THE OMAHA DAILY BEE

FOUNDED BY EDWARD ROSEWATER.

VICTOR ROSEWATER, EDITOR.

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STATEMENT OF CIRCULATION.

State of Nebraska, Douglas County, ss.
Charles C. Rosewater, general manager 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 May, 1907, was as follows:

1	35,850	18	35,760
2	35,510	19	33,800
3	35,290	20	35,370
4	35,410	21	35,620
5	34,300	22	35,510
6	35,580	23	35,500
7	35,460	24	35,690
8	35,580	25	35,300
9	35,720	26	34,600
10	35,290	27	35,450
11	35,390	28	35,510
12	34,550	29	36,010
13	35,420	30	35,620
14	35,380	31	35,810
15	35,230		
16	35,460	Total	1,096,620
17	35,360		
Less unsold and returned copies			9,667
Net total			1,086,953
Daily average			35,063

CHARLES C. ROSEWATER,
General Manager.

Subscribed in my presence and sworn to before me this 31st day of May, 1907.
(Seal) M. B. HUNGATE,
Notary Public.

WHEN OUT OF TOWN.

Subscribers leaving the city temporarily should have The Bee mailed to them. Address will be changed as often as requested.

Not poking any fun at the iceman now, are you?

Anyway, no one can justly accuse Harry Orchard of being a mollycoddle.

The peace conference at The Hague opens tamely. Not a fight has yet been reported.

A little more weather like this will go a great ways in helping the vegetation to catch up.

Count Boni says he hopes the American people will forgive him. They would rather forget him, if he would let them.

A New York baby fell sixty feet and escaped without a hurt. They have to begin very young in training for life in New York.

The ministers who have opposed the doctrine of total depravity may change their minds after reading Harry Orchard's testimony.

Secretary Taft's present visit to Nebraska is not his first one. He has been here before and should feel himself perfectly at home.

The price of wheat on the Chicago Board of Trade has slumped enough to indicate that the green bug is gorged and loafing on its job.

"There are growing evidences," says Bryan's Commoner, "that Mr. Watterson's 'dark horse' is a chestnut." Your next move, Mr. Watterson.

Having deprived Eugene Schmitz of his power as mayor, San Francisco proposes to spoil his equipment as a fiddler by compelling him to have a haircut.

"The fashionable have adopted a new umbrella," says a woman's page item. The difference between adopting an umbrella and borrowing one is not clear.

Dr. Wiley says abstinence from pie for one year will greatly improve the health. The democratic party has abstained from pie for eleven years, but is showing no signs of robustness.

General Corbin once advised army officers not to marry. The West Point officials who are having that row with Mrs. Ayres doubtless wish the advice had been followed in Colonel Ayres' case.

If the brewers had been advised by the same lawyers as the railroads they would probably have been asking for injunctions to prevent the authorities from enforcing the provisions of the Gibson law.

Mayor "Jim" might with propriety advise Young America in Omaha to substitute cracking the whip and throwing the lasso for setting off giant firecrackers in celebration of the Glorious Fourth.

Had the Missouri legislature known the program of law defiance which the railroads were to adopt it might have hitched an emergency clause on to its 2-cent fare law the same as did the Nebraska legislature.

Baltimore's mayor inspected a job of street paving and ordered the paving for several blocks torn up because the work had not been properly done. One by one, the contractors are being robbed of their "vested rights."

PLAYING THE FIRST CARD.

The application of Attorney General Thompson on behalf of the state for an order from the supreme court restraining the railroads operating in Nebraska from carrying out a conspiracy to violate the rate laws enacted by the state legislature means that the state is playing the first card and leading trumps at that. The attorneys for the railroads naturally express surprise because they figured on dealing the cards themselves, but had not yet quite finished stacking the decks. The railroads would prefer to have the United States courts umpire the game, while the action of the attorney general threatens to force them to submit to the jurisdiction of the state courts instead.

