

THE OMAHA DAILY BEE

E. ROSEWATER, EDITOR.

PUBLISHED EVERY MORNING.

TERMS OF SUBSCRIPTION. Daily Bee (without Sunday), One Year, \$4.00...

DELIVERED BY CARRIER. Daily Bee (without Sunday), per copy, 2c...

OFFICES. Omaha—The Bee Building, South Omaha—City Hall Building...

STATEMENT OF CIRCULATION. State of Nebraska, Douglas County, Nebraska...

Net total sales \$42,464. Net average sales \$30,402.

GEORGE B. TZSCHUCK. Subscribed in my presence and sworn to before me this 21st day of December, A. D. 1902.

Having elected new officers, the Douglas County Democracy will try to land a few more offices.

The vacancy in the Alliance land office is a plum that will be greatly sought and fought for.

Senator Dietrich stated the situation tersely when he said the reciprocity treaties pending in the senate were "in statu Quay."

Candidates for municipal office are already as thick as blackberries in June and we are still facing the midwinter month of February.

General Funston refused to speak when called upon to respond at the Kansas day banquet.

And now a San Salvador volcano is cutting up capers. But it is too late to intervene in the canal treaty already negotiated with Colombia.

Having found out what a good thing it is for them to have a short supply of coal men would like to have their harvest time made perpetual.

A debate between Governor Cummins of Iowa and Senator Hanna of Ohio on the subject of letting well enough alone would afford an interesting entertainment.

If any more ex-politicians with shady records are lying around loose who have not yet connected with the force under the Branch reform board, they should hasten to present themselves and claim the reward of reinstatement.

As usual, nearly every department of the city government knows where it can use to advantage considerably more money than the charter limit allows.

The European blockaders want Venezuela to make them preferred creditors instead of making them take chances like ordinary claimants.

It is getting perilously close to the time for the municipal tax levy, and if the school board wants to make a hit with the taxpayers by wringing the water out of its budget and reducing its demand for a school levy of 2.3 mills, it will have to start a moving.

When a round-up of the city councilmen for a special meeting is eminently successful within twelve hours of a failure to get a quorum present at the regular meeting, it might be in order to deem absentees were it not that there might be more in it for them to be absent than present.

The generosity of members of congress with the public money is illustrated again by the introduction of a bill to increase the annual salary of the president from \$50,000 to \$100,000.

The proposed constitutional amendment authorizing the merger of the governments of Omaha and Douglas county in part or in whole as introduced in the senate is not as clear cut as was the amendment on that subject submitted by the legislature of 1895.

That Representative Thompson is a cautious and sagacious politician may be evidenced from the fact that he wants it distinctly understood that his bill to make the abstraction of domestic fowls, buying stolen fowls and concealing fowls a penitentiary offense in Nebraska instead of a misdemeanor was introduced by request.

A VICIOUS ROAR FROM NEBRASKA CITY.

The most rabid railroad organ in Nebraska today is published at Nebraska City under the misnomer of the Tribune. Its vicious attack upon Omaha and its roar about the alleged plot of Omaha "to rob every county in the state outside of Douglas and Lancaster counties of much of the railroad taxes they are now receiving" will create no surprise in Nebraska City and Otoe county, where its subservience to corporations is well known.

The Nebraska City railroad Tribune claims to have discovered in the campaign waged by the Omaha press on the railroad tax question a conspiracy to divert the railroad taxes from the remaining counties of Nebraska into the capacious maw of Omaha tax eaters, and in the effort of the Real Estate exchange to repeal the clause in the charter that requires the assessment of railroads for municipal purposes on the mileage basis "an attempt to steal the lion's share of the taxes for Omaha and slip this debt scheme down the throats of country members of the legislature on the plausible basis of raising railroad taxes."

