

THE OMAHA DAILY BEE

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Subscribed in my regular column to before this 1st day of February, A. D. 1902. M. E. HUNGATE, Notary Public.

St. Valentine has the floor again for his annual sharpshooting exhibition.

The next edition of patriotic oratory will sing the praises of George Washington.

It is bad enough to send comic valentines under any circumstances, but if you must send them be careful to make no mistake in the envelopes.

Ex-Police Judge Gordon has not applied for an injunction or a mandamus for a whole week and the people are beginning to be alarmed over his condition.

Cheyenne is to have a Union Pacific railway employees' clubhouse. Why can't Omaha have a railway employees' clubhouse for all the roads that converge in this city?

That Lincoln bank which had trouble getting its money out of the safe owing to a hitch in the time lock should have sent for the Detroit banker. No money ever stayed beyond his reach.

The open door which the British-Japanese treaty provides for may be all right in the Orient, but the man who pays the coal bills has learned to keep the door closed in this climate.

Frank C. Andrews, who wrecked the Detroit bank, used to boast that the only way to get rich is to speculate. The trouble is that it is also often an effectual way of getting into the penitentiary.

The freedom of the city of London has been conferred upon Joseph Chamberlain. It is certainly only fair that after his long career he should be permitted to where he pleases in the metropolis.

A Kansas man predicts that the west will have a visitation from seventeen-year locusts this coming year. There is nothing the matter with Kansas, but some of its people find it impossible to quit the calamity habit.

The South Dakota Merchants' association has petitioned congress to reduce letter postage to 1 cent. If the South Dakota merchants could guarantee to make up the deficit congress would cheerfully accommodate them.

Senator Jones of Arkansas announces that anti-imperialism will be the issue which democracy will force during the coming campaign. Naturally the senator prefers to take a trail which leads away from the round cotton bale trust.

When the automobile supplants the historic stage coach as the means of transit through the Yellowstone the old-timer who used to stage it through the mountains before the railroad made its advent will be left without any of the ancient landmarks.

The American people are hard to please. They entered objection when so many women insisted upon kissing Hobson, and now that several have kissed the hand of King Edward during the recent levee they are raising another protest. If only patience is exhibited, possibly there will be kisses enough to go around.

New candidates for governor are springing up like mushrooms over night. But none of them have yet ventured to commit themselves to the idea presented by Governor Savage that the salvation of the republican party does not depend upon the persecution of anyone. They are all unwilling to be persecuted with an unpardonable term of imprisonment in the executive mansion.

PRESERVING COMPETITION.

Some of the utterances of Governor Cummins in his address at Lincoln are likely to attract wide attention, not because they are novel or peculiar, but for the reason that they are made by a republican leader in one of the strongest of republican states and may fairly be assumed to represent the predominant sentiment among Iowa republicans. The suggestion of Mr. Cummins that corporations whose operations cover the whole country—in other words such as are engaged in interstate commerce—should be national, not state, corporations and that every dollar of stock issued by them should be paid for in money at par, "so that the capital represented in the association would measure the actual value of the property it acquires," will have large popular approval. It means complete national regulation of the great corporations engaged in interstate commerce and the placing them on a secure basis as to their capitalization. There may be great difficulties in the way of attaining this. Perhaps an amendment of the constitution is necessary to effect the national control and regulation of the great corporations that is manifestly desirable. But that the principle is sound cannot be successfully questioned. The corporations whose operations cover the nation must come under national control or the government will pass under their control.

Governor Cummins declared that "competition is, and until we are ready to enter the last degree of socialism, must remain the supreme rule of industrial life, and it is our imperative duty to preserve competition against the assaults of consolidation and monopoly." There will certainly be no popular dissent to this proposition. Whatever the advocates of industrial and business combination and consolidation may urge in regard to its advantages, public sentiment is overwhelmingly in favor of preserving competition and there is every promise that it will continue to insist that competition shall be preserved, even though in order to do so it be necessary to make revolutionary changes in the constitution and laws. What is likely to command chief attention in the utterances of Governor Cummins is the statement that "consumers have a better right to competition than producers have to protection," and that therefore if protection enables any manufacturer to destroy competition and establish a monopoly the protection should be withdrawn from the monopolized products. This view has a large and doubtless growing support, the vote in the ways and means committee on the Babcock amendment to the bill repealing the war taxes showing that there is sentiment in congress favorable to it even among republicans who, like Iowa's governor, are firm believers in the protective policy.

