

**Who would teach the lady who buys.**  
Lesson number one. Starch is an extraction of wheat used to stiffen clothes when laundered. Most starches in time will rot the goods they are used to stiffen.

contains chemicals. Defiance Starch is absolutely pure. It gives new life to linen. It gives satisfaction or money back. It sells 16 ounces for 10 cents at all grocers. It is the very best.

MAUFACTURED BY THE DEFIANCE STARCH CO. OMAHA - NEB.

**"KATY'S" NEW LINE**

In Oklahoma City and Guthrie is now open. From Kansas City the "Katy" is the shortest line from Chicago, part of the short line, and from St. Louis, which has a few miles of being the most direct route to this part of Oklahoma. The country traversed is one of the best farming districts in America, supporting a number of thriving towns, which will grow in proportion to the advance of the railroad. Here the prospective settler and investor will find an excellent opportunity.

For complete map of Oklahoma and Indian Territory and interesting information, write to:

GEORGE MORTON, D. & A. R. R. ST. ST. LOUIS, MO.

**FARMERS** BEST ON EARTH  
Harnes, Ollars and Saddles  
With BB trade mark are made from the highest quality of California leathers. With care will last a lifetime. Ask your dealer if they do not handle our goods. Send your stamps for Catalog of our Harnes and Saddles, which show you a way in to save money.

BUCKSTAFF BROS., The Harnes Men, Lincoln, Nebraska.

**MEXICAN Mustang Liniment**  
cures Sprains and Strains.

**The Genuine TOWER'S POMMEL SLICKER**  
HAS BEEN ADVERTISED AND SOLD FOR A QUARTER OF A CENTURY LIKE ALL TOWER'S WATERPROOF CLOTHING. It is made of the best material, in black or yellow, fully warranted, and sold by reliable dealers everywhere.

**SIGN OF THE FISH.**  
TOWER'S CANADIAN CO. LTD., 7 JEWELL ST., BOSTON, MASS.

**MANAGER WANTED**  
Twenty-two lady of gentleman to manage business in this country and adjoining territory for world's famous house of quality linens and accessories. \$8,000 straight cash salary and expenses each month by check direct from business. Revenue money advanced; position permanent. Experience not necessary. Address: T. J. COOPER, Manager, 3030 Black, CHICAGO, ILL.

Slander is the crime of saying what other people think.

Ask Your Dealer For Allen's Foot-Paste. A powder. It cures the feet. Cures Corns, Bunions, Swollen, Sore, Hot, Callous, Aching, Sore, Itching and Ingrowing Nails. Allen's Foot-Paste makes new or tight shoes easy. At all Druggists and Shoe stores, 25 cents. Accept no substitutes. Sample mailed free. Address: Allen S. Olmsted, Le Roy, N.Y.

As soon as a man is good enough he is no longer any good.

**THE WABASH RAILROAD. East and South.**  
Special rates on sale daily to all Water resorts of the South. Half fare round trip plus \$2.00 on first and third Tuesdays each month to many points South.  
The only line with its own station at main entrance of World's Fair grounds. The Wabash runs on its own rails from Omaha, Kansas City, Des Moines, St. Louis and Chicago to Toledo, Detroit, Niagara Falls and Buffalo with through connections beyond.  
All agents can route you via the Wabash. For World's Fair descriptive matter and all information address, Harry E. Moores, G. A. P. D., Omaha, Neb.

A faint heart is more apt to win the fair lady than a faint bank account.

People who borrow trouble are always ready to lend advice.

The Best Results in Starching  
Can be obtained only by using Defiance Starch. Besides getting 4 or 5 more for same money—no cooking required.  
Any old iron in a hotel is good enough for a bridal chamber. The occupant's never look at the furniture anyway.

**Lincoln Paints**  
PLUCK WINS—IT ALWAYS WINS.  
We had plucked enough 15 years ago to put on a stable coat. Our paint has been tested in the worst and it stands like a feather on it, and we have plucked for 15 years. Ask for Lincoln Paint and you will be amazed at the color and finish. Free. Lincoln Paint & Color Co., Lincoln, Neb.



