smash it."

Can that be beaten by any grown-up candidates pledge? A news item says that the women are trying to run the government of France. Trying to run it? They are doing it. For centuries the women of France have virtually pulled the wires which operate the government machinery.

Pittsburg has again given the world an object lesson that it seems to be sorely in need of. A city can have big buildings, big factories, great institutions, Carnegie libraries and educational foundations but it can't have a reputation that is satisfactory unless it is inhabited and controlled in its individual and public business by honest men.

Texas cotton raisers have found a new product which can be made from cotton and it can be ground into flour which makes palatable food. The cotton plant is certainly widely diversified in its usefulness, its floss is made into cloth, its stalks into paper, its seed into bread, its oil into shortening for food and machine oil.

The largest business enterprise in the world in the expenditures involved the number of persons employed and the service rendered is the United States postoffice department. Hence it is perhaps not strange that it has not yet been so adjusted as to keep its expenses within its income, but the country awaits hopefully such a businesslike adjustment.

The much discussed subject, "Does higher education tend to lesson the number of marriages," seems to be answered in the affirmative by the statistics furnished by Smith college. Only 34 percent of the graduates from this leading school for girls have married. It looks as though the men of America did not have a high appreciation of educated wives.

Dr. Guffell's importation of reindeer into Labrador has been as successful as was Dr. Jackson's importation into Alaska. They are far superior in every way to dogs and make winter traffic between settlements possible where without these hardy animals it was impossible. In time their increase will furnish valuable food to the scanty tribes of these struggling people.

A ship subsidy would not be a bad thing if it could be repealed when its necessary work had to be done. All agree that this nation ought to build up a merchant marine, but all fear that to grant a subsidy would be merely to start more corrupt corporations to fleece the government. The whole connection between legislation and

business interests must be done away with. Human nature will not stand the pressure.

The Smithsonian institute has already received from the Roosevelt hunting party so many specimens that it is going to tax all the present room to house them. Wait until the strenuous colonel has all the hides of the European nobility that he will tan hung up on the roof to dry and ready for shipment and there will be need of calling a special session of congress to erect new buildings in which to place them.

If you were to accost the first dozen people you meet as you go out on the street to your daily work tomorrow morning and ask them what they most desired the chances are that you would have a curious medley of answers. Humanity is so taken up with things that attract it that it imagines that it would be satisfied with the possession of beautiful houses, elegant clothing, better served tables, and the equipages which only money—and a good deal of it—can buy and maintain.

It is nearly a hundred years since this country had a war in which Canada took a part. Since the war of 1812 we have dwelt in peace with our Canadian neighbors and it has not been necessary to keep an imposing naval force on the lakes, either. It is proposed that the two countries unite in celebrating this century of peace in some fitting manner. The idea is a happy one.

The desire for wealth is so rampant now that even the members of the burglar profession want their booty in wagon loads and are no longer satisfied with what can be secured by the old-fashioned single-handed system. The latest style in burglary is that of backing a wagon up to the rear door of the place selected and when the vault is pierced with steel drills to lead the plunder on and depart. This method was adopted at Richmond, Va., in separating Uncle Sam from \$68,000.

National friendships are shifting and undependable. A small change in a nation's policies may turn a friendly neighbor into a hostile one. Fortunately national animosities are also easily forgotten and in spite of the growing fierceness of commercial competition open hatred between nations is less common than it ever was before and a spirit of good will and a willingness to arbitrate differences proves that the world is becoming more civilized.

In the present state of the world there are few who question the wisdom of maintaining our navy but there are many who doubt the wisdom or the necessity for entering the mad race which European nations have for some time been engaged in to maintain a superiority in armament. The building of two 34,000 ton battleships next year in addition to two 27,000 tons for this year and five submarines for the Pacific coast looks like a heavy tax to most people.

Half a century ago or more, more men wore shawls to protect them from the cold than had overcoats. The shawl being a lineal descendant of the Scottish plaid and Indian blanket was then a perfectly suitable article of masculine attire. Later the shawl was worn exclusively by women and now it has almost disappeared from common use. Queen Victoria was fond of rich and beautiful shawls and continued to give brides of the royal circle costly camels' hair shawls long after they had gone out of fashion, but they were never the less prized by the recipients.

