THE OMAHA DAILY BEE.

E. ROSEWATER, EDITOR.

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THE BEE PUBLISHING COMPANY.

STATEMENT OF CIRCULATION.

State of Nebraska, Douglas County, ss.:
George B. Tzschuck, secretary of The Bee Publishing company, being duly sworn, says that the actual number of full and complete copies of The Daily Morning, Evening and Sunday Bee printed during the month of August, 1903, was as follows:

1	29,910	17	29,650
2	27,290	18	29,010
3	29,730	19	29,220
4	29,930	20	29,390
5	29,750	21	29,270
6	29,750	22	29,380
7	29,920	23	29,600
8	30,180	24	29,280
9	29,610	25	29,350
10	29,800	26	29,280
11	29,650	27	29,380
12	29,580	28	29,320
13	29,960	29	29,300
14	29,430	30	29,530
15	31,092	31	29,470
16	29,630		

Total.....904,832
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Net total sales.....895,970
Net average sales..... 28,903

GEORGE B. TZSCHUCK.

Subscribed in my presence and sworn to before me this 31st day of August, A. D. 1903.

M. B. HUNGATE,
(Seal.) Notary Public.

PARTIES LEAVING THE CITY.

Parties leaving the city at any time may have The Bee sent to them regularly by notifying The Bee Business office, in person or by mail. The address will be changed as often as desired.

Sir Thomas never expected to take that cup home with him anyway.

Less than a month to Ak-Sar-Ben's royal carnival. Let all loyal knights get busy.

An injunction to prevent more injunctions would be the popular thing in Omaha just now.

Like any other sporting event, a yacht race loses its powers as a drawing card when it becomes a walkaway.

Senator Hanna may be under a physician's care, but he will keep Tom Johnson busy just the same.

Perhaps the question will have to be submitted at the next election, What to do with the new market house?

Entries in the great republican county tournament close next week. And for once the dark horse is completely barred.

Ex-Senator David B. Hill is speaking at county fairs. The ex-senator, however, is candid enough to admit that he talks politics all the time.

Reports of improved cotton crop conditions are bringing the prices down. The speculators have the consolation, however, of having something soft to fall on.

Now that the Sugar trust has gobbled all the beet sugar factories of Michigan, it will be in accord with the eternal fitness of things for that beneficent monopoly to absorb the beet sugar factories of Nebraska "as a measure of economy."

A French baron has just been subjected to a fine and imprisonment sentence in Paris for automobile scorching. What's the use of having a title of nobility in these degenerate days if it does not confer even the privilege of running an auto car at any speed that pleases?

Congressman Burkett's persuasive eloquence is said to have secured a promise out of the supervising architect of the treasury to complete the plans for the Lincoln postoffice next month instead of next spring. Chicago and several other cities ought to enlist Mr. Burkett in the cause of their much-delayed federal buildings.

John Temple Graves of Georgia is not even original in his deportation solution of the race problem. The deportation idea is a relic of ancient slavery days that has never appealed to sensible people as practicable. It is certainly less practicable now than it was before the war, when the negroes numbered less than half what they now do.

The joint debate between the Omaha World-Herald and the Sioux City Journal over Ross Hammond's attitude on the Nebraska republican platform would be very dull reading were it not spiced with some fiction. It is asserted, for example, that Ross Hammond resigned the postmastership of Fremont because of his conscientious scruples against supporting the policies of the successor to William McKinley. It is an open secret that Mr. Hammond's retention beyond his four-year term was in the nature of a concession made by the Nebraska senators and prearranged and agreed upon months before the resignation had been tendered. This much is due to the truth of history.

CHARGING WHAT TRAFFIC WILL BEAR.

The Kansas railroads will not increase the freight rate on live stock. After an exhaustive hearing of the testimony of the cattlemen before the Kansas Railroad commission, that the rates are as high now as the business will permit, the traffic managers and railroad attorneys have concluded that this is not the time to increase the rates on live stock. Some of the explanations for the withdrawal of the proposed higher rate schedule are instructive and suggestive.