Another interesting feature of the address of Governor Cummins was his reference to the Buffalo speech of President McKinley and his admonition to give due heed to the appeal of that speech for free trade through reciprocity. Mr. Cummins believes that it would be political wisdom to make some changes in the tariff and he does not share the professed fear of those who say that to make changes would impair prosperity. In this respect the governor of Iowa is in accord with the platform of the convention that nominated him and undoubtedly voices the feeling of a majority of Iowa republicans.

WHERE RELIEF MUST BE SOUGHT.

Nebraska real estate dealers and real estate owners are wrestling with the problem of tax reduction and tax reform that will make investment in real estate, whether on the farm or in the city, attractive and profitable. Various plans for equalizing taxation and increasing revenue have been discussed, but in the end substantial and permanent relief can come only through an amended state constitution that will enable Nebraska to carry into effect the most modern ideas of fair state and local taxation. The recommendations of the Industrial commission on that subject can readily be carried out in most of the states that are not hampered by constitutional strait-jackets.

Nebraska must either force the campaign for a fair assessment of corporate properties and corporate franchises or continue in a constant struggle against an accumulating public debt. It is an open secret that Nebraska is running from \$100,000 to \$125,000 behind every year. While Iowa, with no state debt, has \$1,000,000 of surplus in its treasury, Nebraska's floating debt is about \$2,000,000. While the state tax rate in Iowa for 1902 is 3 mills, the state levy in Nebraska varies from 7 to 8 mills.

The state tax, however, constitutes the smallest part of the tax burdens. It is the local taxation that pinches most severely, because under existing conditions and abuses the great corporations have managed to beat their taxes and shift the burden upon real estate owned by individuals who enjoy no special privileges.

While the constitution of Nebraska expressly provides that "every person or corporation shall pay a tax in proportion to the value of his, her or its property and franchises," the transportation corporations have succeeded in getting the revenue laws so framed that their property is assessed in bulk, through a state board of equalization, while all other property is subject to assessment by local assessors. This manifest discrimination, made under pretense of distributing the rolling stock and local improvement along the entire line on a mileage basis, has practically exempted railroad property from local taxation and at the same time has not increased the mileage valuation of the roads. Thus millions of dollars of property that should be returned for local as well as general taxation is thrown into the dump at a mere song and the expenses incurred for maintain-

ing local government are made to fall upon the real estate of the respective towns and counties.

The trend of tax reform is toward a separation of sources of state and local revenues. The older states, like New York, Pennsylvania, Massachusetts and Ohio, are gradually readjusting their tax systems so as to leave real estate subject to local taxation only, while the state derives its income exclusively from taxes on franchises, corporations, inheritances, etc. But before Nebraska can fall in with other states in the matter of tax reform it must adapt its constitution to the changed conditions. In the meantime, however, the battle against tax exemption and tax evasion will have to be waged along the line to force assessors and boards of equalization to list all taxable property at uniform rates.

LET IMMIGRATION ALONE.

The house committee on immigration has a majority opposed to immigration. There is a voluminous bill in the hands of that committee which provides for the further restriction of immigration and it is expected that it will be favorably reported to the house. The official source of this measure is understood to be Commissioner of Immigration Powderly, who has incorporated in it a section authorizing the commissioner to administer all immigration laws and exercise control over all officials and employees in that branch of the public service. It provides that with consent of the secretary of the treasury the general commissioner shall establish all rules, emit all instructions, examine all papers, documents and securities of officials, make all contracts, and in short embrace in his person all the powers and duties of the immigration bureau. This would make the commissioner a very important official and the present incumbent of that office likes importance.