A traveler on the high seas who books on a first class steamship in this year of our Lord has all the comforts and conveniences of home, even unto a daily paper which gives the news of the world. This is, of course, made possible by the wireless telegraph system, which has been much improved during the last few months. A man may now read the proceedings of congress, markets and all important world events while crossing the ocean in a modern liner. On the Lusitania, for instance, is published a daily paper which has an average circulation of 2,000 copies—a paper of thirty-two pages of six by ten inches.

Charles H. Hoyt, national superintendent of roads construction, does not believe that talk alone will contribute much toward the improvement of our public highways—it requires money to construct and improve the roads. In a recent address at a Farmers' institute in Illinois Mr. Hoyt said: "The inevitable truth is that talk and enthusiasm alone will not build many good roads. State aid is accomplishing the most in road building. Where the state maintains a highway engineering department to have general supervision over the highways, and where the cost of building and maintaining the roads is divided between the state, county and township in specified rates, the most is being accomplished."

THE "WETS" FIND COMFORT. The "wets" have found more hope in the election just past, and interpret the results as indicating that the

prohibition wave which has been sweeping the nation, is losing ground. Losses to the "drys" in Nebraska, Illinois and Wisconsin have been taken by the "wets" as a sign that more and more towns and states are falling off the water wagon and that the old argument that "prohibition doesn't prohibit" is being exemplified. They also find signs in the fact that the government is sending out seventy-five special revenue men, all into dry cities and states, to uncover "blind pigs."

OTHER ROADS DO IT.

The Union Pacific and M. & O. roads consider Norfolk important enough to run their trains into town. Why shouldn't the Northwestern, which profits from Norfolk's business to much greater extent than those two?

The Union Pacific gives Norfolk an excellent service to and from Omaha, picking up passengers in the heart of the town and bringing them back to the same place. The M. & O. road likewise renders a splendid Norfolk Omaha service, making it possible for passengers to take trains and leave them, in the center of the town.

The Northwestern has a station located in the city's heart. All that it would have to do would be to run its trains another mile. And expert railroad men have in the past declared this to be perfectly feasible and practical.

WHY NOT FOR NORFOLK, TOO?

The Northwestern railroad sends its trains by a roundabout route and over the Union Pacific's tracks for the sole purpose of entering and leaving the city of Omaha at a point convenient for the traveling public. It could save fifteen miles on every train by using its own depot on Webster street, instead of going far around to come in at the union depot there.

That shows what the Northwestern railroad is willing to do for a city when it thinks the traffic and the city are entitled to consideration. But it doesn't seem to think the traveling public of north Nebraska and Norfolk are entitled to even such a slight consideration as to make it worth while to bring Norfolk trains clear into town, instead of stopping them a mile away and forcing passengers to get the balance of the way by any means they see fit.

That the running of main line trains up to the Norfolk station would be a very simple matter, has been repeatedly stated by railroad experts. Yet the people of this vicinity continue to be dumped off out in the country, practically speaking, and when Norfolk people want to spend their money with the Northwestern for passenger service, they're compelled to make their way to a point a mile out of town before they can board the train.

Norfolk, the Northwestern railroad's literature will tell you, is a point on the main line of that system. So far as revenue is concerned, Norfolk is one of the most important towns on the Northwestern's lines. Yet this town is getting service inferior to that which hamlets are entitled to.

The Northwestern has no adequate depot facilities at the Junction. It has a \$25,000 depot up town. Why doesn't it run its trains into that depot, as it ought to?

Norfolk is entitled to better treatment from the Northwestern railroad, in this regard, than it is getting. And there's going to be a concerted demand made until relief is accorded.

TO PATRONIZE UNION PACIFIC.

Norfolk business men believe that this city has developed into a commercial center and shipping point which entitles it to better treatment at the hands of the Northwestern than was given to the old hamlet of Norfolk by the F. E. & M. V. railroad a half century ago. Norfolk believes that its freight business today is of enough importance to warrant improved train service from a railroad that is getting a big share of the shipments.