**Miss Alice M. Smith, of Minneapolis, Minn., tells how woman's monthly suffering may be permanently relieved by Lydia E. Pinkham's Vegetable Compound.**

"DEAR MRS. PINKHAM:—I have never before given my endorsement for any medicine, but Lydia E. Pinkham's Vegetable Compound has added so much to my life and happiness that I feel like making an exception in this case. For two years every month I would have two days of severe pain, and could find no relief, but one day when visiting a friend I ran across Lydia E. Pinkham's Vegetable Compound,—she had used it with the best results and advised me to try it. I found that it worked wonders with me; I now experience no pain, and only had to use a few bottles to bring about this wonderful change. I use it occasionally now when I am exceptionally tired or worn out."—Miss ALICE M. SMITH, 804 Third Ave., South Minneapolis, Minn., Chairman Executive Committee, Minneapolis Study Club.—\$600 for full original of above letter proving genuineness cannot be produced.

**Lydia E. Pinkham's Vegetable Compound carries women safely through the various natural crises and is the safe-guard of woman's health.**  
The truth about this great medicine is told in the letters from women being published in this paper constantly.

Sin is always a greater wrong to the sinner than to any other.

**Defiance Starch** should be in every household, none so good. Besides it is made from the best quality of wheat grown in the West, and is of another brand of cold water starch.

It's a case of minority rule in a house where there's a baby.

**To Cure a Cold in One Day.**  
Take Laxative Bromo Quinine Tablets. All druggists refund money if it fails to cure. 25c.

No fountain is so small but heaven may be imagined in its bosom.—Hawthorne.

**When You Buy Starch** buy Defiance and get the best, 15 oz. for 10 cents. Once used, always used.

One who loves right cannot be indifferent to wrong or wrongdoing.—Smiles.

**Hope for Apple Growers.**  
Apple growers in recent years have notified largely increased damage by the codling moth. This pest appears in the form of a small brownish moth soon after the young apples have set. Its eggs, laid on the side of the fruit or even on the leaves, give rise to tiny worms which enter the young apples and develop into full grown apple worms.

The annual loss to apple growers in the United States from this pest alone is enormous. Such a pest could not long escape attention from the scientific alphas of the Experiment Stations. These workers have tracked the beast to its lair, watched its habits of life and devised weapons for its destruction.

A recent bulletin by the Delaware Experiment Station shows that nearly all damage by the codling moth can be checked by spraying with a certain arsenical spray called Disparene soon after the blossoms fall from the trees. Applied to trees it poisons the young insects in infancy and prevents further damage to the crop. It has also been found a complete and effective remedy for the canker worm, curculio and other insects that attack orchards and work great havoc therewith.

In his bulletin, Entomologist Sanderson of the Delaware Station, gives the result of a careful series of experiments in which he says, "Disparene proved to be very much superior to paris green, and destroyed a larger percentage of codling moth larvae than has ever been done in any similar experiment. One thing which seems to me to make Disparene of special value is its adhesive qualities; in spite of very heavy rains it remained on the trees all summer. The results which we secured from Disparene were both surprising and gratifying."

Professor J. B. Smith, Entomologist of the New Jersey Experiment Station, adds his endorsement in these words, "Disparene has proved thoroughly satisfactory and safe wherever used. My experience with it has been so satisfactory this year I have recommended it widely."

Fruit growers are to be congratulated that at last a cheap and effective remedy for the codling moth has been found. The free illustrated pamphlet on Disparene put out by the Bowker Insecticide Company of Boston and Cincinnati is a mine of useful information and should be in the hands of every progressive fruit grower. We understand the Missouri Valley Seed Company, St. Joseph, Mo., are now in a position to supply the western trade with Disparene and the outlook is that through the general use of this insecticide the apple crop of the middle west will be much larger and of a better quality this year than for several years past.

Small talk often results in big scandals.

All Up to Date Housekeepers use Defiance Cold Water Starch, because it is better, and it costs more of it for same money.

A man seldom forgets a favor he does another.

**ACT FOR RAILROADS**

**HOW REPUBLICANS HOLD UP IMPORTANT SUBJECTS—SHIPPER'S INTERESTS DISREGARDED BY THE DOMINANT PARTY IN CONGRESS.**

Mr. Frank W. Barry Sheds Light on Important Subjects—Shipper's Interests Disregarded by the Dominant Party in Congress.

Probably no man in the United States knows more about the conditions of shippers over our railroads in regard to the classification of freights and the discriminations in freight rates, as well as the almost universal demand on the part of the shippers that congress grant power to the Interstate Commerce Commission to regulate freight rates, than does Mr. Frank W. Barry, Commissioner of the National Board of Trade and Secretary of the Interstate Commerce Law Association.