As already indicated by The Bee, the lines are rapidly forming for a stubborn legal fight to determine whether the authority of the states to regulate railroads as to their traffic between points within state boundaries can be made effective and enforceable, and this litigation will not stop short of appeal to the United States supreme court as the highest tribunal in the land. What is involved in the preliminary sparring is this, whether the rate laws enacted by the states are to go into force at once and remain in force until upheld or nullified by the court of last resort, or whether they are to be suspended forthwith pending litigation and the railroads given a free hand and an incentive to protract and delay the final decision as long as possible.

If the prompt action of Nebraska's attorney general serves to save to the people of this state the benefits of these laws unimpaired until passed on by the United States supreme court, it will have accomplished a great deal and he will be entitled to great credit.

NEW RAILROAD SECURITIES.

The complaints made by George Gould, James J. Hill and other railway managers that the "hostile attitude of the public" against railroads has made it well nigh impossible for railway corporations to secure money by bond issues or otherwise, for needed improvements, are not supported by the reports of the issues of new securities placed on the market since January 1. The New York Journal of Commerce has compiled statistics showing that from January 1 to May 30 this year the railroads and industrial corporations have issued securities aggregating $1,106,738,900, as compared with $882,370,214 issued in the same period in 1906, and $1,637,000,000 for the twelve months of last year. In other words, the securities issued in the first five months of this year total almost as much as the entire issue of last year. Nearly all the issues this year have been by railroad companies, the securities offered by the industrials comprising less than 20 per cent of the total, while in 1906 they constituted nearly 40 per cent.

While the railroad securities have been offered in large volume, the money market has been peculiar in many respects and the railroads have been compelled to offer much of their new issues in the form of short time notes instead of in the form of bonds or stock, formerly so popular. This condition has not been the result of the "hostile attitude" of either the legislatures or the public, but has been caused by the greater demand for money for investment in more profitable channels. The effect of this condition has been felt by municipalities, cities like Philadelphia, Boston and St. Louis finding greatest difficulty in floating gilt-edged bonds offered for improvement purposes. All enterprises requiring money for any purpose have suffered with the railroads from the conditions of the world's money markets. The record furnishes convincing evidence that the railroads have fared unusually well, all things considered, in their efforts to float new securities. The investor has not been exhibiting any special prejudice against railway securities, but has taken advantage of the demand to place his money in the most profitable market. The attempt of the railroad managers to blame the public for the conditions existing in the money markets is unwarranted.

TO CORRECT AN ERROR.

An obituary of the late George W. Lininger in the Westliche Presse, which pays deserved tribute to his high character and public spirit, says, among other things:

For the newspapers he always had a warm spot in his heart and showed it most strikingly in that he was from the beginning the true friend and benefactor of Edward Rosewater and one of the main supporters of The Bee and remained so to his death. For many years he served as president of The Bee Publishing company and furnished originally the means for the erection of the beautiful building at Seventeenth and Farnam streets.

While it is true that Mr. Lininger was for many years a close friend and business associate of Edward Rosewater, it is only fair that the correction should be made before any false impression is spread that Mr. Lininger furnished the financial basis of Mr. Rosewater's enterprises. Mr. Lininger's interest in The Bee consists of two shares out of 400 and his interest in The Bee Building company consists of two shares out of 860. What he contributed most valuable to the upbuilding of these two institutions was his sound business judgment and disinterested advice, which made him a most serviceable member of the boards of directors of the two companies. He was for many years vice president of The Bee Building company and after the death of Edward Rosewater last year was made president of that corporation. He also served as vice president of The Bee Publishing company, and as such was acting head of the corporation a few times during the absence of Mr. Rosewater.

"END OF REPUBLICAN GOVERNMENT"

Suffering from a particularly acute attack of pessimism, James J. Hill, the railroad magnate, expresses the fear that "the government eventually will be forced to lend its credit to the railroads in order to finance their necessities," and that such action might lead to government ownership, which "would mark the end of republican government in this country." All this, according to Mr. Hill, is owing to the railroads being "away behind" with needed improvements and unable to finance a recovery because "their credit has been seriously impaired," while an exasperated people are demanding that they build more lines, enlarge their equipment and prepare to handle the enormous traffic of the country.