The Union Pacific maintains a splendid freight service from Omaha to Norfolk, as well as a superior passenger service, and there is a growing sentiment in Norfolk favoring reciprocity in the matter of freight—in favor of giving freight and passenger business wherever possible to the rail road that treats Norfolk fairly.

The Union Pacific passenger service to and from Omaha can't be beaten. Leaving here at 11 a. m. (at an uptown station) the passenger catches a fast train at Columbus, with a dining car service, and reaches Omaha about 4 o'clock. Returning, it is possible to leave Omaha at 4:10—later than on any other road—and, getting a dining car train to Columbus, reach Norfolk at 9:30 (landing, let it be remembered, at an uptown station).

Likewise there's good service from Omaha to Norfolk on the M. & O. The morning train brings Omaha passengers into Norfolk at 11 a. m., an hour and a half ahead of the Northwestern—and at an uptown station. The evening train reaches Norfolk at 7:45—and at an uptown station. Other railroads built their lines into the city of Norfolk without bonds. The Northwestern could easily now run its trains uptown. Norfolk's good will, when organized, is worth a good many thousand dollars a year to any railroad—and Norfolk people are be-

ginning to think pretty seriously of patronizing the Union Pacific whenever possible, out of appreciation for the fact that it runs its trains uptown, and has agreed to build a handsome new depot uptown this summer.

IF NO ONE CAUGHT THEM.

It's a very easy matter to hold up one's hands in holy horror when some one who has been doing a wrong act against his fellows or against society is convicted. But it needs to be borne in mind constantly that the graft and corruption which the press is so frequently disclosing could not prevail unless there were many people who are easily receptive to it. Every get-rich-quick scheme in the country is shared in quietly by hundreds who are willing to share in the proceeds but who would not for the world want to be known as in any way connected with it.

Down in Omaha Maybray recently was convicted of a nefarious swindling project. He is in the penitentiary. He deserved his fate but he has struck a chord of public sympathy by voicing his disgust for some of his "pals" in these words: "There's one regret in this for me, and that is that all the 'Mikes' who tried to beat the game aren't here with us. They were just as crooked. They had graft in their white hearts when they fell for it. 'Respectable business men' and church members and 'honest farmers' and 'worthy capitalists' willing to sneak a few thousands if no one caught them. I'd be glad to serve an extra two years to have some of them here with me." It is one of those eras in the life of the nation when every man wants to take account of his own stock of personal integrity and value it highly as an asset.

DON'T TREAT CHICAGO THAT WAY

Why don't the Northwestern railroad establish its Chicago passenger terminals out in the edge of the city—far out in some distant suburb, instead of in the heart of the metropolis? It would save running trains a good many hundred miles a day, and would avoid long delays over unimprovable crossings, and reduce the expense of frequent accidents. Passengers could be dumped out in the suburb and allowed to get into town any way they could find—on street cars or in hacks or by walking.

That would be no more outrageous than the service rendered by the Northwestern to Norfolk. Norfolk trains never get to Norfolk. They're stopped a mile out in the country for the purpose, it may be inferred, of saving the Northwestern a few dollars a year. And the passengers? Well, they're dumped out and allowed to find transportation the balance of the distance any way they can. When they're leaving town, they have to make their way a mile out in the country to board the train.

Yet Norfolk is popularly believed to be one of the Northwestern's important points. It's so important that the Northwestern would very deeply regret to lose Norfolk's freight business. It's so important that the headquarters of the general superintendent over the whole system of the Missouri river are maintained here, together with the division superintendent, trainmaster, train dispatchers, etc.

But in spite of its importance as a city, and in spite of the money Norfolk pays to the Northwestern annually for freight, that railroad gives this city probably the poorest railroad service endured by any town of its rank in the country. Where is there another city of Norfolk's importance that has to go a mile and a half to get on a train, or that has to walk a mile and a half after it is dumped out in the country?

The traveling public is complaining about this—and has a right to.

AROUND TOWN.

They ought to run the trains up town.

"It will be so after while," a Norfolk man said, "that they'll charge admission just for the privilege of looking into a butcher shop."

