

THE OMAHA DAILY BEE

E. ROSEWATER, EDITOR. PUBLISHED EVERY MORNING. TERMS OF SUBSCRIPTION. Daily Bee (without Sunday), One Year, \$4.00...

STATEMENT OF CIRCULATION. State of Nebraska, Douglas County, ss.: George B. Tschuck, secretary of The Bee Publishing Company, being duly sworn, says that the following is a true and correct copy of the circulation of the Daily Bee, Morning, Evening and Sunday Bees, printed during the month of February, 1903, as follows:

It is a safe proposition for every legislator to vote against every measure he does not understand.

Douglas county commissioners do not appear to take much interest in the question of interest on county funds.

It turns out that that Bartley cigar box never had a lid on it. But will that make it easier to get at the contents?

Douglas county willingly sends to the state penitentiary the execution scaffold no longer required here—and it doesn't care if it never comes back.

What property is worth for sale and income it is worth also for taxation. That is the rule applied to individual taxpayers, and why not also to the railroads and the other big corporations?

Opinion prevalent at Washington is to the effect that the extra session of the senate will come to a close by the end of next week. The rest of the country would be glad to share in this opinion.

A Jersey preacher will attempt to prove that St. Patrick was a Baptist and not a Romanist. It would be well for him, however, to draw the line at trying to disprove his Irish nationality.

Does any one imagine the railroad lobby at Lincoln would not be fighting the proposed revenue bill if it in any way interfered with the enjoyment by the roads of the immunity from taxation they now possess?

When the opposition to the merger of city and county governments is traced down to its sources it will be found to be inspired by two motives—the corporation mania to shirk taxes and the politician itch for salaried office.

No political party has any copyright on tax reform. The demand for equal taxation of railroad property with other property should command the support of every conscientious and honest member of the legislature irrespective of politics.

President Charles M. Schwab of the United States Steel trust has been sighted in Paris on the eve of his return departure for the United States, looking the picture of health. A man coming back to a million dollar job from which he came so near being dislocated ought to look the picture of health.

The death of "Paramount" Blount seems to have created scarcely a ripple in the sea of public opinion, although for a short while only a few years ago he occupied a place at the very front of the political stage. The explanation doubtless is that there has been a long succession of paramount issues since Blount was paramount.

Governor Garvin of Rhode Island declares that bribery is so common in that state that many members of the legislature occupy seats attained by the purchase of votes and thereupon call upon the legislators in question to institute an inquiry to detect the bribery and prosecute the bribe givers. This is very much like asking the lawmakers to help find evidence against themselves.

While the school board is revising its rules, it might also incorporate a few restrictions on the irresistible disposition of members to use the influence of their positions to procure the appointment or promotion as teachers and employees of their own relatives or dependents. The law prohibits members from being peculiarly interested directly or indirectly in school contracts and they ought to be prohibited likewise from being peculiarly interested in the employment of teaching and janitor force.

DISTRIBUTION THAT DOES NOT DISTRIBUTE.

The distribution of railroad property values on a mileage basis for taxation purposes may be eminently sound, but under the methods pursued in the assessment of Nebraska railroads the distribution has been a delusion and a snare.

The railroads of Nebraska constitute integral parts of several systems that have been merged and capitalized as a unit. The Burlington system, for example, includes from twenty-five to thirty railroads, chartered in Illinois, Iowa, Nebraska, Missouri and Minnesota, under various names. Some of these railroads, like the Atchison & Nebraska, were competing lines. Others are lines constructed by the original Burlington company under different names. All of these railroads are welded together and operated under one general management. The stocks of these various companies have been exchanged for Northern Pacific and Great Northern 4 per cent bonds at 200 cents on the dollar regardless of their original value. In other words, the Burlington system has become one and indivisible both in its capitalization and operation, and, therefore, under the unit system should be assessed as one property and pay taxes for every mile of its line in proportion of the total mileage to the capitalized value of the system.