Taking its text from Head Lobbyist Baldwin, the Nebraska City organ promises "in some future issue to produce facts and figures to show that this sugar-coated Omaha scheme will make a reduction in the railroad contribution to the school districts of Otoe county from 12 to 25 per cent." This is a startling revelation that should challenge popular attention. If it is true that the assessment of the Burlington depot and depot grounds and the Union Pacific terminals and bridge in Omaha for city taxation would keep a dollar of railroad taxes from any school district in Otoe county, it certainly is an unholty scheme that should receive no countenance from any member of the legislature.

But every rational person knows that levying a city tax at Omaha on depot grounds and buildings can have no more effect upon Otoe county taxpayers than levying a city tax upon the Burlington bridge at Nebraska City would have on the taxpayers in Douglas county. With the same propriety the Nebraska City railroad organ might contend that the assessment of the franchises of the Pacific Express company at Omaha would take money out of the school district and county treasuries of Otoe and all other counties where the Pacific Express company maintains local agencies and does business. It would be just as logical to contend that levying city taxes at Nebraska City upon the owner of a team who is also compelled to pay county and state taxes would rob the school children in Cass county of part of their patrimony.

But none are so blind as those who will not see. The Otoe county railroad organist pronounces the campaign for more equitable railroad taxation a sham and appears to be oblivious of the fact that all the railroads in Otoe county were assessed in 1902 for \$525,423, when by rights assessed on a conservative basis at one-sixth their actual value they should have been assessed for \$1,818,855. In other words, Otoe county is justly entitled to more than three times as much tax from railroads as they are now paying and every dollar of tax the railroads are allowed to get away with has to be paid by the other taxpayers. Property owners in Nebraska City are not only compelled to pay their share of the county taxes which the railroads manage to shirk, but they also bear nearly the entire burden of taxes imposed for maintaining municipal government.

The railroad organist is, doubtless, also oblivious of the fact that the Otoe county railroad assessment ten years ago was by several thousands higher than it was last year, although the properties of the railroads there have doubled and trebled in value since 1892. While the railroad Tribune can see nothing wrong in this, we apprehend that the taxpayers of Otoe county will see a good deal of rank injustice in it.

CONSULAR SERVICE REFORM.

In the United States senate a few days ago the question of reform in the consular service received some consideration, several senators expressing themselves in favor of a reorganization of the service, on some such lines as proposed in the bills before congress. Senator Lodge said he is not one of those who believe that the consular service is either bad or inefficient; he had no sympathy with the indiscriminate attacks which have been made upon it, as was done recently in the house of representatives; but he was also very far from believing that it is beyond improvement. "The defects in our consular system," said the Massachusetts senator, "are not in the actual personnel at any given time, but in the lack of permanency of tenure, and in the failure to advance the best trained men in the service to the more important posts as they grow in experience and therefore in value." He urged that the value of a consul to the business interests of the United States, other things being equal, is almost in exact proportion to his length of service. He thought it would be greatly in the interests of the business of the United States to, as far as possible, have a body of men as consuls, the mass of whom have had some training in the service, who understand foreign languages, and who realize that when they enter the service there is a fair opportunity for regular promotion. "Instead of taking an entirely new man putting him into a post of the highest importance, it would be better if he could be put into one of the posts of less importance and some man better trained and of longer experience advanced to the more important place."

This is manifestly the policy that should be pursued. It is in accord with sound business principles and the con-

GERMANY'S ATTITUDE DISCUSSED.

The committee on military affairs of the United States senate Thursday discussed the attitude of Germany in the Venezuelan difficulty, with the result that it was decided to make certain provision in regard to seacoast defenses, so as to be prepared for a possible emergency. The discussion is said to have been earnest and the conclusion reached that the United States make it plain that the honor and dignity of the country would be maintained. That Germany dominates the Venezuelan situation is obvious, the other allies doing pretty much as the Foreign office at Berlin suggests. The aggressions have been committed by German warships. Yet so far as the United States is concerned the German government has shown every desire to avoid giving offense and is understood to have given the most explicit assurances that it has no intention to do anything this country would disapprove. Utterances of the German newspapers or of irresponsible men in public life cannot fairly be taken as reflecting the views or the attitude of the government. Only a few days ago the new diplomatic representative of Germany to the United States publicly stated that it was the desire of his government to end the Venezuelan difficulty as soon as possible, and that Germany sought to cultivate American friendship. While, therefore, the decision of the senate committee on military affairs may be judicious, we are unable to see any good reason for apprehending trouble with Germany. On the contrary, there are very strong reasons for thinking that country would make great sacrifices to avoid serious trouble with the United States. The Venezuelan difficulty will be settled, it can confidently be predicted, without any impairment of the friendly relations between Germany and this country.