Mr. Hill makes the error of arguing from a wrong premise. The credit of the American railroads has not been ruined. The trouble, as Mr. Hill must know, is with the railroad managers themselves. He admits, dolefully, that the railroads are ten years behind the development of the country. That is not the fault of the country. In the ten years that the country has been making such remarkable strides the railroads have not been keeping pace. They have not been laying new rails and buying new equipment, but have been combining, issuing new watered stocks, floating bonds through syndicates and piling up great fortunes for individual manipulators, instead of adding improvements and equipment according to their needs. Now they are learning that it is much more difficult to catch up than it would have been to keep up.

With the exposure, in the last two years, of the rebates and discriminating methods employed by the railroads in unfair treatment of patrons and investors, the "exasperation of the public," of which Mr. Hill complains, became manifest in congress and in state legislatures. Railroad credit was impaired, because of the overwhelming evidence of its misuse and the public demanded that a stop be put to conditions that made such misuse possible. Expert railroad men now admit that the effect of the legislation called for in the new rate law, and the extension of the power of the Interstate Commerce commission, have been good, both for the public and for the railroads. Under such conditions, even Mr. Hill must admit that whatever damage has resulted from the exposure can not long outlast the abuses. Mr. Hill points to the enormous business to be done, the necessity of spending at least $100,000,000 a year for the next five or ten years in the improvement and increase of railway facilities. The very fact is guarantee that the money for the work will be forthcoming, because the country and its business will not stop growing from lack of money.

Popular confidence in the stability of railroad securities will return, as quickly as it departed, when the country is convinced, as it is rapidly coming to be, that an end has been put to the evils that have flourished in the transportation business. There will be no difficulty in "financing a recovery" when the public learns that railroad men are devoting their energies to legitimate methods of building up their properties with a due regard to the rights and claims of the public. The threatened loss of our republican birthright is not going to scare the public much.

DISTRIBUTING THE IMMIGRANTS

Secretary Straus of the Department of Commerce and Labor is planning an innovation in the matter of distributing the immigrants arriving in this country, and his program promises a correction of one of the most glaring defects in the present immigration system. Under authority granted by the last congress, Secretary Straus is preparing to build federal immigration stations at Galveston, New Orleans and Charleston for the purpose of diverting immigrants from New York, where they have been landing at the rate of about 1,000,000 a year. The history of the immigration bureau shows that the mass of the foreigners who come to this country seeking work expect to find it in New York City, and that greatest difficulty is experienced in inducing them to seek employment in the sections of the country where labor is in constant and increasing demand.

The new plan is a comprehensive one and the co-operation of foreign governments has been enlisted in promoting its success. The immigrant steamers will not stop at New York, but will go direct to one of the southern ports, and their passengers distributed from those ports to the points where labor is in the greatest demand. The difficulty heretofore has been in distributing the immigrants capable and ready to work in the fields that awaited them. The south is clamoring for immigrants, in every department of activity, and it is believed that the new plan will operate to the advantage of both the immigrants and the authorities charged with their management.

"Is this nation," asks the Denver Republican, "founded in the love of liberty, made generous by the plethora of its wealth, lifted to grand heights by the freedom of individual thought and itself the highest concept of government yet born to earth, to stand time's ministering angel among world powers, the big brother to the poor and the weak?" The question is referred to Senator Beveridge. The rest of us are too busy trying to find out what the score is in the last inning.

Governor Sheldon's silk hat is being made the butt of the jokers, as if it were an innovation which first saw the light of day in connection with the present trade excursion to the Puget Sound country. The governor, however, wore his silk hat long before he figured on becoming a globe trotter and introduced it to Omaha at the time he presided over the meeting in the interest of Russian freedom. Then, too, unlike his predecessor, Governor Sheldon never promised in advance if made chief executive not to sport a silk hat nor to don a spike-tail coat.