A bill has been introduced in the House empowering the Interstate Commerce Commission to regulate rates, and the organizations back of Mr. Barry are attempting to set it through Congress. It was referred to the Committee on Interstate and Foreign Commerce, where it is now held up by the Republican members of this committee, working in the interest of the railroads. Mr. Barry is confident that if the bill can be gotten before the whole House it can be passed, the pressure in its favor being so great from all sections of the country that many Republicans would be compelled to vote for it. The Democrats, of course, are in favor of the bill; in fact, their leader, Mr. John Sharp Williams, has introduced just such a bill in the House.

In an interview in Washington a few days ago Mr. Barry said: "Many railroads object to any and all legislation which may seem to curtail their unlimited freedom from government regulation or control. They desire free license in the conduct of their affairs. They seem to be able, in this Congress, as they have been for a number of years, through their control of committee members—to prevent even consideration by Congress of any measure which does not meet their approval. I think they are short-sighted in exercising such power—which is derived solely on account of lack of information on the part of the people generally, as to how things are done at the capital—and I believe that before long, they will commence to reap the harvest that they have sown.

"Ever since the decision of the Supreme court, which stripped the Interstate Commerce Commission of the power to correct rates which it may find to be unjust or unlawful, power which it exercised with the most beneficent results for about ten years after the law was enacted, in 1887—the commercial and manufacturing interests of the country have been persistently pleading with Congress to amend the law, with respect to the defect found by the Supreme court, as to restore necessary power to the commission. Bills have been introduced in the last three Congresses to this end. In the last Congress the so-called "Elkins law," which was but a portion of the measure advocated by organized shippers, was enacted. It has produced excellent results, in preventing discriminations in favor of individuals and shippers have profited, morally, but the principle, and most substantial benefit, has been derived by the railroads. We are now striving for legislation to further amend the law, so as to stop discriminations in favor of localities and classes of freight and prevent the exaction of unreasonable charges.

"I believe there is no subject before the present Congress which is of such great importance in the minds of the people as this question of government regulation of transportation rates. The people realize, more and more every day, that the cost of transportation is actually a tax which must be paid by every man, woman and child, upon everything that they eat, wear or buy, and that this tax is imposed under existing conditions, not by the government, our duly recognized taxing power, but at the will of a few men who control the transportation systems of the country, whom the government of the United States cannot restrain in the exercise of this enormous and arbitrary power. The people know that, merely upon the principle: "We need the money," the railroads have, within the past three years, made general advances in rates, which, in 1902, brought to the lines operating in the eastern and central states, a revenue of \$142,000,000 more than they received for the same service in 1900. It does not seem proper or wise to permit such taxing power to remain entirely outside of the control of our national government. The people realize that, in consideration of valuable franchises and privileges received from them, the law holds the "common carrier" and "public servant" subject to duties and obligations very different from those imposed upon ordinary business concerns, and they feel that while there exists a certain right of control by the government over the conduct of the "arteries of commerce," it is now insufficient or improperly exercised. This sentiment is rapidly and forcibly growing. While a man may be exempt from, or even evade payment of taxes on real estate or personal property, he well knows that he has got to "pay the freight." Realizing this fact, he becomes directly and intensely interested in the subject of government regulation of transportation rates, and this question certainly forces itself upon us as a vital issue in national legislation.

"As evidence of the feeling that now exists it is necessary only to point to the fact that the present Congress has before it concurrent resolutions, passed by eight state legislatures, petitioning for this legislation; like petitions from over forty national, commercial and manufacturing organizations over the country, such as the National Grange, Patrons of Husbandry, supported by twenty or more state granges; the National Grain Dealers Association, the National Hay Association, the Millers' National Association, National Live Stock, Lumber, Grocers, Shoe and Leather, Hardware and Cotton Associations, and about 175 local Boards of Trade, Chambers of Commerce, Manufacturers' organizations, embracing within their memberships over half a mil-

lion of the leading shippers of the United States. Such pressure is surely strong enough to interest any member of the National Legislature who is earnestly desirous of serving the needs and wishes of the people.

"Since the opening of the special session of the 58th Congress, last November, and up to the present date, the Congressional Record reports numerous petitions and memorials filed every day, with the exception of three issues, I believe, bearing upon this subject. Under such circumstances it is strange that redoubtance should be evinced to meet and solve the question. The opposition that we are encountering merely demonstrates plainly the power of obstruction wielded by the railroads."