THE TRAFFIC CONGESTION.

The congestion of railroad traffic on the trunk lines from the west to the Atlantic ports has become a serious matter. However reassuring as an evidence of abounding prosperity, such a situation has its drawbacks and disadvantages and these are being felt by both western shippers and eastern exporters. A traffic representative of one of the largest trunk lines going into New York said a few days ago that the railroad companies are physically unable to handle the unprecedented volume of traffic offering. He stated that they have neither sufficient locomotives, cars nor tracks; that they are doing their utmost and the people who are complaining apparently do not appreciate the work the railroads are doing or the proposition the railroads are up against. Recently the Lake Shore road practically gave notice that it could receive no more grain and it is said that the Pennsylvania is in the worst shape of all, its condition being so bad that its western connections decline to deliver grain to it for elevators situated on its system. A Baltimore grain exporter, in a communication a few days ago to a local paper, stated that many vessels were at that port awaiting cargoes and that the delay was causing heavy loss to exporters. Referring to the situation, the New York Journal of Commerce expresses the opinion that it is primarily due to the suppression of competition. It remarks that the growth of business, especially in the last five years, has been steady and continuous, and, barring any serious crop failure, its increased volume could be approximately calculated upon. "If there had been anything approaching even a regulated competition during these years, each would have been preparing to secure its full share by ample provision for handling it. It would have had a surplus of facilities when traffic was relatively light, but this would have enabled it to meet the demand when the full tide came. All the rival lines would not have found themselves overwhelmed at once and in a struggle with congestion at important points, while vast and varied interests were subjected to delay and loss on their account. As it is there are virtually no rival lines, but a practical consolidation of the trunk lines into a single system controlling transportation from the west to the Atlantic ports, checked only by the Gulf and the St. Lawrence competition, which has no great effect. It is pointed out that in building up the combination there have been so-called economies in equipment and facilities for handling and expediting traffic. The aim has been to adjust equipment to the assumed needs of the whole combined system and give it a unified direction for the common profit. The effect has not only been to restrict

OTHER LANDS THAN OURS.

King Oscar of Sweden, who has been obliged by ill health to temporarily abdicate the sceptre, is reputed to be one of the most learned men in Europe. He is a member or honorary member of nearly every important academy or association of sciences in addition to which he has attained fame as a poet, linguist, critic, international arbitrator and athlete. He is the possessor of hundreds of decorations, including those of almost every known order of knighthood, but the medal he values most highly is one bestowed him by the Humane Society of France for stopping a runaway team on the streets of Paris. A characteristic illustration of his extreme modesty is given by a story told of his examination of some school children. Having asked the class to name the most famous monarch of Sweden, a small girl mentioned Oscar II. When pressed to mention a notable event of his reign the diplomatic miss was obliged to admit she knew of none. "That is right," remarked the king. "I don't know of any myself. If the nation is happy that has no history the Sweden own that privilege. King Oscar spoke the literal truth. The only striking event of his reign was perhaps the Norwegian poet Bjornsen's challenge of the king to a duel."

The appointment of Dr. Raphael Davidson to the archbishopric of Canterbury by another illustration of how the Scot is conquering south of the border. The archbishop of York is likewise a Scotchman. In the British government ten Scotchmen are drawing nearly \$37,517 from the treasury, viz: Arthur Balfour, the premier; Gerald Balfour, secretary for the Board of Trade; Mr. Ritchie, the home secretary; Lord Balfour of Burleigh, secretary of Scotland; H. T. Anstruther, a junior lord of the admiralty; Hon. T. Cochrane, parliamentary secretary for the home office; A. B. Law, parliamentary secretary for the Board of Trade; Sir R. B. Finlay, advocate for Scotland; and Scott Dickson, the earl of Minto, governor general of Canada, is a Scot, and Lord Hopetoun, until recently governor general of Austria, is of the same nationality.