It is intimated now that Omaha's discarded superintendent of schools, Carroll G. Pearse, had a finger in the political pie out of which was drawn a United States senatorship plum in Wisconsin. Perish the thought! This great educator always has his mind so closely centered on the work of the schools with whose supervision he is entrusted that he could not possibly spare a thought for politics.

The railroad attorneys think the application of the attorney general for an injunction to prevent them from violating the rate laws passed by the Nebraska legislature is a confession of weakness on the part of the state. Be that as it may, it is a confession of strength of the railroad pull on the federal courts and a determination of the state to protect itself at every turn.

A Wabash conductor down in Missouri has actually put a passenger off his train for refusing to pay more than 2 cents per mile established by the Missouri 2-cent rate law. That conductor will surely be in line for promotion and may even aspire some day to become a right hand man for Harriman, Hill or Gould.

From the number of lawyers representing the defendants in the suits brought by the county to recover fees from delinquent county judges the inference is inevitable that a whole lot of money is involved which those who pocketed it would find very embarrassing to be compelled to cough up.

"The president's speech made every millionaire's hair stand on end," says a Kansas editor. Perhaps it affected the millionaires that way, but John D. Rockefeller knows one billionaire whose hair will not stand on end over a president's speech or anything else.

James J. Hill says government ownership of railroads "would mark the end of republican government." It is Mr. Bryan's plan, we understand, to make government ownership of railroads mark the beginning of democratic government.

Omaha business boosters indulged themselves in the luxury of a bath in the Great Salt Lake. If they stop at any more bathing resorts they may get the habit so strong that they cannot break it after they return home.

New Name for Old Method.

Chicago News.

Writers of polite railroad literature should note that the term "merger" has gone out of style, having been supplanted by the more euphonious "interchange of traffic facilities."

Spread on Mighty Thin.

Washington Post.

The thinnest thing in the world, according to the Medical Journal, is the film of a soap bubble. But that is thick compared to some of the excuses for daily increasing the prices of necessities of life.

A Great American Senator.

New York Sun.

The senate will not be quite the same with John Tyler Morgan passed over to the majority. Like George F. Hoar, he upheld and cherished its traditions, commanded the respect of his colleagues, took his duties seriously and was master of its business. His claim to remembrance as a great American senator will not be challenged.

Averaging Down.

New York Mail.

Nature has the habit of striking averages. Bumper crops every year would mean overproduction, which, like overpopulation, nature abhors, and regulates in its own time and way. It would be false optimism not to recognize the fact that this is one of the years chosen to offset and average down such fat seasons as that of 1906, when the products of the soil glutted every market and choked every avenue of transportation.

PESSIMISM BECOMING CHRONIC.

Railroad Magnate Hill Afflicted with the Blues.

Wall Street Journal.

For two or three years Mr. Hill has been a pessimist. He has been predicting all sorts of trouble for the country. Even now, although he says the crop situation is all right, he declares we are in for a long period of trade reaction. He talks as if he actually wanted it to come to pass. It would be well to discount a part of Mr. Hill's fears. The railroad problem is indeed that of how the capital may be obtained to build the extensions needed to take care of the tremendous traffic of the country. But Mr. Hill does not explain that the railroads themselves are more to blame than President Roosevelt for their condition of inadequacy. Prosperity is more to blame than either. Nor does Mr. Hill explain that the condition of credit is not local to this country, but international, and not the result of lack of confidence so much as lack of liquid capital.

Mr. Hill says a slowing up is necessary. This is probably true. There are indeed some signs of a slowing up now. But that there is anything radically wrong with the country is inconceivable. Moreover, a little slowing up will be apt to give the needed relief to the world's credits, and with this relief it may be taken for granted that the railroads will get what they need for extensions and improvements without aid from the government.

NEBRASKA PRESS COMMENT.

Carleton Leader: It looks as if our politicians were of the modest sort in this county. Most every other county has several announcements running, while we have failed to discover one in any of our county papers.