**IN A FINANCIAL TANGLE.**

**Result of Republican Bad Management and Waste.**

When the present Congress was organized the committees were appointed with an eye to economy. At least so the leaders of the Republican party said, and it really seemed that they were going to try and keep down the appropriations, which was thought to be sound political expedient, to get it out down the expenses of the government or to appear to do so, that the organs and spellbinders might enlarge on this unusual streak of economy in the coming campaign. There was another reason for reducing appropriations that could not be avoided, namely, the receipts of the government were falling off and the Secretary of the Treasury had warned Congress there would be no surplus, and perhaps a deficiency, during the next two fiscal years, unless Congress was very economical.

The statement of the conditions of the United States treasury on Feb. 24 shows an available cash balance of \$225,157,938. But the greater part of this amount is not in the treasury, for the national banks hold \$162,371,160. There is also in the Philippine treasury \$5,780,115 and \$11,850,476 in subsidiary silver, which can only be used to supply the banks for small changes. Deduct from the sum stated as the available cash balance. It will be found that only \$45,155,297 remain as the actual available cash. It has always been considered necessary by former Secretaries of the Treasury to keep at least fifty million dollars actual balance to meet the demands as they fall due, so that the present administration is facing a dilemma that is causing President and cabinet considerable uneasiness. To add to their financial troubles, it is necessary to provide fifty millions to pay for the Panama Canal. The next step will be to issue bonds. But to issue bonds just before the national election would not jibe with the daily boast that the treasury is overflowing with cash and that government and people were never so prosperous.

After many solemn cabinet conferences, it was determined that the national banks must repay 20 per cent of the public money they have on deposit and on which they are paying no interest and so tie over this uncomfortable financial trouble until after election. Secretary Shaw, it is stated plainly, told the President that the national banks would not disgorge without some promise of future aid from the treasury when the usual money pinch comes at the end of the year. It is said he was doubtful as to whether to assure Wall street that bonds will be issued at the earliest possible moment and the proceeds will be left on deposit with the favored banks if they would repay \$30,000,000 now towards the \$50,000,000 for the canal. But if the banks repay \$30,000,000 and \$20,000,000 of the actual cash of the treasury is added and used to pay for the canal, it will only leave a little over \$25,000,000 for current expenses.

Hence the necessity for reduced appropriations and the fear of the falling in revenues, for the Republican leaders feel they are financially skating on thin ice.

The national banks will soon replete from the 20 per cent call now made on them, as the first issue of bonds to provide money to build the canal will probably be \$100,000,000 and this vast sum can be deposited with the banks until gradually needed in Panama.

Those who imagine that the banks will be called upon to repay from time to time the public money they hold will soon find that no such ordinary business sagacity rules the management of the United States treasury.

There would be no graft for the banks and no donation by the banks to the Republican campaign fund under such common sense management.

A bond issue offers the double graft of profit on the bonds and free cash for the banks.

**Cash High But We Must Have Him.**

Here is just a small part of what the strenuous Mr. Roosevelt has cost the country during his brief, but glorious reign: Improving and furnishing the White House, \$475,000; refurnishing Mayflower, the president's yacht, \$100,000; office building at White House, \$65,000; cost of keeping two ships ready this summer for the president's use, \$25,000; refitting the Mayflower in 1902 and 1903, for president's use, \$65,000; cost this year, \$30,000; cost of keeping Mayflower and Sybil in 1902-3, \$50,000. He now wants \$100,000 more for stables and what else gets them he will think of something else to add to the luxury of his surroundings. He comes a little high—but think what a joy it is to have him.—Johnston Democrat.

**Bimmelstein Not Interested.**

On the car the other morning I happened to hang by the strap next to Bimmelstein's. Between begging patrons and granting pardons to my

**Irishman Spoiled the Preparation by His Addition.**

Orrille and William Wright, the inventors of the most successful flying machine that has appeared thus far, in Dayton, Ohio, where they conduct a bicycle factory.

An aged Irishman, a faithful employ of theirs for a number of years, was kept at home last month by illness. Orrille Wright, a basket on

**Republicans Claim Everything.**

Representative Shepard of Texas, was piling it upon the Republicans, in the excellent speech which he made the other day on the tariff question, for claiming all the prosperity under the sun.