Perhaps this measure of Mr. Powderly will pass the house, but there is reason to think it might not be successful in the senate, because there it is likely to receive thorough discussion. There is no necessity for this proposed legislation. The industrial commission, which very thoroughly investigated the subject of immigration, does not recommend any further restrictions, unless the suggestion of an increase of the head tax can be so regarded. The commission recommends more effective inspection along the Canadian and Mexican borders and this is entirely proper, but it proposes no additional legal restraints. Evidently that body believes existing laws to be sufficient if properly enforced and so will everybody who can look at the matter unselfishly and without prejudice.

THE COURTS AN OBSTRUCTION.

In reference to the proposed legislation for increasing the powers of the Interstate Commerce commission, the Philadelphia Press remarks that the difficulty with these and all similar measures is the jealousy of the federal courts. It says they are certain to minimize all grants of judicial powers outside of their own jurisdiction. "Regulating rates," observes that paper, "is a judicial, not an executive function. The federal courts love no rivals. Whatever the power granted the commission over rates, its exercise is certain to be passed on by the courts and by the time it has been so passed upon not much will be left of the original grant of power."

There is warrant for this view in the experience of the Interstate commission with the federal courts, but is there no remedy? The constitution gives congress the power "to constitute tribunals inferior to the supreme court." May it not, in the exercise of this power, constitute a court for the specific purpose of considering issues arising under the interstate commerce law and thus avoid appeals to the various federal courts now existing? It would seem to be quite within the constitutional authority of congress to create a court of this character, the decisions of which, if not made final, could be appealed from only to the supreme court. At all events, the statement of the Press that the federal courts, by reason of their jealousy of power, constitute an obstruction to the carrying out of the public demand for relief from violations of the law by the railroads presents a match for serious consideration. Certainly if it be well founded our federal judicial system needs reforming. However, the immediate duty of congress is to amend the law so as to enlarge the powers of the commission and it can then be determined whether the courts are the obstruction alleged.

The proposition that the leading republican candidates for mayor of South Omaha should withdraw themselves from the race, in order to make way for a dark horse, seems to meet with approval among the republican rank and file of South Omaha, but we rather suspect that the only thing that will induce the leading candidates to withdraw will be a failure to muster votes enough at the primary.

On the reality of unequal distribution of tax burdens not even the tax shirkers will enter denial. What they take refuge in is that under existing revenue laws and their administration they find loopholes enough to evade their shares of the obligation and simply ask, "What are you going to do about it?"

Portland, Denver and several other cities of the west are preparing to engage in the meat packing business. While a certain measure of success may attend the effort the present great packing centers will not be greatly alarmed until nature moves the corn belt.

The annual meeting of the League of American Wheelmen shows a continuance of the rapid decline in membership in that organization. This is but the evidence of the passing of the wheel as

a fad. The wheel "crank" has almost if not entirely disappeared and the bicycle has taken its place as a practical device which is used like the buggy and the wagon by people who have a practical use for it.

Another double-shotted installment of the Jeffersonian jangle may be looked for in the hyperbated organ shortly. John L. Webster is about to deliver his second retrospective review of the Declaration of Independence, with his version of what Jefferson might have said about the government of the Philippines if he had lived 100 years longer.

In Detroit, for Instance.

Detroit Free Press. "He that is diligent in business shall stand before kings." Also before judges, on certain occasions.

Remove the Provocation.

Washington Post. Editor Bryan says it is necessary for him to lecture occasionally in order to keep his newspaper going. But why not suspend the newspaper and thus remove the provocation for the lectures?

Oh, They're Not Slow.

Chicago Inter Ocean. An army beef contract for South Africa was let in London for a premium of \$2,000,000. The contract was transferred for a premium of \$250,000 and was finally passed over to a syndicate for a premium of \$1,000,000. And yet, we sometimes hear it said that the Brits are slow.

Lots of Grit in Reserve.

Baltimore American. The pluck of Paterson in its serious calamity is characteristic of the American municipalities. So is the rapidity with which it will rise from its ashes and repair damage. Ruins may be picturesque in the older civilization, but we have no time to accumulate them here.