Last year there were no flowers for the May baskets. This year the violets and cowslips are out—and it's only the forepart of April.

"They always send valuables by express," said a man peering through the grate that held a pair of pigs, which were being expressed through Norfolk.

Some towns have races on Saturday afternoons for the amusement of visitors; Norfolk has fires.

All roads for the "boys on the road" out of Norfolk, will lead to "The Traveling Salesman" in Norfolk next Friday night.

Norfolk has had more fires during the past two weeks than ever before in that period; and that, despite the fact that the town hasn't had any intention of going "dry."

"What are you trying to do, get the Northwestern to run its trains uptown?" asked a man who had been reading The News for the past week. He had guessed it the very first thing, he was told.

If you care to know just how a woman feels on Easter morning when her new hat doesn't take the way she hoped it might, buy a new pair of tan shoes.

The woman whose opinion you most esteem will glance sidewise at 'em and confess that she never has been particularly partial to anything but black, anyhow. It's a discomforting sensation that's worth experiencing, just for the sake of being able to sympathize with womankind on Easter morn.

The Northwestern railroad has just refused to build a depot at the Junction. Norfolk doesn't want the Northwestern to go to the expense of a new depot at the Junction. All Norfolk asks is that the depot that is already built at Norfolk—the one up town—be used for the trains that ought to run clear into Norfolk but which dump passengers off a mile and a half out in the country and let them get the balance of the distance any old way they can find. Mr. Gardner in his letter to the Commercial club expressed the hope that no drastic action would be taken to compel a new Junction depot. And it won't, Norfolk wants to save the Northwestern money on the deal. Let them economize by using the depot they already have.

ATCHISON GLOBE SIGHTS.

Another word we hate: Aenent.

Don't tell a lie unless you are willing to eat it.

Every man who owns a show, is too prominent in it himself.

When your cow gets out, how the neighbors enjoy running and telling you about it!

It is the joy of our life to watch the women on Easter Sunday; they look at each other's clothes and hats so critically.

The reason a widow succeeds so much better than a girl, is that a girl depends upon love, while a widow depends upon schemes.

We had hoped to finally settle the cost of a bride's outfit, but so many people are complaining of being bored that we are compelled to give it up.

Many a woman is honest about her father being a private in the civil war until she meets some woman whose father was a captain. Then she elevates her father to a generalship.

There should be a law punishing meanness. Many people are naturally mean, and justice will never be done until a means of punishing them is found.

When we approach a man for advertising, there is always one argument that knocks us; when he says: "I have more business than I can attend to."

If there is anything more depressing than rain falling on an overturned tombstone, or the sight of a dining room table covered with dirty dishes, what is it?

There is a man in Atchison who is known as "a great talker." When he grabs us, and we can't get away, we never pretend to listen to what he says; we let him talk as long as we can stand it, and then make a big effort to escape.

It was said of an Atchison woman for many years that she was dying of a broken heart, because her husband did not love her. Her husband has been dead several years, and it is now said she is dying of a broken heart because he is dead.

"Speaking of procrastination, every day for a year, I have intended to go into a jewelry store, and get a new spectacle case, my old one being worn out. They are given away, and I pass jewelry stores twenty times a day. But I am still in need of a new spectacle case."—Parson Twine.

Story for men only: "Pa," a boy said to his father, "are angels men or women?" "Always men, my son," replied his father. "But, pa," replied the boy, "I have never seen pictures of angels wearing whiskers." "Well," replied the father, "it is only possible for men to become angels by a close shave."

When a woman begins to economize, she saves the string around the packages; a man carefully hoards his cigar wrappers and tobacco tugs, hoping some day to have enough to get a jointed fishing rod. (Note.—If this is a joke, we beg pardon; economy is already too much of a joke in this country.)

It doesn't cost much to get a man ready to be married. He buys a new suit of clothes, two suits of underwear, three extra pairs of socks, has his hair cut, and is ready. But think of the stuff a girl thinks she must buy when she gets married. Are girls so superior to men that they cannot get married without fifteen or twenty times more clothes?