"Why, Mr. Speaker," said this fervent young Texan, "the next thing I expect to see is some Republican rising in his place here and proposing to amend the Old Testament. I expect some prophet of prosperity will rise in his place and move to strike the name of the Deity from the First line of the first chapter of the Book of Genesis, so that it will read 'In the beginning the Republican party created the heavens and the earth.'"

**An Exposition of Modern Wonders**

**The World's Fair of 1904 Is the Greatest Educational Factor as Well as the Most Stupendous Entertainment that Was Ever Organized—No Words Can Describe Its Magnificence or Magnitude**

Mr. E. R. Stevens, editor of the Minneapolis Union, visited the World's Fair at St. Louis a few days ago, and the following letter in the Union describes in part what his impressions were:

To Readers of "The Union":

I have been through the World's Fair grounds again to-day for the third time since coming to St. Louis last week, and every day I wonder within me grows, I had imagined from the descriptions that the management intended to eclipse anything ever before attempted, but I had no idea of the tremendous size, the magnificent designs, the splendid settings, and the artistic beauty of the buildings. I was somewhat prepared to see something of the ordinary, but my eye had by no means grasped the splendors which will be open to the visitors to the World's Fair this summer. Of course the grounds and the buildings at this time are in a chaotic state, and the weather was unpropitious for pleasant visiting, but even with these drawbacks, and with nothing but the bare and in many cases but partially finished buildings to be seen, the

to send his children there, as they will never have an opportunity again to see anything approaching it, and they might travel all their lives and not see as much of the world as they will see here within the confines of this great exposition. Every nation in the world will be represented, and a trip here will be a liberal education in itself. I certainly hope that every reader of "The Union" will take my advice and go to the Fair, even if they can spend but a few days there. It will be the event of a lifetime, and no one should deny themselves this much of the pleasures of the world, even if they have to deny themselves in some other direction. By all means make up your minds right now that you are going to the St. Louis World's Fair, and begin saving for that purpose right now, if necessary. And don't fail to give the boys and girls an opportunity to go. They will learn more here in a week than they will in school in a year.

I wish I could make this strong enough so that every reader of this paper would make up his mind to see the World's Fair, for I am sure every one who comes will agree with

New York. All are famous composers and their compositions have the originality and high merit expected for such a signal event. The vocal pieces will be played by the many hands in their musical programs during the Exposition, under the direction of the Bureau of Music.