Annoying Litigation Blocked.

Washington Post. After a Kentucky lynching last week the coroner's jury was selected by the gentlemen who conducted the affair, and a verdict was promptly returned showing that the deceased had been strangled by unknown persons. By this means the case was immediately closed and there is no annoying litigation.

Two Playing at the Same Game.

Philadelphia Record. Combination begins combination. One of the latest illustrations of this tendency is the action of the merchants of the city of Spokane. They have put all their shipping in the hands of one man, who makes the best wholesale terms possible with carriers. The corporation making the lowest freight rates gets the undivided business.

A Job that Pays.

Philadelphia Times. As secretary of the treasury, Mr. Gage received \$5,000 a year, but since his retirement six offers of bank presidencies with salaries ranging up to \$100,000 a year have been offered to him. Mr. Vanderlip, who was his first assistant, is already head in a highly lucrative bank position. In view of the general talk in Washington about the increase of salaries, it would seem that the treasury might safely be left out of the plans. It is a sure ladder to affluence.

Cheap Labor, Cheap Results.

Philadelphia Record. Governor Taft's reply to a question on the subject of labor put to him by a member of the senate committee on the Philippines is illustrative of the absurdity of the fear entertained in certain quarters of the competition of Asiatic with American workmen. "Labor in the Philippines islands," said the governor, "costs more today than labor in America." This is the point of the question. An Asiatic may receive but 15 cents a day as wages, but he gets all he earns. Fifteen-cent-a-day laborers do not produce more than 15 cents worth in results.

Railroads Temporarily Rejoice.

Cleveland Leader. The best way the railroads can head off such perils is by submitting cheerfully to all proper regulations and obeying all reasonable orders or requests of the Interstate Commerce commission. The less they violate or evade the law which is intended to prevent injustice between shippers or places the better it will be for them in the hour of their danger. By insolent defiance of a body representing the government of the United States and by persisting in old abuses which have been condemned by public sentiment, by congress and by the courts, the common carriers are simply making trouble for themselves. They are tempting fate and sowing dragon's teeth.

PERSONAL NOTES.

Lord Sholto Douglas, brother of the marquis of Queensberry, has purchased a saloon and lodging home in Spokane, Wash. He says he wants to live there because he likes the town.

A beautiful and pathetic ceremony was the casting of sixty-nine floor pieces upon the waters at Gloucester, Mass., last Sunday, in memory of the men who went down to the sea in ships from that port and never returned.

Francis Griswold Landon, a member of the New York legislature, has introduced into that body a bill to tax advertising posters. The idea is to put some limit to the defacement of town and country scenery by inartistic and unsightly billboards.

Prof. Frank Y. Young of Chicago is experimenting with the purpose of producing light for that city with the odor from the stockyard district, working along the same line as Prof. Gorham of Brown university, who has been producing light from old beef-steak and pork-hops.

Algeran Sartoris, the grandson of General Grant, is going into business and will begin at the bottom of the ladder as an employee of the Westinghouse works at Pittsburgh. He intends to master the intricacies of electrical mechanics and of the financial features of the work.

The Georgia commission has informally agreed upon Alexander H. Stephens, the congressman, and Dr. Crawford W. Long as the discoverer of anesthesia, for the subject of the state's two statues to be placed in Statuary hall in the capitol at Washington. The election cannot be definitely ratified until a meeting of the commission is held in July.

"The population of the civilized world may be divided today into two classes," says General Stanley Lee in the Critic, "millionaires and those who would like to be millionaires." The rest are artists, poets, tramps and babies—and do not count. Poets and artists do not count till after they are dead. Tramps are put in prison. Babies are expected to get over it."

Three vice presidents of the New York Central railroad and placed in full charge of the operating and mechanical departments of the road, has risen from the ranks, having started as a section hand on the Milwaukee & St. Paul. He is vice president and general manager of the Lehigh Valley railroad, which office he will retain.

Boundary Line of Work

Philadelphia Press.