Some doubt has been thrown by recent travelers upon the correctness of the accepted notion that China is a land of teeming population. It has been asserted that the human lives along the seaboard and the great rivers of China ought not to be counted as at least for estimates; that in those parts of the empire which lie off the main routes of traffic (the natural and artificial water courses) the population of China is comparatively thin. A census recently taken by the Yankin government in the province of Szechuan, in the west of China, shows that the population of the empire is 426,447,325, according to this enumeration. The absolute reliability of Asiatic statistics is questioned; nevertheless, the agreement of the results of the census with the accepted estimates is so close as to invite confidence. The statement that the Chinese empire contains one-third of the human race will hereafter be regarded more than ever as an approximate truth.

The Rand in general and Johannesburg in particular are in the hands of what is probably the most complete railroad monopoly in existence, and the fact that this is controlled by the government does not better conditions. The freight rates from the coast to the interior are so high that only the comparatively wealthy can live in comfort there, enjoying luxuries in the way of furniture and the like such as they have been accustomed to at home. Rents are abnormal, very moderate houses in local localities renting for from \$2,500 to \$3,000 a year and everything else is proportionately dear. There is only one remedy for this—the reduction of charges on the railroads from Natal and the Cape, which are paying dividends to the government—large enough to make private corporations green with envy. Import duties on foodstuffs, building materials and mining necessaries might be abolished until ordinary economic conditions return, to the great advantage of the colony.

RECEIVING AN EQUIVALENT.

St. Louis Globe-Democrat. Expenses at the White House have been gradually increasing during the past year, says the country editor of that paper, it is not getting good service.

WHERE FICTION THRIVES.

Philadelphia North American. Congressman Lester denies any collusion with the self-confessed perjurer Dobbin. It is curious that a place where so many lies are told should be named after George Washington.

HANGING HOPE ON LAWYERS.

Washington Post. Jim Tillman boasts that forty lawyers have cured the catarrh for him, so high that tends to create the impression that an abnormal amount of defending is going to be necessary in his case.

GOOD WILL TOWARD THE LAST.

Chicago Chronicle. The penitent but anonymous citizen who has sent \$1 to the city hall as conscience money and asks the municipal officials to meet him in heaven evidently does not know much about the crowd that holds forth in the municipal building these days.

CRUELTY TO ANIMALS.

New York Tribune. The bill which has passed the house of representatives and is now before the senate, permitting railroad companies to keep cattle and other live stock in cars without food or drink for forty consecutive hours, ought to be defeated. This is legislation for the promotion of cruelty to animals. The present limit of twenty-eight hours should not be exceeded. That is liberal enough to shippers and railways alike.

ADVANTAGE OF FOOT BALL.

Casper Whitney in Outlook. There are other games as interesting as foot ball, but foot ball happens now to be the most popular, and hence is made the target for all the slings and arrows of the unsporting. It is vigorous, to be sure; it demands more of the body, but demands less of the mind. It is not, however, a larger returns to the participant. It has an element of danger, but no game lacking that spice is really worth while. It is a mental and a physical stimulant which strengthens not only the body, but demands quick thinking, and it develops patience and courage, and promotes clean living and temperance. These are not mere words; they may be verified by any one who cares to take the trouble to make a fair investigation at the nearest school or college.

GIVES ITSELF AWAY.

Surprising Admission of Great Britain in the Venezuelan Matter. Kansas City Star. One of the greatest surprises of the whole Venezuelan affair is the announcement by the British foreign office that Great Britain, and not Germany, took the initiative in bringing about the alliance between the two powers. The statement, made by a high British authority in going into the alliance—a blunder that has been recognized by the English people and commented upon pretty freely by the English press, and which may yet cause the resignation of the Balfour ministry. It emphasizes the blunder made by England in going into the alliance—a blunder that has been recognized by the English people and commented upon pretty freely by the English press, and which may yet cause the resignation of the Balfour ministry.