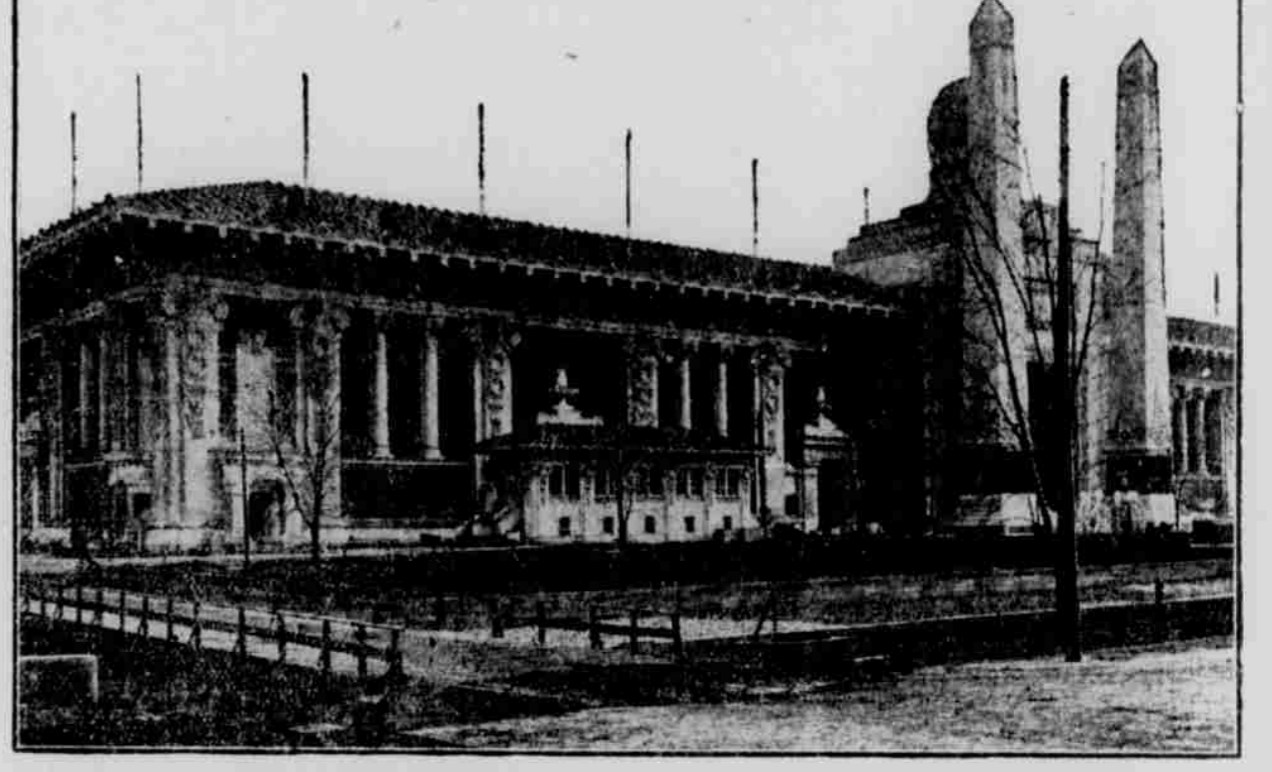
**OUT-OF-THE ORDINARY.**

Dozens of Unique Materials Used in the Creation of World's Fair Statuary.

Enduring marble and temporary stuff, which have marked the statuary of past expositions, are not the only kinds at the Louisiana Purchase Exposition, although more works of art carved from these materials are there exhibited than were ever collected at one place in the history of the world.

Many old materials have been made up into artistic figures that eloquently proclaim the idea of the designer. Some of these unique statuary are colossal in size and large sums of money were expended in their making.

Birmingham, Ala., has built a



Copyright, 1904, by Louisiana Purchase Exposition.

grounds are well worth traveling hundreds of miles to see, even as they are. This being the case, what will it be when everything is completed and when nature has combined with art to make this the fairest vision ever seen by mortal eyes.

It would be presumptuous on my part to attempt to give a description of the grounds or of the buildings, and when I attempt a description I am at a loss for words, and can only repeat, "Wonderful, wonderful, wonderful." The grounds are a natural beauty spot, and with the addition of the buildings, the statues, the fountains, the lagoons, the cascades, and all the cunning contrivances of art, the visit will be one which will never be forgotten, even if one should not go inside the buildings at all. And then the inside of the buildings—buildings covering acres and acres of ground, and stretching out for what seems to be interminable distances—when these are filled with the works of nature, of art, of science and of skill from every portion of the known world, who would be so foolish as to miss it?

I would make it compulsory upon every parent who can afford to do so,

**Palace of Mines and Metallurgy.**

me that there was never anything to equal it and that the one who misses seeing it will never have another opportunity to see its equal.

Sincerely yours,  
THE EDITOR.

**HYMN OF THE WEST.**

**The Poet Stedman Has Written the World's Fair Hymn and It Has Been Set to Music.**

Western folk will be charmed by the beautiful hymn written by Edmund Clarence Stedman upon the invitation of the World's Fair management. He calls it the "Hymn of the West," a title befitting so splendid a production. It has five stanzas, and Prof. John K. Paine of Harvard University has written the music, which is no less grand. The first public rendering of this hymn will be on the opening day of the great exposition, Saturday, April 20, when a drilled chorus of 600 voices will sing it. Other musical compositions specially written upon invitation of the World's Fair management are a march by Frank Vandorstken, director of the Cincinnati orchestra, and a waltz by Henry K. Hadley of

statue of Vulcan. It is 50 feet high, the base constructed of coal and coke and the statue cast in iron. It portrays Birmingham's importance as a manufacturing center. King Cotton is Mississippi's offering. Cotton is the material used, and the giant is as tall as Alabama's Vulcan. The Spirit of Utah is manifested in an artistic figure modeled from beeswax. Idaho presents the figure of a Coeur d'Alene miner cast from copper. Golden butter was used by a Minnesota artist as the appropriate material for a statue of John Stewart, the builder of the first cemetery.

Louisiana presents two curiosities in sculpture—a figure of Memphis in sulphur and Lot's wife carved from a block of rock salt. California shows the figure of an elephant built of almonds.

**World's Fair Notes.**

The exhibits will amount to twenty thousand carloads.

A machine will stamp the likeness of a World's Fair building on a penny for souvenir collectors.

The Inside Inn, a hotel on the World's Fair grounds under Exposition control, has 2,359 rooms.