The voluntary retirement of William C. Whitney of New York City from active business and his expressed determination to devote the remainder of his life to rest and recreation has started anew the old debate as to what age should mark the boundary line of work. Mr. Whitney recently passed his 60th birthday, and it is fulfillment of a promise made himself that he is about to retire and leave the stress and strain of the care of the fortune he has accumulated to the next generation. But as he is still in good health and in the natural course of events has many years before him the wisdom of his act is being subjected to examination.

The result of the debate so far proves that no particular age can be fixed upon as the limit of work for all men and all occupations and that experience shows that the better a man prepares himself for his work in life and the more he develops his latent powers the longer is the period of usefulness to which he can look forward. At a meeting of the Chicago Federation of Labor a few days ago it was asserted that it was almost impossible for a man over 45 years of age to obtain employment. One leading railroad was named as having made a rule not to hire any man over that age, and a delegate was moved to ask bitterly if "a man should not be dragged out and shot when he reached the age of 45?" It is probable that this assertion needs qualification, but it is nevertheless true that a man who depends wholly upon his muscular force and never develops his mental powers grows old the quickest.

Next come the business men who have made the accumulation of money the sole object in life. His duties have necessarily brought him into contact with a higher class of men who are educated him, so far as he could be carried with the lack of effort on his own part. But this limit is soon reached and he finds himself, at an age when he should be still growing and developing, out of touch and out of tempo with his thirty years can be named as the dead line of usefulness of

such men. There is nothing more pitiful than to bear one so situated inveigh against the persistency with which he is pushed aside and utter his regrets that he cannot turn his mind to reading or to the study of art after he has accumulated the fortune he coveted. The pleasure is denied him because he put money before mental development and failed to cultivate the faculties upon which men must fall back as age advances.

The men who live longest and carry their usefulness with them farthest are the men who in the hurry of business or professional life have not forgotten to broaden their mental vision and lay up a mental store to draw upon as the years come on. Such men never grow old. To them, as Victor Hugo said, "forty is the old age of youth and fifty is the youth of old age." They keep themselves young by knowing the best that is in their business or profession and by fertilizing their intellect by reading, study and observation, and their sympathies open by letting the result go out to enrich their own lives and the lives of others. Their brains never harden. They never take on that discouraging look which shows that a man has reached his growth, that his brain has hardened into a mold and will take in no new ideas. Such a condition is the last stage of a man's usefulness.

All men live to remain young. Muscularly this cannot be done. In spite of the best care, the most vigorous dieting and all the comforts and conveniences that money can obtain the muscles harden and grow useless. But the mind can always remain young as long as it is in the mind that a man lives mainly when he has passed forty it is his own neglect or misfortune if he grows old there. If Mr. Whitney has used his opportunities to broaden and cultivate himself, if he has refined himself mentally by contact with art and literature, he is still young mentally and before him his most productive years lie. Some of his best work was done during the period described by Cicero in "De Senectute" when "the knowledge of a life well spent and the record of many good deeds is most pleasing."

BITS OF WASHINGTON LIFE.

Etchings of People and Events at the National Capital.

Salaries of American officials in the Philippines, though much higher than official salaries on the mainland, do not afford a large margin of profit, owing to the cost of living on the islands. The highest salaried official is Governor Taft, who draws \$20,000 a year, yet he finds the task of making both ends meet a difficult one. In his testimony before the senate committee the governor said:

"When I was appointed civil governor I was allowed \$5,000 for my legislative duties and \$15,000 for my duties as an executive, making \$20,000. The other commissioners were allowed \$5,000 for their legislative services and \$10,000 for their executive duties, making \$15,000 in all."

"Each allowed a private secretary?"

"Yes."

"And you also have a large clerical force?"

"You would think so, if you should step into our offices; you also would get an idea of the necessity for such a force."

"What other allowances are made?"

"None, except that I am allowed, as governor, to live in the Malacanang, the old governor's general's palace."

"Is it an extensive place?"