Beatrice Sun: When you see a kick from a newspaper man because of the adoption of the cash basis for railroad advertising, just put it down in your little book that that editor does not place a high estimate upon his advertising. You will also know that when he had a pass, he worked it on the limit.

Central City Nonpareil: The filing of the list of Burlington pass holders with the State Board of Transportation has brought out several fervid denials from some of the attorneys who were credited with carrying pasteboards. All of which indicates that it isn't as popular to "tote" a pass as it used to be.

Springfield Monitor: The Missouri Pacific has suffered enough loss through the many wrecks on its lines in this part of the state lately to have kept several hundred section men steadily employed. But the wrecks might have occurred anyway, as it will take more than section men to put the road in anything like shape.

Wood River Sunbeam: What a pretty sight is grand old Nebraska these days. With her fields of dark green waving alfalfa, the broad acres of wheat, just beginning to head, the thousands of acres of corn, growing splendidly, and here and there a green pasture filled with sleek horses and cattle—truly it's a sight that would make the average easterner who is used to tiling his rock-ribbed soil, weep with joy. Nebraska is "it."

York Democrat: One of the sad facts apparent to the discriminating person is that railroad management is sinister. The old maxim that honesty is the best policy has very scant recognition in railroad circles. Truthfulness is not the surest passport to promotion in the railroad service. The policy generally pursued is one of evasion and insincerity toward the public. Instead of being frank and open, railroad officials are secretive and misleading. It is hard to find responsibility or to get a straightforward treatment of a business proposition.

Diller Record: There seems to be a very general agitation throughout the country on the subject of pure milk, induced, perhaps, by the recent pure food legislation. If we are to have pure drugs and pure whiskey and pure sausage, why not also pure milk? Moreover, it is widely believed that many contagious diseases, especially those that inflict infancy, are brought about and spread from the use of impure milk. We are told that milk containing more than one-half million of bacteria to the gallon is not safe. Well, we should say not, unless bacteria in milk, like microbes in cheese, are necessary to excellence.

Lincoln News: "The people are spotting the passholders whose names have been published in the newspapers," said Representative Marshall Harrison of Otoe county while in the city yesterday, "and you can safely bet that mighty few of them will come in for any political preferment hereafter. Where it used to be a mark of distinction for a man to have a pass, it is now a reproach. In my part of the state the sentiment is very strongly in favor of pledging candidates for the next legislature to an anti-pass law of the most rigid kind. It seems to be the universal feeling that this is the one place where the last legislature fell down."

Battle Creek Enterprise: While apparently there is, as The Omaha Bee points out, a paucity of issues for the next presidential campaign, it must be remembered that there are some important differences to be settled, for which solutions may not be found in the next national party conventions. There is a large element in the democratic party that agrees very generally with a large element in the republican party, but neither democrats nor republicans are cherishing a very strong feeling of harmony among themselves. There is strife enough in the country, with strength on both sides, and however the parties array themselves the next two years will see a battle royal. Moreover, on large grounds democrats and republicans have plenty of room for controversy.

Beatrice Democrat: It is a pleasure in looking over the list of pass-holders as revealed by the statement made by the railroads, to note the absence of the name of any newspaper man. What a great many papers have in reality acted as attorneys for the railroads in the past, being prompted to do so by the bribe that goes with a pass, they are not on the attorney list now. They do advertising for cash, step up to the ticket office and buy their tickets, and when the conductor comes around with his little punch, they hold up their heads like men, instead of sneaking out a small pocketbook and secretly disclosing the number of a pass, after rubbering around to see that no person is looking. The railroads have really given character to their business relations with the newspaper, although the papers themselves make a vigorous kick against it.