General Waggoner of the Missouri Pacific declared that while he had no doubt the courts would have held that the commission had no authority to issue an order prohibiting the raise of cattle rates, he, for one, did not propose to do an injustice to one of the great industries of the state by forcing a rate on cattlemen at a time when they all say they are losing money.

Vice President Paul Morton of the Atchison, Topeka & Santa Fe declared that in his judgment the present rates on live stock in Kansas were as high as the traffic would bear. His company had to do business with the cattlemen and wanted their friendship, but it reserved itself the right to raise rates on live stock at a later date by giving sixty days' notice.

Manifestly the orderly retreat of the traffic managers and attorneys of the railroads operating in Kansas was inspired by the apprehension that the Kansas Railroad commission would rule against them as it was by the conviction that the live stock industry of Kansas would be seriously crippled by raising the rate. In other words, it was an open confession on the part of the railroad managers that they were already getting out of the live stock business of Kansas all that the traffic would bear. The assertion of some of the railroad attorneys that they would rather not have any cattle business than to lose money on the hauling was plainly sheer bunco. Members of the Kansas Live Stock association, who have been fighting the proposed increase in rates, testified that live stock rates had been increasing west of the Missouri river for a number of years, and they fortified this charge by an exhibit of freight bills they had been compelled to pay.

The most conclusive proof that the railroads are not losing money is to be found in the report of the Interstate Commerce commission for the year ending July 1, 1903, which shows that the net earnings of the railroads were $606,616,794, or $51,395,000 in excess of those of the year ending July 1, 1902, which was notably the most prosperous year railroads had experienced within a quarter of a century. When it is borne in mind that the increase in dividends for the last fiscal year was about 25 per cent over the preceding year, it takes a great deal of nerve even for a railroad attorney to assert that the railroads are losing money on freight transportation.

The withdrawal of the proposed increased rate schedule in Kansas will, doubtless, also impel the railroads operating in Nebraska to do likewise. The farmers of Nebraska are already paying all that the traffic will bear, and while they have no railroad commission to appeal to for redress, which in all probability they would not have been able to get out of a railroad commission if we had one, they have a right to expect the traffic managers of the Nebraska railroads to conclude with Mr. Paul Morton, that "it will not be wise to cripple the live stock industry by exacting more than the traffic will bear."

REDUCING THE NATIONAL DEBT.

The policy of the republican party has always been to reduce the public debt. What it has done in this direction is a matter of record which is one of the most honorable chapters in the party's history. As soon as possible after the war of rebellion the republican party entered upon the policy of reducing the vast debt which that terrible conflict had created and it kept up this policy for many years, until the great debt had been reduced to a point that gave no concern to the country.

In the process of doing this the republican party met with more or less objection. It was urged against this policy of debt reduction that it was unnecessary and that the effect would inevitably be bad upon the general affairs of the country. The argument in opposition seemed at the time to be plausible. In the opinion of a great many people the government debt was at the time rather a safeguard than otherwise to the prosperity of the nation—that it was a good thing for the people to own government bonds and to that extent to be interested in the financial affairs of the nation. The idea was that the inevitable effect of this would be to make the people more patriotic.

The republican party took the view that it was not a matter of patriotism but of business policy in regard to the payment of the public debt, and that the sooner this great burden upon the people could be reduced the better for all concerned. Consequently the republican party set about at the earliest opportunity reducing the public debt and how great its work in this direction was can readily be ascertained by those who care to consult the figures showing the decrease of the public debt since the end of the civil war. It is an unparalleled record, astonishing every other nation of the world.

A Washington correspondent quotes a member of congress as expressing the opinion that it will be expedient for congress to further reduce the public debt. He is quoted as saying that with our present great revenues there is no good reason why the government should not cut down its indebtedness and thereby save the people the interest that is being paid on these obligations. On general principles the soundness of this proposition will not be questioned. There is no good reason why the government, with a large annual surplus of revenue, should not use that surplus for paying off its obligations and thereby saving interest to the people. It is said that the question of reducing the public debt will be presented to the next congress. If so, there is more than a probability that the decision will be favorable to reduction.

DEWEY ON THE NAVY.