"Rather. It cost me \$125,000 gold per month to light it and I pay \$2,000 a year out of my own pocket for servant hire. There are fourteen ponies in the stable, eight of which I own, and I also keep three carriage. The grounds are extensive, but they are lighted by the city of Manila, as any other park would be."

"Are the other members of the commission provided with residences?"

"They are not. All of them pay rent, and I would much prefer to pay mine to being required to live at Malacanang and keep up that establishment. Out of my \$15,500 salary last year I had only \$1,500 left at the end of the year, and I am sure that if my illness had not prevented my entertaining to a desirable extent there would have been nothing left."

Senator and Mrs. Hanna recently gave a reception at the Arlington hotel and the afternoon before the event a friend wanted to make an arrangement with the senator to meet him that night to discuss a political matter.

"I can't see you tonight," said Mr. Hanna, "because my wife gives a regiment reception."

"Gives a what?" asked the perplexed acquaintance.

"A regiment reception," repeated Mr. Hanna. "There are 1,200 invitations out, you know."

When Senator Dolliver of Iowa was a young man, residing in the Washington Post, he was a school teacher. In the county which adjoined him on the north lived a boy named Charlie Hays, while Will Van Horn taught school in a county on the west. Hays gave up school teaching to become a little ticket office of the Wabash railroad, and by paying close attention to his work and acquainting himself with the details of the road he attracted the attention of the general manager and was transferred to Chicago. In course of time he became president of the road, and then was offered and accepted the position of president of the Southern Pacific at a salary of \$55,000 a year. Young Van Horn entered the service of the Milwaukee road as a telegrapher, but by his industry and ability secured the ladder of promotion until he also occupied a high position. Finally, he was selected to build the Canadian Pacific railroad, and for his eminent and successful services was finally knighted by Queen Victoria and is now known as Sir William Van Horn.

In the meantime Senator Dolliver studied law and entered politics, until today he is one of the two senators from the state of Iowa.

Rear Admiral Schley is looking in vain for a clue to the donor of the magnificent upright piano which occupies a corner in his rooms in a Washington hotel. When the piano was delivered the drayman who brought it handed him a receipted bill for \$3,000 and an anonymous letter. Much puzzled, the admiral read the missive. It concluded as follows: "Please accept this expression of admiration from one who desires no notoriety, but who wishes to take this opportunity of showing his regard for you."

There was no signature. There was nothing on the paper to indicate who was the writer. The handwriting was wholly unfamiliar to the admiral. In vain he questioned the man who brought the piano. They either knew nothing of where it came from or they had been instructed to offer no explanations. Admiral Schley has ever since been trying to learn from whom the gift came, but has found no clue. He has received many presents, but this is the only one that came anonymously. As a rule the givers are quite willing to have their names known.

Public assemblies in New York and Washington are discovering that Milton E. Allen, the assistant secretary of the treasury, has graceful abilities as an after-dinner speaker.

ALARMED BY EXPOSURE.

Widespread Wrong Wrought by Discriminating Freight Rates.

Portland Oregonian.

The annual report of the Interstate Commerce commission by its revelation appears to have brought the offending railroads to their senses in an attitude of at least transient submission to the laws of the country. The favored shippers are also willing "to be good" for the future. It seems to be a case of rogues who feared that congress would make the halter draw in order to enforce a better obedience to the law. The railroad managers and the favored shippers have not taken the alarm a moment too soon, for the indictment of their audacious violation of the law by the Interstate Commerce commission has already excited the indignation of the influential press of the whole country. The report of the Interstate Commerce commission cites specific instances in which the published traffic rates on meats are regularly cut, contrary to law, in the interests of four or five large packing concerns. Published tariffs are violated in the grain traffic contrary to law. To cover these criminal proceedings vouchers are destroyed and records altered. The effect of these lawless acts is to build up a monopoly of the meat-packing business in the hands of a few concerns and crush out small competitors and to turn the grain business upon each railroad into the hands of some particular buyer.