You have noticed the old buggies that stand back of blacksmith shops; buggies taken there for repairs, and finally left as not worth repairing. They do not belong to anyone; any one may have them. The Lysander John Appleton family drives a buggy as tough-looking as the buggies that stand back of blacksmith shops two or three years, and do not belong to anyone.

Home Course In Domestic Science

III.—Cost of Food In Moderate Homes.

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It was Ruskin who said, "Sure good is first in feeding people, then in dressing people, then in lodging people and last in rightly pleasing people with arts or science or any other subject of thought."

If Ruskin is right, and we know he is, then it behooves all those who are interested in homemaking and house-keeping to see to it that their duty is well performed; that the results of their labor are not only bringing good to people, but also making good people. This means improving their physical conditions, training them to higher ideals and truer standards of living.

The standard of life will determine the character of the home, and when ever homes and family life are not what civilization and Christianity teach they should be the cause will invariably be found to be wrong standards.

The cost of living depends on the ideas and standards of the persons spending the money, or else it depends on the total disregard for them. The question of how much our living shall cost is more of education than of location, so a sane of expenditures cannot be given that will be suitable in every particular to any locality.

Local conditions must be taken into consideration to some extent, though it is generally found that large expenditures in one department of housekeeping can be readily balanced by various economies in another.

Any woman who has a right standard of life will not be satisfied to spend all the income for physical needs. She will want a balance for those things which are termed higher life, education and all those advantages which develop the mental and moral side of the family.

It has been repeatedly proved that when the family income is adjusted so as to leave at least 25 per cent of it for matters not connected with material living there is contentment in the family circle and a desire among the individual members to reach the highest attainments of true manhood and womanhood. It is not my purpose in this article to attempt to do more than show what proportion of the income should be reserved for food and how that amount can be spent in order to keep within the margin and to satisfy the physical needs of the family.

It has been said that one-half the cost of living is the cost of food, and it has been shown over and over again that it is not the food actually eaten which costs so excessively as it is what is wasted by poor cooking, preparing too large quantities and buying out of season.

Meals at 18 Cents a Day. An income of from \$1,000 to \$1,500 should allow no more than 18 to 25 cents a day for each person for food, or not more than 22 per cent of the total incomes. To feed a family of five persons on 90 cents a day, or 18 cents each, requires thought and considerable planning on the part of the housekeeper.

But on that amount it is possible to provide good nourishing meals every day and in amount sufficient for all the needs of the body. This is not a mere theoretical statement, for in many homes in this country less than \$1 a day is being spent on the table.

To buy wisely on a small margin requires some knowledge of food values, because it is necessary to have the daily meals represent a given amount of protein, fat, sugar and starch, mineral matter and water. These food constituents must be provided every day if the body is to be kept in normal condition.

AMOUNT FOOD MATERIAL THAT WILL FURNISH REQUIRED NOURISHMENT FOR ONE DAY FOR MAN AT AVERAGE WORK.

Table with 2 columns: Food Item and Amount. Includes Milk (1/2 oz), Bread (9), Beef (8), Potato (8), Salt Mackerel (4), Two Eggs (3), Butter (2 1/2), Rice (2), Sugar (1 1/4), Cheese (1).

Total, 4 1/2 oz. protid., 2 oz. fat and 16 oz. starch.

The question now is, Which of these foods can be provided for 18 cents a day for each person? Not those out of season nor quickly perishable nor those brought to the consumer from a distance. Such foods are always expensive and may not contain any more nutriment than foods produced in home markets. For instance, in all inland localities oysters are high priced because they are very

substitute they are not nearly as valuable as some other articles of the diet. A person would need to eat fourteen oysters to derive a quantity of protein from them equal to that contained in one egg, and one pound of beefsteak is equal in tissue building material to 150 oysters, or about the number contained in three quarts. Thus it readily can be seen that individuals or families may be well fed and never eat an oyster. In providing food on an economical basis the line must sometimes be drawn rather sharply between appetite and hunger.