The Burlington system in Nebraska comprises 2,416 miles of road, and the proportion this mileage bears to the aggregate capitalization of the entire system constitutes its value for taxation. A correct and honest distribution of the value of the Burlington system on the mileage basis would entitle each county and school district to have its exact pro rata of the total value of the capitalization in proportion to the number of miles of Burlington railroad in the county or school district under whatever name it may have been originally chartered.

But under the present method of distribution in Nebraska the Burlington system is subdivided into fifteen railroads, each having a different mileage valuation, without reference to the capitalization of the system. It has been the custom of state boards to assess the 101 miles of Burlington road from Plattsmouth to Kearney as the main line and credit it with the bulk of the traffic, although everybody knows that the main line of the Burlington does not terminate at Kearney, but extends westward from Hastings on to Denver, while another main line extends to a connection with the Great Northern at Billings. While the main line is presumed to extend from Plattsmouth to Kearney, it is not credited with the valuable terminals at Omaha, which are all presumed to be distributed to the so-called Omaha Southwestern road, that figures on the map as a road fifty miles long, but in fact is as much a part of the main line as the line from Plattsmouth to Lincoln. The upshot of all this juggle is that only five of the South Platte counties are credited with main line valuation, while the other thirty-eight counties are credited merely with branch line assessments at from \$3,500 to \$4,000 per mile.

What is true of the Burlington is true also of the Union Pacific. The Union Pacific system is capitalized as a unit at more than \$100,000,000 per mile. Its stocks and bonds cover the entire system, whether it was formerly incorporated as the Omaha & Republican Valley road or Black Hills line, and by rights the value of the whole system in Nebraska should be distributed on an absolutely equal mileage basis instead of being distributed as now at \$9,800 per mile from Omaha to the Wyoming line, and one-third of that valuation to the counties traversed by the Omaha & Republican Valley road.

Under the present juggle assessment system the terminals at Omaha are presumed to be distributed to the counties on the line from Omaha to Sidney, whereas they should be distributed over the entire system on exactly the same value per mile as the line from Omaha westward. In the language of John N. Baldwin, under the unit system of taxation, "Each mile of the line that contributes to the building up of the terminals in Omaha should have an equal proportion of the value of the terminals for taxation purposes."

This would be honest and sound distribution for state, county and school district taxation. Every attempt to separate the trunk lines from the balance of the system is simply an ingenious scheme to nullify the principle of unification in order to exempt a large percentage of the capital represented by railroads from its just share of taxation. This does not, however, cover the taxation of railroad terminals and improvements for municipal purposes which cannot be distributed, but should be assessed the same as any other class of property.

ASPECTS OF THE LABOR SITUATION. While labor is well employed throughout the country, there is a good deal of unrest among wage earners and some aspects of the situation are rather disquieting. Threatened strikes are more than ordinarily numerous and some of these, should they occur, could not fail to have an effect injurious to the general prosperity. It is reported that preparations are being made for a strike in the building trades throughout the country on May 1, which may involve 500,000 workmen. It is easy to understand that this would be a very serious matter, for a general strike of men in the building trades would affect numerous industries and force out of employment a great number of other workmen. In other directions dissatisfaction with existing conditions is being shown and there is apprehension that the coming summer may witness an unusual extent of labor disturbances.

The explanation of this situation is found in the increased price of commodities, with which the advance in wages in most industries has not kept pace. This leads the working classes to feel that they are not receiving their share of the prevailing prosperity. It is not a groundless view, at least, as to many of them, but will they better their condition by resorting to industrial warfare? That is a question which would seem to be worthy of their serious consideration, since it is a pretty well established fact that widespread labor troubles are productive of industrial prostration. The situation plainly suggests that the era of general peaceful relations between capital and labor is still remote and that there is yet demand for the most earnest efforts of those who are anxious to promote industrial peace. It is a very simple matter to theorize on the subject and to say that harmony between employers and employees is essential to business success and the general welfare, but it is extremely difficult to find a practicable way of securing this most desirable condition. As it is the chief if not the only menace to a continuance of prosperity is the danger of widespread labor conflicts.

OBSERVING THE LAW.