The wrong wrought is widespread in its injurious influence. The farmer loses, the consumer loses and the small shipper is obliterated. Grain and grain products move to the seaboard upon secret rates and the profit on this secret rate is divided with the officers of the line over which the shipments are made. This is a crime, a penitentiary offense, but under existing law it cannot be suppressed. A mere "agreed" rate lower than the published tariff cannot be punished unless the failure of some specific shipper to get this rate is proved. Individuals only can be indicted. They escape. When the law fixes corporations, juries will convict. This, briefly stated, is the argument of the indictment of the offending railway managers by the Interstate Commerce commission, which desires the power to make rates directly and to enforce them, and the commission asks laws to punish the crime that the railway managers have been committing, for they have violated the law requiring adherence to published tariffs; the law against secret rebates and discriminations; and the law against concerted traffic combinations, and they have just confessed their guilt by publicly announcing that their confederates of railway managers and favored shippers will henceforth obey the law.

The startling thing about all this business is that the men who form this bulwark of secrecy to defy and outwit the law are railroad managers on the one hand and millionaire meat and grain monopolists on the other, men of the highest intelligence and ability, who do not hesitate to break the law to swell their ill-gotten wealth.

Yonkers Statesman: "Pa, what is a misnomer?"

"A misnomer? Oh, when a man goes to a church service and asks the first woman at the club."

Philadelphia Catholic Standard: "What misnomer?"

"My father-in-law has come to stay with us. He is a retired railway manager and sits at his knitting all day and cry about my treatment of him."

Chicago Tribune: "What is a misnomer?"

"A person who controls the 'will' of another person, and makes him do exactly what he chooses."

Philadelphia Press: "Poor man," said the inquisitive old lady, "I guess you'll be glad when your old man goes home."

"No, ma'am, not particularly," replied the prisoner. "I'm up for life."

Judge: "Any—any one would think you had the earth on your shoulders. I might lay the world at your feet."

Washington Star: "I hope I shall get a few comic valentines," said Miss Caprene.

"You hope to get some comic valentines?"

"Yes, every one you get is a sure sign that you have made some enemy feel perfectly watched."

Philadelphia Press: "It seems to me," said the young housewife, "there's entirely too much water in the milk you serve."

"I won't alter it, ma'am, and the foxy milkman. You see, the farmer's milk has been given to the cows too much salt and it made 'em very thirsty. The farmer's got a new man now."

RAVAGES OF FIRE.

Huge Losses of Property and Life in the United States.

Springfield (Mass.) Republican.

Should the present estimate of \$5,000,000 as the loss caused by the fire at Paterson, N. J., prove correct that conflagration, on the basis of mere property lost, will rank about eighth of the big fires that have occurred in the United States. But a fortunate feature in the Paterson disaster is the freedom from the horrible loss of life that has marked many other fires extending over less territory. Thus, the fire on the docks of the North German Lloyd steamship line on June 20, 1900, which cost the loss of \$7,000,000 of property and more than 100 lives, was a much more terrible affair than that of Paterson, while other fires, such as the burning of the Brooklyn theater on December 5, 1876, which cost \$25 lives, have had many fatalities, but comparatively small loss of property. Ranked merely by their estimated property loss the big fires of the United States are as follows:

New York, December 16, 1835—Forty-six buildings burned; loss, \$10,000,000.

Providence, R. I., December 11, 1861—Forty people retained houses; loss, \$5,000,000.

Portland, Me., July 4, 1858—Ten thousand people retained houses; loss, \$5,000,000.

Chicago, Ill., October 8 and 9, 1871—Three and one-half square miles burned over; 47,000 buildings destroyed; 300 people killed; property lost, \$20,000,000.

San Francisco, Cal., April 18, 1849—About 800 buildings burned over; about 800 buildings burned; fourteen lives lost; property loss, \$8,000,000.

Jacksonville, Fla., May 8, 1891—Property loss, nearly \$10,000,000.

Paterson, N. J., February 9 and 10, 1902—Property loss, \$5,000,000.

ST. VALENTINE.

Ernest McGaffey in Woman's Home Companion.

Not rose, nor carnation, Nor lily, nor the columbine, But from the pr