SEARCHLIGHTS FOR FIREMEN.

Powerful searchlights of such intensity that their rays will throw into bold relief every object in the immediate vicinity, are likely to be installed among the equipment of the Chicago fire department on wagons especially equipped for the purpose. Marshal Musham and City Electrician Elliott now have one of the lights of 60,000 candle power which they intend to test on the fireboat Illinois at the foot of Illinois street. The big light is supplied with power from a new steam turbine engine, said to be the first to be applied to any commercial use in Chicago. The turbine is expected to realize 80 per cent of the power stored up in the fuel. With the light the whole equipment weighs 600 pounds. The rays pouring from so concentrated a source of light would dazzle the eye and to make this objection a shield has been devised which will confine the gleam as far as possible to a point. Pilots in the lake and on the river are particularly to be protected from the danger of blinding. When turned on a building the light is expected to stream through the windows and fill the house with light practically as strong as the rays of the sun. The effectiveness of such a device in the saving of life and minimizing danger to firemen during the main object of introducing the light.—Chicago Chronicle.

IS IT A BOOMERANG DECISION?

PREMATURE REJOICING OF TAX DODGERS OVER A NEW YORK COURT RULING.

Chicago Post. It is not impossible that the New York franchise-owning corporations have overreached themselves in their ardent attempt to annul the admirable and equitable law for the taxation of their special privileges as real estate. The decision of the appellate court, which they hailed as a great victory, may turn out to be a bitter defeat for them. That would be an instance of poetic as well as practical justice. The question now under discussion is this: Does the decision affect the essential feature of the law, the assessment of franchisees as real property, or does it invalidate only that tricky amendment which vests in the State Board of Tax Commissioners the power to assess this species of taxable property?

The prevailing opinion uses this language: "I am forced to the conclusion that so much of the act as provides for the assessment of a special franchise by the State Board of Tax Commissioners is unconstitutional and void." "So much of the act" is not the whole act, and all the judges distinctly upheld the principle of franchise taxation. In another place the opinion says: "Therefore, when the legislature deemed it wise to add to the taxable list the so-called special franchise, the duty of assessing it devolved upon the local assessors. Its creation at once brought it within the scope of their official duties."

This seems to imply that the assessors are entitled and bound to assess the franchisees regardless of the provision of the law which places this power in the state board. And this is the construction now put upon the decision by the comptroller of New York and by the author of the original act, ex-Senator Ford. The latter says: "It unquestionably leaves the original Ford bill intact. It has now been decided that the two amendments put in at the suggestion of Governor Roosevelt are void. The principle of franchise taxation is in no way attacked by the decision."

If Mr. Ford and the comptroller are right, what a boomerang the decision will prove to be for the tax-dodging and tricky corporations! Not only will they have to pay franchise taxes, but they will have to accept the valuations of the local assessors. Canning sometimes overreaches itself, and there is such a thing as getting hot with one's own petard. The case goes to the court of last resort, and the people have a better prospect of ultimate victory than the corporations.

POLITICAL DRIFT.

The state of Maine is out of debt and awfully lonesome. Mayor Carter H. Harrison of Chicago is hustling for a fourth term.

There is quite a flood of trust-busting bills in the New Jersey legislature. They have as good a show as a snowball in the Sahara. Governor Pennypacker of Pennsylvania urges the enactment of a measure restraining newspaper criticism. Campaign leases must have made a lasting impression on the governor.

A Kansas lawmaker advocates a law forbidding the eating of snakes. There are a few jiggers of mercy in the measure. To see snakes is sufficient punishment for a drug-store jag.

The mayor of the bustling city of Worcester, in the old Bay state, has set a noble example of self-abnegation. He has vetoed an ordinance raising his salary from \$2,000 to \$4,000. The Utah legislature has resolved that a newspaper comment comparing the members from San Pete county to jackrabbits "casts serious reflection upon the intelligence and fitness for work of the legislature."