There appears to be a general determination on the part of the railroads of the country to observe the anti-rebate law in letter and in spirit. Such action has been taken in this direction indicates that at last railway managers have concluded that it will be wise and expedient to obey the acts of congress and that it will be to their interest and advantage to do so can need no demonstration. In his recent report the president of the Pennsylvania railroad said that the better class of railroad men were doing all in their power to maintain schedules. They have found it profitable to do this and with the additional incentive of the Elkins act they may reasonably be expected to adhere to this policy.

It is said that the organizations of shippers which secured the enactment of the anti-rebate law are beginning to fear that they have not bettered themselves. There is distrust, it is stated, of the efficacy of the measure and it is pointed out that its evasion is easily possible in several ways. The suggestion is made that so long as the railroads have a greater demand upon their facilities than they can meet there is little danger of the law not being obeyed, but whenever times change and the roads are anxious for traffic the law is likely to be evaded. That is a possibility about which shippers need not tell with certainty how long the existing prosperity will last. The conditions seem favorable to its continuance for several years. Yet a change may come within a year. All that can be asked or expected is assurance that the railroads mean to observe the law and whenever it shall be found that they are not doing so it will be time to question the efficacy of the statute and consider what additional legislation may be required.

The anti-rebate law has increased the powers of the Interstate Commerce commission in a very important degree. It has given that body an authority considerably greater than it before possessed and which if properly exercised should keep every railroad in obedience to the law. The act is comprehensive and its provisions are clear and cannot be misunderstood. The receiver of a rebate may be punished as well as the giver. It is a misdemeanor to accept as well as to grant a rebate. The law thus applies to shippers as well as to the common carriers and is rendered doubly strong thereby. Evasion of the law is of course possible, but the danger of this is minimized when the shipper may become involved with the corporation in a prosecution. Good results from the anti-rebate act are promised and can be confidently expected, but there is still required of the commission due vigilance and care to see that the law is observed in all respects.

BODY BLOW TO GREATER OMAHA. Omaha is beset by foes from within and foes from without. Every city of Omaha's commercial standing and population has been striving for expansion so as to make the most favorable showing of commercial growth and population. Greater New York has not only absorbed Brooklyn, but other neighboring towns and villages that aggregate more than one million in population. Chicago has annexed the towns within a radius of more than fifteen miles and today covers an area of 180 square miles. Cleveland, Detroit, Louisville, Indianapolis, Denver and scores of other cities have expanded within recent years by annexation of adjacent territory.

Omaha has not only failed lamentably in its ambition to overtake rival cities, but has suffered irreparable injury by the padded census of 1890 that placed Omaha in the retrograde column in 1900 with a deficit of over 40,000 population. That damaging advertisement would have been averted but for the selfish, shortsighted interference of certain franchised corporation managers, that have defeated every effort to give Omaha home rule and enlarged boundaries.

This cut-throat policy they have again repeated in the present legislature in securing the defeat of the proposed constitutional amendment that would have opened the way for the annexation of South Omaha and an eventual consolidation of city and county governments. The uprising against the annexation of South Omaha and the intrusion of fifty or sixty remonstrants in the state capital was all worked up for the occasion and the extraordinary complaisance with which the state senate lifted the amendment bill out of its place in the calendar in order to satisfy the clamorous anti-annexationists was part of the play.

It does not take a mind reader to guess who paid the fare for these patriots to rush to Lincoln and who assisted them so cleverly and expeditiously from behind the screen. On the one hand, two franchises are worth more than one franchise, and, on the other, the game of shuttlecock and battledore before tax commissioners can be more successfully played than if all the property of a corporation were located within the boundaries of one city.

South Omaha has, moreover, granted a franchise to an independent telephone company. The annexation of South Omaha would have given the independent telephone company an entrance into Omaha, and the Bell Telephone company wants no competitors, consequently it wants no annexation. Is it any wonder that Omaha is not able to catch up with its rivals in the race for supremacy?