Grand Island Independent: A remarkable showing is made, in several instances, of the vast amount of legal business transacted by the railroads, as shown by the pass record. One road leading into Schuyler, for instance, is said to have in its employ, devoting the greater portion of their time to railroad litigation, four attorneys. This is to be presumed, by reason of the fact that the law requires that railroads cannot issue free passes to attorneys unless it can be shown that such attorneys or surgeons devote the major portion of their time to the company's business. Litigation that will require the major portion of the time of four attorneys in a county in which the railroads have as little business as they do in Colfax county must, indeed, be fierce. And, indeed, it must withal be quiet, secret business, for the public gets to learn little of it. It does not even get into courts. Indeed, some of it appears to be done by "attorneys" who have not been admitted to the bar. Certainly this might bear closer investigation, as it would appear to be in appalling violation of all ethics of the profession.

Fremont Tribune: As one railroad after another makes public its list of "employes" entitled to passes who are serving them as surgeons and lawyers, it keeps growing on the average citizen that a travesty is being made of the anti-pass law enacted last winter and which went into effect before the ink was dry with which the governor signed it. The Union Pacific alone has filed a list of something like one hundred and fifty of these influential citizens who are expected to come to the rescue when the company's interests are threatened in the courts or at the primaries, or its employes, passengers and others are injured in a wreck or at crossings. Multiply that number by the number of roads doing business in the state and it will be seen that under the disguise of "employes" a whole regiment of passholders and political boosters will be still doing business in Nebraska, contrary to the purpose of the legislature to stop it. But the law provides for its own cure. The publicity part of it will work the remedy. The public, being familiarized with the situation, will demand of the next session of the legislature an amendment to the law to carry out the original intent and purpose

NATIONAL FREEMASONRY.

Distinguished Public Men Among Its Members.

Boston Transcript.

There are probably today in this country over a million Freemasons and to them and their immediate friends and families the participation of President Roosevelt in the laying of the cornerstone of the new Masonic temple at Washington was one of the most interesting of the many activities to which he has lent himself. It must also have been interesting even to those of the unaffiliated who are yet familiar with the public history of the order in this country and its personal associations. A majority of the presidents of the United States have belonged to it, beginning with Washington, the first grand master of Virginia. In recent times its representatives in that exalted office have been Garfield, McKinley and Roosevelt. Garfield rose to high rank in the fraternity. Roosevelt received the master's degree while vice president, at Oyster Bay, among those assisting at the ceremony being Governor Guild. His successor, Mr. Fairbanks, has also taken the degrees since he was elected to his present office.

It is just eighty years since the anti-Masonic movement and party were organized, consequent upon the Morgan sensation, the same who for some time after was quoted as "a good-enough Morgan until after election." It assumed quite formidable proportions in western New York and drew into its ranks such men as Thurlow Weed and William H. Seward, who found it a convenient re-enforcement of political strength along other lines. In 1832 the party felt strong enough to organize on national lines and support William Wirt for the presidency, but the only state that it succeeded in capturing was Vermont. Three years later it dissolved even more quickly than it was formed and since then has been as dead as the witchcraft delusion of an earlier time.

Washington was made a Mason in 1753 and attained a higher dignity in the order than any of the other presidents, though Andrew Jackson was grand master of Tennessee, the state which now holds one of the highest Masons in this country, ex-Congressman Richardson. The gavel and trowel used at the laying of the cornerstone Saturday were the same used by President Washington in laying the cornerstone of the United States capitol, September 18, 1793, and the Bible upon which he took his obligations when being admitted to the several degrees was also in service on this recent occasion, in reverent charge of its custodian, the Fredericksburg lodge.

It has been stated that not only the president and vice president but a majority of his administrative family and of congress are Masons. The same is true of the members of the state government of Massachusetts, the prosperity of the order being particularly marked in this commonwealth. While American Freemasonry has a distinctive character of its own, its relations with that of England and Scotland are close and cordial, while the contrary is true of a considerable branch of French Freemasonry, which excludes a principle that is here held to be fundamental and vital.

PERSONAL NOTES.

The coolest thing in all Orchard's wicked transactions was selling "hail insurance" to farmers.

Sooner or later Naturalist Burroughs will rebuke some nature writer for the assumption that a duck will swim.