The Titan ex-Governor of Texas, the colossal J. S. Hogg, is emulating the example of Cincinnati, and has taken to the cultivation of cabbages on a tremendous scale. Next month he intends to ship north many trainloads of the vegetable so intimately associated with corned beef.

"Cy" Sulloway of New Hampshire is the tallest man in the national house at present, measuring nearly 6 1/2 feet, but in the next house he will give way to Representative Ollie James of the First Kentucky district, who is not only taller than that, but larger in proportion, weighing 350 pounds.

An Ohio man who died in Idaho recently achieved distinction in his native state by losing power of speech during a campaign in which he was a candidate. Triumphant election restored his power of speech. It was the first instance on record where a Buckeye lost his conversational talent with an office in sight.

All told, the city of Boston is to collect this year from real and personal property \$15,979,373, which is \$217,540 less than the assessment of taxes for the previous year. The expenses of the year are estimated at \$19,425,152.85, or a little over \$500,000 less than last year's figures.

In some parts of the United States Finns are becoming an important element of the voting population. One advantage they have over immigrants from many European countries is that the proportion of illiteracy among them is infinitesimal, 1/4 of 1 per cent only, while among the immigrants from southern Italy, Russia, Portugal and Poland it varies from 50 to 70. By the last census there were in the United States 6,440 natives of Finland, of whom 19,000 resided in Michigan, 19,700 in Minnesota, 5,100 in Massachusetts, 4,000 in New York, 2,500 in Ohio, 2,700 in California, 2,700 in Washington and 2,100 in Oregon.

NO MAN BETTER ERAS HIS PAY THAN THE PRESIDENT.

JAMES FORD KNOWS IN SCRIBNER'S.

Mr. Roosevelt merits the encouragement and sympathy of all lovers of good government, and he is entitled, as indeed is every president, to considerate and forbearing criticism. For, ardent as he is for the office, it is a hard place to fill. Through the kindness of President Roosevelt, I have been enabled to observe the daily routine of his work and I am free to say that from the business point of view no man better earns his pay than does he. Mr. Bryce remarks that a good deal of the president's work is like that of the manager of a railway. So far as concerns the consultation with heads of departments, prompt decisions and the disposition of daily matters, the comparison is apt if a great American railway and a manager like Thomas A. Scott are borne in mind. But the railway manager's labor is done in comparative privacy; he can be free from interruption and discharge his own time in a systematic manner. That is impossible for the president during the season of congress. Office seekers themselves do not trouble the president so much as in former days; they may be referred to the heads of the departments; and, moreover, the introduction of competitive examinations and the merit system has operated as a relief to the president and his cabinet officers. But hearing the recommendations by senators and congressmen of their friends for offices consumes a large amount of time. There are, as Senator Lodge has kindly informed me, 4,518 presidential offices and 4,000 presidential postoffices; in addition there are army and naval officers to be appointed. The proper selection in four years of the number of men these figures imply is in itself no small labor; it would by a railroad manager be considered an onerous and exacting business. But the railway manager may hear the claims of applicants in his own proper way, and to prevent encroachments on his time, may give the candidates or their friends a curt dismissal.

MIRTHFUL REMARKS.

"Pretty fast horse, eh?" asked the friend. "Fast? I should say so. I can start out for a two-mile sled ride with him and get back before it thaws."—Washington Star.

"Colonel, how did you catch that cold in your head?" "Taking off my hat in an elevator, sub." "What did you do?" "I was alone, and there was a picture of a lady hanging up in it, sub."—Chicago Tribune.

"Ira! Get up!" Mrs. Gayman called, shaking her sleepy husband. "If you're going down town with Ann, you'll have to hurry. Ann's up." "You with the money, I never did sleep any luck."—Philadelphia Post.

The Manayunk Philosopher rises to remark that a woman in a décolleté gown always reminds him of an oyster on the half-shell.—Philadelphia Record.