The biennial report of the auditor of Nebraska for 1892 shows that the total railroad mileage in this state was 1,944, assessed for \$12,680,670, or \$6,519.76 per mile. In 1902, 5,704 miles of railroad in Nebraska were assessed for \$26,422,732, or \$4,636.92 per mile. Assessed at the mileage rate of 1882 the valuation for 1902 would have been \$37,197,830, or \$10,775,148 more than the railroads were assessed for last year. Within twenty years the railroad mileage has not only trebled, but the value of every mile of railroad in Nebraska has more than doubled. With nearly three times the mileage returned twenty years ago, the assessed valuation of the roads in Nebraska is only a small fraction more than double.

When the primary election bill which is being pushed through the legislature by the Douglas delegation is carefully scrutinized it may be discovered that it does not merely contain safeguards against affidavit voting and imported voters at primaries which could have been prevented by an enforcement of present election laws, but it will be found to also contain provisions designed to promote factional schemes of disfranchisement. It certainly would be very strange that the delegation which owed its nomination to the lawless practices complained of should be so anxious to prevent their repetition.

Senator Gorman has set for himself as the leader of the democrats in congress the task of bringing about party harmony as the first essential to revive party spirits in anticipation of the next national campaign. On the other hand, Colonel Bryan seems to have had himself designated to see to it that no harmony of the Gorman brand is accepted by his Kansas City platform following. It will now be in order for some self-appointed peace-maker to appear who will undertake to harmonize Gorman and Bryan.

If the very latest charter revision goes into effect Omaha will be subdivided into thirteen wards, providing always that the franchised corporations will permit the city council to add six more councilmen to their own number, and providing further that the nine future councilmen of Omaha will consent to decrease the value of their own importance to the corporations in proportion to the increase in the total number of councilmen.

The bill authorizing railroads of Nebraska to place an unlimited amount of mortgages upon their properties has passed the house. What emergency there is for such legislation has not yet been disclosed, but there is a well-grounded suspicion that this measure is designed to legalize the conversion of stocks into bonds in a Burlington and Northern Pacific.

There is a provision in our city charter which makes every councilman responsible on his bond for any appropriations voted in excess of the revenues of the city against which the warrants may legally be drawn. If this provision were enforced once or twice the council would not be so reckless in voting money for all sorts of things without the funds in sight to pay the bills.

Senator Cullom is said to have been taken severely to task for discussing in open session business that should be transacted in executive session of the senate. It would be a good deal better if all of the senators should make the same mistake and quit the farce of sitting behind closed doors altogether. The secret session has long since lost every excuse for its continuance.

THE NEW ELECTORAL COLLEGE.

Effect of the New Apportionment on the Votes of States. The presidential election of 1904 will be the first under the altered representation of states in the electoral college and the changed division of delegates to the two national conventions based upon it. At every previous election held following a new apportionment, the chief gain in representation has gone to the states in the west. It will not be so in 1904.

There will be no addition to western representation through the admission of new states, the defeat of all statehood measures in congress leaving the number the same as in 1896 and 1900.

In the whole territory west of the Mississippi the gains in electoral representation will be one member in California, one in Colorado, three in Texas, one in North Dakota, one in Washington and one in Missouri, eight in all. The eastern states gain twenty electors.

The political importance of the trans-Mississippi territory seems likely to be further diminished by the practical elimination of certain formerly "doubtful" states. In 1900 Colorado, Idaho, Minnesota, Montana, Nebraska, Nevada, South Dakota and Washington had democratic or fusion governors, and the state administrations were generally in the hands of the democrats or fusionists. At present the only states in the west having democratic governors are Montana, Nevada and Oregon, and Montana and Oregon were carried by the republicans at the last election by 10,000 and 15,000 majority respectively. Nevada is the one state in the west where the eastern territory which on the strength of the last election could be classified as "doubtful."

New York will have in 1904 thirty-nine electoral votes, a gain of three.