Prices differ in various localities, and it is impossible to suggest definite menus that everywhere can be provided for a certain sum of money. However, in the greater portion of this country a selection may be made from the following list of food materials by persons living on from 15 to 25 cents a day:

- Beef, mutton, pork or any meat not over 20 cents per pound. Wheat bread, purchased or homemade. Butter for the table. Common cereals. Suet, lard for cooking. Whole milk. Dairy cheese. Dried fruits. Cabbage, carrots and other vegetable in season. Cane or beet sugar. Fish. Bacon. Coffee served with hot milk occasionally. Tea occasionally. Local fruits in season.

Serving Cheap Materials. This list of foods can be varied from day to day by the skillful housekeeper and will furnish not only pleasing variety in the meals, but the required nourishment. But when the coarser, cheaper foods are used greater care must be taken in their preparation. Any food, no matter how rare and expensive, can be spoiled by careless or ignorant cooking, and the commonest food material, presenting perhaps few possibilities for a tempting dish, can be made most appetizing by careful preparation and serving. So it all comes back to the original statement that the cost of the table does not depend so much on the price of food materials as it does on the knowledge and skill of the cook or on the lack of those essentials to success.

When the variety of food from which to make a selection is limited it is necessary to know a number of ways in which to serve the same article as it appears on the table day after day. If oatmeal must be the staple breakfast dish five mornings out of seven, try the addition of a handful of dates from which the stones have been removed. Cook the oatmeal thoroughly in a double boiler or fireless cooker and add the dates about half an hour before serving. It will be necessary, too, every often to use the cheaper cuts of meat when the family is living on 18 cents a day, but these are more appetizing if carefully prepared than the expensive steaks or roasts that have been improperly cooked. The following recipes may afford variety in the dinner menu and may suggest to the housekeeper ideas in serving some of the cheaper meats:

Cannellon of Beef. Two pounds of lean beef cut from round, grated rind of half a lemon, one tablespoonful of finely chopped parsley, one egg, one-half teaspoonful of onion juice, two tablespoonfuls of melted butter, little grated nutmeg, one teaspoonful of salt and one-quarter teaspoonful of pepper. Chop meat finely and add remaining ingredients in order given. Shape in a roll about six inches long, wrap in buttered paper, place in a dripping pan and bake thirty minutes in a moderate oven. Baste every five minutes with one-quarter cup of butter melted in one cup of boiling water. Serve with esperrano sauce.

Esperano Sauce. Two tablespoonfuls butter, two tablespoonfuls flour, half a teaspoonful salt, one tablespoonful chopped red pepper or pimento, cup hot water, three teaspoonfuls Worcestershire sauce and a lemon thinly sliced. Melt butter, add flour and salt and, when blended, pour on hot water. Cook thoroughly, stirring until thickened. Then add chopped pepper, Worcestershire sauce and, last, the sliced lemon.

Sauce. Half cup stock, half cup cream, two tablespoonfuls flour, teaspoonful salt, half teaspoonful pepper and tablespoonful capers. Add salt and pepper to flour. Dilute with cold water. Add to stock and stir. Add cream and cook with capers.

Pot Roast. Two pounds chuck beef. Sear all sides with hot fat. Put in kettle and cover with boiling water. Add half small onion, a cup diced carrots, two tablespoonfuls vinegar and four cloves. Simmer four hours. Serve with raisin sauce.

Emergency Sauce. Strain liquid in which pot roast was cooked. To two cups add half cup sifted peas and thicken with two tablespoonfuls flour blended with two tablespoonfuls melted butter.

Stew Supreme. Three pounds veal, half pound lean bacon, three sliced carrots, six small onions, three cloves, blade of mace, salt and pepper to taste, half cup of tomato catsup and tablespoonful of Worcestershire sauce. Cut meat into small pieces and brown in butter. Add the vegetables and seasoning and pour over enough boiling water to cover. Let simmer for an hour or until meat is tender. Arrange meat on serving platter, rub sauce and vegetables through a sieve, add the tomato and Worcestershire sauces, pour around the veal and serve with small piece of toast.

A Subtle Difference. "And so," began the browbeating attorney to the shabby witness, "you live by your wits, do you?" "No, sir; by other folks' lack of them," corrected the witness modestly.

He Knew. Wife—I wonder why there are no marriages in heaven? Husband—Because it is heaven, of course.—Illustrated Bits.