"Plattitude—There is always room at the top." "Serris—Yes, but the fellows who are up there are monopolists.—N. Y. Times.

Naggyby—They tell me your tryffer has been quite another chap since his rich uncle kicked him out and made him shift for himself. "Waggyby—Yes; the kick out of doors served as a sort of a business opera for congenial worthlessness.—Philadelphia Press.

"But suppose," said the eastern girl, "suppose, when you're alone in the evening without a chapman, some man would swoon over you?" "I'd sweat him one," replied the western girl, calmly, "and that's more than the chapman could do."—Chicago Post.

Wisium—I was surprised that you should be so much interested in the man who was somewhat intoxicated, I grant you, but he is one of the leaders among the spiritualists and they didn't let him assault upon him at all. "Harry—There's no pleasing you, Wisium. You have always told us strike a happy medium and the first time I do it you make me.—Boston Transcript.

"Don't you say," said the man who was looking over the water at the stand, "that a great deal of poor literature is gotten out now?" "It is no more," answered the somewhat haughty attendant. "I'm very glad to hear that, but not to read it."—Washington Star.

Boy on either side of line fence—If I had a fence like yours I'd take it off and let it rest a while. "New Boy (on the other side)—If I had a fence like yours I'd see if I couldn't run it for enough soap to give it a washin'."—Chicago Tribune.

JOHN BULL PROTESTS.

New York Sun. Oh, William, stop bombarding! Oh, Billy, please be nice! Stop calmly disregarding! My excellent advice, some man please be a little wiser. Be good and come away! Oh, Billy, be a kinder! Not a fireworks display. "Oh, heavens! what's that roar there?" "What are you shouting at?" "The little show on shore there?" "A fortress! It's a cat!" "Your head, my friend, is swelling. With all this talk about a cat?" "Oh, William, dear, stop shouting! That doubtless neutral cow!"

I DO NOT MIND BLOCKADING.

Hit the ground in the morning. He was But all this canonading. Has got my nerves upset. I'm down here, why-billy. To help your gunning sport. Oh, Lord! he's at it still. That hen is not a fort! I'll leave you, Cousin Bill!

JOHN BULL PROTESTS.

New York Sun. Oh, William, stop bombarding! Oh, Billy, please be nice! Stop calmly disregarding! My excellent advice, some man please be a little wiser. Be good and come away! Oh, Billy, be a kinder! Not a fireworks display. "Oh, heavens! what's that roar there?" "What are you shouting at?" "The little show on shore there?" "A fortress! It's a cat!" "Your head, my friend, is swelling. With all this talk about a cat?" "Oh, William, dear, stop shouting! That doubtless neutral cow!"

I do not mind blockading. Hit the ground in the morning. He was But all this canonading. Has got my nerves upset. I'm down here, why-billy. To help your gunning sport. Oh, Lord! he's at it still. That hen is not a fort! I'll leave you, Cousin Bill!

A Sudden Drop.

This is the time of the year to look for sudden drops in the prices of clothing—and other articles of masculine splendor. It isn't because we have charged too much heretofore, but because we are willing to let the remainder of our broken lines of winter merchandise go for less than they are worth.

The reason for this is a simple business reason—these are the remaining garments after a busy season. We don't want to carry them over, and, as the season is pretty well advanced, we are willing to share the loss with our customers.

There are a few more of those CHILD'S VESTER SUITS at \$1.50—that sold at \$2.00 and up to \$3.00. \$1.50 and \$2.00 SHIRTS to be had now for \$1.00. \$1.00 SHIRTS to be had at 75c (all sizes except 15). 30C NECKWEAR to be had at 25c.

BOYS' SHIRTS AND SHIRT WAISTS (slightly soiled), that sold as high as \$1.00—now 25c. BOYS' GLOVES (the warm, leather kind) for 25c. MEN'S TROUSERS—that sold from \$5.00 up—are now \$2.50. And Overcoats, Ulsters and Suits—from broken lines and odd sizes—have been very materially reduced.

No Clothing Fits Like Ours.

Browning-King & Co. R. S. WILCOX, Manager.