SCOPE OF IMMIGRATION ACT. Likely to Have a Wider Effect Than Congress Intended. Philadelphia Press. The new immigration law appears to have a much wider scope than congress intended. It provides "that for the purposes of this act the words 'United States' as used in the title as well as in the various sections of this act shall be construed to mean the United States and any waters, territory or other place now subject to the jurisdiction thereof." This seems to extend the law over Porto Rico, Hawaiian Islands, Philippine Islands, Alaska, Guam and Tutuila. These are all under the jurisdiction of the United States, and while this point was not mentioned in the discussion of the subject of the law apparently leaves no room for doubt.

There is no reason why this act should not apply to the United States and all territory under its jurisdiction excepting the difficulty in carrying it out. The \$2 head tax is not necessary for some of these islands, to which thousands of persons go, not to settle, but to labor, and their labor is needed. This is the case in the Hawaiian Islands in particular. No arrangement was provided for to extend the law over these various islands, and that would require immigration officials and conveniences. The local authorities, such as the Philippine commission, now look after immigration in their respective spheres, but the new act, which to a large extent codifies the laws on the subject, puts this work all under the Treasury department, which now has nothing to do with the Philippine islands.

The provisions of the law excluding persons who have been or are insane, professional beggars, anarchists, contract laborers, or those who are physically disabled, etc., and the fines inflicted on any person bringing into this country an alien afflicted with a loathsome disease will make the enforcement of the law more difficult. As it will not be easy to apply the law to the Canadian border, Canadians being exempted from the head tax, immigration by way of Canada will probably greatly increase. The measure is so much a curious face shown in much more numerous now than ever before; but a large proportion of them evidently go to Canada for the express purpose of getting into the United States with comparative ease. The \$2 head tax will help Canadian steamship lines, which will not have to pay the tax. Immigrants from foreign countries might well be excluded from coming to the United States by way of Canada.

PERSONAL NOTES. Senator Clark's first corner was in baking powder. He had all the stuff in sight in one of the early Montana mining camps. Governor John L. Bates of Massachusetts has been elected president of the newly formed Old-Home Week association in his state.

An automobile out in California ran away the other day just as Admiral Schley approached. Is it possible that the chauffeur was a Spaniard who didn't know the war was over?

Paul St. Peter is to be president of the Window Glass Workers' association. If there is anything in a name, the glass workers are to derive large profits from the stained glass window part of the trade.

Lord Dundonald, speaking last week at the annual meeting of the Canada Dominion Artillery association, said that guns of that country were only fit for scrap iron and the department correspondingly weak in every way.

Because the inhabitants of Scituate, near Boston, refused to hear a letter read from Thomas W. Lawson expressing his views on liquor license at a town meeting he has reconsidered his promise to give the place a \$50,000 soldiers' monument.

W. A. Melbourne, said to be the oldest telegrapher in the world, which occupied his position for 40 years, was removed from Newark, N. J., to Denver, where he intends to pass the remainder of his days. He began manipulating the keys in 1847, and during the civil war was attached to the army of the Potomac.

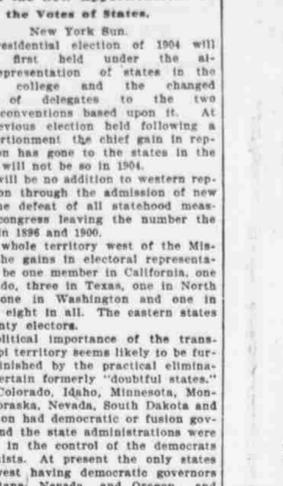
Harry B. Teraeps of St. Joseph, Mo., a student at Kenrick seminary, St. Louis, recently won the prize in the poem contest conducted by the king of Denmark. The subject of the poems was the recent visit of the czarina of Russia to her father, the Danish king.

Fifty-four years ago this month President James K. Polk signed the bill that made Minnesota a territory. Alexander Ramsey, who was appointed its first governor and was subsequently governor of the state, then United States senator, and afterward secretary of war in the cabinet of President Hayes, still survives.

Senator Depew's autobiography, in the congressional directory, which occupied nearly a page in the late volume, has been eclipsed by that of Robert Baker in the new directory. Baker is the new democratic representative from Brooklyn, and the story of his life, about 1,000 words long, occupies considerably more than a page. Several hundred words are devoted to minor incidents in his career.