In the state of Washington a man stole a freight train, but he did not stay in the class of high financiers long, for he brought the train back.

They gave Secretary Taft a good dinner in Milwaukee, but while "Filipino Punch" appeared on the bill of fare, there was no mention of that "which made Milwaukee famous."

The Panama legislative assembly has granted President Amador six months' leave of absence, and General Obaldia, the minister of Panama to the United States, is expected to act as president from June 25.

Colonel Elijah W. Halford, deputy paymaster general, is about to be retired for age. He was private secretary to the late President Harrison and one of that executive's last official acts was to appoint him secretary to the pay corps of the army.

Mrs. W. G. Jones, the oldest actress of prominence since the death of Mrs. Gilbert, died on Thursday in New York. She began her life as an actress on March 5, 1845, in the Walnut Street theater, Philadelphia, where her family lived. She played the part of the duke of York in "Richard III."

LAUGHING GAS.

"But," said the lawyer, "don't you think steen millions a little high as alimony?"

"High, nothing," responded the fair plaintiff, blithely. "I agree to keep away from him, don't I? Let him pay for his luxuries."—Philadelphia Ledger.

She—There, you are so far out of your way by stopping to help me. You have lost fully a mile in your auto match.

He—Well, I've got you, and a miss is as good as a mile.—Baltimore American.

"The only decent razor I've got," complained Gabbie, "is getting into very poor condition. I believe it's tired. You know, they say razors get that way."

"Ah, yes," replied Knox, with a yawn, "tired of your chin."—Philadelphia Press.

"So you are Ananias!" said the recently arrived shade. "There is a club on earth named after you."

"Yes; I have heard of it. But things have progressed. I don't believe an artless, uncultured prevaricator like myself could qualify for membership in it."—Washington Star.

I can't understand why you say Walsingham is enterprising. He has never succeeded at anything.

"But he has failed at more than forty things."—Chicago Record-Herald.

"Ah!" said the doctor, "nervous dyspepsia. Is it a case of long standing?"

"Yes," replied the patient, "that may have something to do with it."

"What do you mean?"

"Long standing. I'm a motorman."—Washington Herald.

"There is no such thing as perfection," observed Mr. De Lush.

"You're right," answered Mr. McSosh. "Even the best whisky, I understand, is more than 50 per cent water."—Cleveland Leader.

"There never was a time in my life, fellow citizens," exclaimed the candidate, "when I hadn't the courage to call a spade a spade!"

"Yes," spoke up an old farmer in the audience, "and there never was a time in your life when you had the courage to take one in your hand!"—Chicago Tribune.

Nell (scornfully)—I wouldn't marry a nonentity.

Belle (loftily)—My fiance, I would have you know, is a man of great deeds.

Nell—Indeed! What kind?

Belle (triumphantly)—Title deeds.—Baltimore American.

A DEAL IN BANANAS.

T. A. Daly in Catholic Standard.

No like da skeenny olda man
Dat com' to dees peanutta-stan'
Today an' buy da wan banan',
He mak' me seeck!
Eef evra customer ees go
For maka treecks an' talka so
Like heem, you bat my life, I no
Gat reecha queeck.

Wal, deesa man he com' an' say:
"How moocha for banan' today?"
An' so I tal beem right away:
"Ees two for ti'."
"O! my, I mus' be gattin' deef
Or you ees talka like da t'ief!"
He say to me, an' look as eef
He gona cry.

"Ees two for ti'," I say agen.
He shak' hees head at me an' den
He tal me: "Mak' eet ti' for ten
An' tak' da mon."
"All right," I say, "I guess weell do."
Den "Ti" for ten ees wan for two,"
He say, "here ees two cents for you,
I taka wan!"

He tak' da beegges' wan of all!
Ha! w'at you theenka dat for gall?
He ees so meana man, so small,
He mak' me seeck,
Eef evra customer ees go
For maka treecks an' talka so
Like heem, you bat my life, I no
Get reecha queeck.