**SERVED AS MESSENGER BOY.**

Congressman Hardwick Mistaken for One of the House Pages.

Congressman Hardwick, the boyish-looking man from Georgia, has had the experience that has befallen other youthful statesmen. He was standing close to the speaker's desk one day when one of the reading clerks, mistaking him for a page, said: "Run and bring me that paper that is lying on Gen. Grover's desk." Smiling at the clerk's error, the Georgian did as requested. Half an hour later the chair recognized "the gentleman from Georgia," and to the surprise and mortification of the reading clerk, Mr. Hardwick, the beardless boy, who had performed messenger duty a short time previous, arose and delivered a long speech on the race problem in the south.

**The Crinolone Is Coming.**

The new skirts with their extreme fullness, especially toward the front, will be the mother of our old crinolone. Nothing but the stiffened petticoat will throw into shape the wide skirts of the immediate future.

**AMUSED MEN OF MONEY.**

**Conductor Forgets His Audience in His Earnestness.**

What is known as "the millionaire's train" running from Morrilton, N. J., to Hoboken, carries a number of men known to the world of finance. The conductor is David Sanderson, to whom his passengers, grateful for his uniform good nature and efficiency, have just presented a handsome watch and a purse of gold. They insisted on his making a speech and Sanderson did so, winding up in this way: "Some people wonder why it is I have had such great success in life; why I have had no trouble with nobody. Even the other conductors don't understand it and they often ask me how I get along with the drunks on my train. An I just tell 'em—" Such a shout of laughter went up from the millionaires that Sanderson's speech ended then and there.

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**KING AND THE BOTANIST.**

**How Latter Happened to Take Dinner With the Swedish Monarch.**

M. Gaston Bonnier, a distinguished French botanist, while searching for rare plants some time ago near Stockholm, was somewhat surprised to see another man, who was a stranger to him, engaged in the same work. He spoke to him, and the two compared notes until the hour for dinner arrived, when M. Bonnier said: "I must confess I'm hungry, and I propose

near neighbors, I managed to read a few paragraphs in my newspaper. One of them told of a remarkable find by a Nipper expedition of the University of Pennsylvania. It was nothing less than a well-preserved and thoroughly authenticated tailor's bill nearly 5,000 years old.

Since Bimmelstein himself is engaged in the clothing business, I thought he would be interested in this ancient relic, so I told him about it, but the story seemed to make no impression on him.

"Hang it, man," said I, "don't you understand? It's a tailor's bill almost 5,000 years old."

"Vell," he answered, "vot iss it good for?" "Day can't collect it."—Brooklyn Eagle.

**Many Royal Visitors Coming.**

If all promises are fulfilled, the United States will have royal visitors galore next summer. So far there have announced their intention to visit the land of the free: King Leopold of Belgium, King Menelik of Abyssinia, the crown prince of Germany, the crown prince of Sweden and the crown prince of China.

his arm, visited the sick man one afternoon.

"Here John," he said, "are some dainties I have brought you. Here is some fruit; here is jelly; here is a tonic; here for the aged, here is some superb beef tea."

"Beef tea, is it, son?" said the old man. "Shure, an' it shud be good, that beef tea." "Is a drink of niver thriled before. O! thank ye, sor, for all ye've brought, but specially O! thank ye for the fottin' beef tea."

that we go and look for dinner somewhere."

"Come home with me," said his companion. "Our dinner is ready now, and it will give me pleasure to introduce you to my wife."

The Frenchman accepted the invitation, and, entering the city, they walked on until they reached the royal palace. "Surely we're not going to dine here," thought M. Bonnier, but he was mistaken, for, taking him by the arm, his companion led him through the palace and into the draw-

ing room, where he said to him kindly: "I can promise you a first class dinner. Yes, I am Oscar, King of Sweden, but what does that matter? I am delighted to have made your acquaintance, and I only hope that you will enjoy yourself while you are with us."

Then he introduced him to the Queen and a few minutes later dinner was announced.

It is such kindly acts as this that have made King Oscar loved.

In a week or two the Irishman was back at work. The day of his return, seeing him at his post, Mr. Wright asked him with a smile how he liked his beef tea.

"Shure, not a bit," said the old man, bluntly.

"Why," said Mr. Wright, "beef tea is delicious if you heat it and add a little salt and pepper."

"Well, sor, it may be good that way," said John. "But I put milk and sugar to it."—Los Angeles Times.