John D. Long, former secretary of the navy, who has been under treatment at St. Margaret's hospital, on Mount Vernon street, Boston, for about two months, is now making fast progress toward recovery. He is able to sit up and has been enjoying this pleasant diversion for a few days. He is still under the eye of his physicians, but it is said that he is gaining strength and may be able to leave the hospital for his home in Higham within a few days.

THE OLD RELIABLE



ROUND ABOUT NEW YORK.

Ripples on the Current of Life in the Metropolis. A New York preacher, rector of an Episcopal church, with a congregation of the ultra-rich, threw a few verbal bombs among the worshippers during his sermon last Sunday. The strenuous hunt for the almighty dollar was his theme. "We are in danger of a commercial decline," he said, "because men as a whole are too much interested in the selfish motive to get rich, and in consequence the great national questions are not getting the unbiased, unselfish, heartfelt consideration which they should have. There are thousands of men who do not take time out properly. The sidewalks are filled with a hurrying, rushing, bustling crowd of men, women and children, who are rushing through life. This disposition is stamping out family life and the state is affected by it."

"The dominant spirit of the age is tending to make our halls of government more like marts of commerce. Are not United States senators optioned in some cases to the highest bidder? A poor man cannot go to the United States senate. The first consideration is always, 'Can I afford to go?' Another baleful result of the mad rush for riches is an age of dyspepsia, morose dispositions, sleepless nights and selfish humors. This kind of stenosis is a sin."

According to the calculations of the Sun, there are more than 1,250,000 natives of New York now resident in other states of the country, and very few of these, relatively, adopted the advice given to New Yorkers many years ago to go west and grow up with the country.

Only one state of the west has a considerable population of native-born New Yorkers, and that state is, strange as the announcement may seem, Michigan. There are 160,000 natives of New York resident in Michigan—more than 10 per cent of the whole number of native New Yorkers resident in other states.

After Michigan, but with a much smaller number of New York residents, comes Illinois. The two western states which have the largest number of native-born New Yorkers next to Michigan are Wisconsin and Minnesota.

Emigration from the Empire state has not been on the usual lines of travel through the middle west, but has been decidedly toward the northwest, and especially into states along the Canada border. There are some curious facts shown in the distribution of native-born New Yorkers through the country. There are nearly twice as many in California, on the distant Pacific, as there are in Missouri, in the Mississippi valley. There are more natives of New York resident in the single state of Massachusetts than in all the states of the south collectively.

There is a very small number of New Yorkers in Indiana, and actually fewer by several thousand in Ohio, one of the most populous states of the country, than in another part, one of the smallest, Connecticut.

The largest numbers of natives of New York resident in another state are found, of course, in New Jersey, and Pennsylvania, which adjoins New York throughout nearly all its south boundary line, and a portion of its west boundary line, has a considerable number.

A New York lawyer tells of a contract he was called upon to draw a short time ago between a widow and a widower who had decided to pull together in the matrimonial harness for the remainder of their natural lives. They had apparently pondered every possibility, and to make sure of no disputes in the future had agreed to reduce their agreements to writing.

It was specified in the first place that the wife should hold and manage her own property absolutely and on her death it was to go to her natural heirs, unless she disposed of it otherwise by will. He was to utter no criticism as to how she disposed of the income and she on her part agreed to purchase all her own clothing and provide her own pocket money. A similar provision in all respects was inserted as to the husband.

It was further agreed that when the wife died she was to be laid beside her first husband and he was to repose in the same burial lot as his first wife. If a son were born to them he was to take the name of her first husband; if a daughter, the name of his first wife. The husband was to have the sole say as to the furnishing of the library and his own sleeping apartments; and he was to have control of the rest of the house. The husband agreed to pay all the household expenses and the wife was to personally control and direct the housekeeping.

LAUGHING GAS.

"Neither should utter a word of criticism as to the attendance of the other upon clubs or other places of amusement. "They were four hours at my office in getting this thing settled," said the lawyer. "At one point the widower said, 'Sarah, you don't talk much like my first wife. She was willing to leave everything to me.' 'Yes,' the widow responded quietly, 'I was a fool, too, when I was first married. I know better now.'"

The gorgeous marble mansion of Senator Clark of Montana, on Upper Fifth avenue, New York, is slowly approaching completion. Through a lattice of scaffolding the roof lines of the massive pile are already visible. It is easily the most massive and magnificent if not the most artistic private dwelling house in New York. The Clark house is always a stepping place for coaching parties.

"Say so," "Well," "Did Adam and Eve keep Lent?" "Certainly not. I didn't need to have any dreampoking done in order to be ready for Easter."—Chicago Record-Herald.

"Teacher—Little girl, wouldn't you like to be educated and make your mark in the world?" "Moll, the Wolf—Naw; wache givin' me? Hilt hadn't addicaded ones that makes der marks."—Baltimore American.

"You magazine editors," the critical person was heard to remark, "accept stuff every month that a first-class newspaper reporter would be ashamed to write." "We do the best we can," retorted the magazine editor with spirit. "We can't get the newspaper reporters to write for us."—Chicago Tribune.

"The amplitude of vibration of the diaphragm of the telephone receiver in reproducing speech is about the twenty-millionth of an inch. If you have any doubts about this, just get out the old foot rule and measure for yourself.—Somerville Journal.

"Do I understand you to say, Senator Grant, that you will sustain and support the trusts?" howled the enthusiastic legislator. "You mistake the phrase," said the senator calmly. "I did not say I would support or sustain trusts. I merely said I would hold them up."—Baltimore Herald.

"Friend of mine today," said Mr. Kipper. "I was talking of coming here to board." "I hope," remarked Mrs. Starvem, "you were pleased to see me." "I was," said Mr. Kipper. "I was just the thing for him. He needs a night or two to increase his reach."—Philadelphia Catholic Standard.

THE MAN WITH THE HO! HO! HO! A. J. Waterhouse in New York Times. I love the fogging music of a cheery, hearty laugh. For it rids the limbs of worry as the sun rids the clouds of gloom. And there's not a sec- of gladness known to mortals here below. But I made a little slipper by a merry ho! ho! ho!

For Merriment's a singer, and laughter is his song. And where the singer singeth the happy and contented, there is laughter. For in all celestial anthems nothing sweeter is, I trow, Than the ho! ho! that tures us in a ho! ho! ho! ho!

You are feeling rather weary—'tis an oft-recorded tale— And you fancy Trouble's demons all are camping on your trail, Till you meet the man of laughter, with his cheery ho! ho! ho! Then you view that old planet is a paucity of joy and cheer, And there's a picture in reflecting that you are not living here. And you wouldn't for a fortune lose your grip on things below. All because you hear the music of a ringing ho! ho! ho!

Two angels walk upon the earth, walk daily to and fro. One is clad in robes of white, the other in garb of woe. The white one is laughter; the other's is a sigh. Joy is the one, the other Woe; for souls of men they vie. And the one comes running, running, summoned by the wailing spell. Of the rippling notes of laughter that the spirit's rapture tell; While the other straight is driven from the souls it haunts below. By the ringing and the singing of a ho! ho! ho! ho!

We all do love the music of a cheery, hearty laugh. To spirits bowed with trouble 'tis a Heavenly-given staff. But the clouds seem so heavy as we pass them in review That we often let another do the laughing we should do. At any rate, it's so with me, for I'm of brittle clay. And happy it is so with you, although I do not say. And so, perchance, you'll join with me, this one bouquet to throw ' blessing with the ho! ho! ho! ho! ho!

Our Spring Hats —as well as caps for spring wear—are considerably different from the usual order—in fact they are quite unusual. But are very becoming shapes to nearly every one—and becoming in price as well—\$2.00—\$2.50—\$3.00—\$3.50—and \$4.00. Caps 50c to \$2.50. NO CLOTHING FITS LIKE OURS. Browning, King & Co. E. S. Wilson, Manager.