Admiral Dewey believes that the navy of the United States should be very greatly enlarged and he presents good reasons therefor. Of course those who are not in favor of a large navy will say that it is perfectly consistent on the part of Dewey to urge that the sea power of the United States should be made much greater than it is at present, but that illustrious commander has very good and substantial reasons for his opinion.

He says that our immense coast line and our rapidly increasing world trade demand a navy. In his judgment we must have it for our own protection, not only with respect to the safeguarding of our own shores and the protection of our insular possessions, but also for the security of our foreign commerce, which is steadily expanding. Is not this a perfectly sound and reasonable view? No one, it is safe to say, will question the fact that we ought to make adequate provision for the protection of our great coast line, covering thousands of miles. It is equally necessary that we shall take care of our insular possessions. Even more vital is the protection of our foreign commerce. All these considerations make it imperative that the United States shall be a strong naval power, for it is manifestly upon that power that this nation must depend in the future for the maintenance of its position among the great nations of the world. As a matter of fact the influence which the United States today enjoys is in no small degree due to its naval power and this is the best possible reason for increasing that power.

LESSON OF THE CUP RACE.

We have again demonstrated our superiority over the British in the building of race yachts. The signal victory of Reliance conclusively proves that in this special particular the American is far in advance of the Englishman, but how is it in other respects in relation to maritime superiority? As the Brooklyn Eagle suggests, while we have again proved our superiority in yachting, there remains unproved our ability to run successfully a merchant marine of any importance under the same conditions as our rivals. "In yachting we ask no odds," says that paper, "but in international shipping we cannot maintain a respectable footing either with or without protection. We can build the fastest yachts for amusement, or splendid warships for defense, yet we cannot run the 20,000-tonners which carry the world's commerce and promote the world's peace and progress unless we hide them under an alien flag. Why are such craft beyond us?"

They would not be beyond us if we extended to ships in the merchant marine for ocean-carrying trade the same policy that foreign governments give to their merchant ships. The reason why the United States is not today one of the greatest of nations in regard to its merchant marine, instead of being one of the least, depending almost entirely upon foreign ship-owners for the transportation of its products, is in the fact that our government is less liberal than the governments of Europe in encouraging their merchant marine. Perhaps in time the American people will realize this, and if ever they do we shall have a merchant marine that will surpass that of every other nation. Then we shall have complete commercial independence.

In order to relieve the Douglas county district court from the heavy pressure for injunctions, the federal court has taken a hand in the injunction business by issuing an order to restrain City Treasurer Hennings from enforcing the collection of the city taxes levied on the Pacific Express company. An injunction to restrain the collection of taxes strikes a blow at the life of municipal government. If the Pacific Express company can stave off the payment of its taxes for an indefinite period through the intervention of the courts, other corporations may do the same thing, and if corporations can restrain the collection of taxes, why not also individuals who profess to be aggrieved at the assessment of their property? If corporations and individuals can all enjoin the collection of their taxes, municipal paralysis is inevitable. Without money with which to pay its policemen, its firemen, its street cleaning forces, its water rent and its public lighting bills, the city would be without police and fire protection, without water, without light, without public service of any kind. On broad gauge lines injunctions have formerly been issued only where no other remedy is available. Parties who feel aggrieved over the assessment have a right to recover the overcharge through the courts, but to give them the privilege of standing off the tax collector means simply anarchy in local government.

Kearney people take decided exceptions to the insinuations that the location of the new normal school in their city was not fully justified by the relative merits of the competing towns or was determined chiefly in the interest of the old normal school at Peru. The Bee's comment on the award did not question the correctness of the solution reached by the state board, but merely declared unworthy any motive inspired by a desire to cripple the new institution for the benefit of the old. In point of fact, the champions of Kearney made a remarkable exhibit to show superiority of its claims which The Bee sincerely hopes it will be able to make good. Its fine railroad facilities and easy accessibility will be readily conceded, and, although now a little out of the population center, it ought in comparative short time to obviate this objection with the increase of population in the territory more naturally tributary to it. It should be the pride of Kearney to make the institution, when finally opened and under way, hold its own with the old normal school in usefulness and efficiency.

The Pacific Express company is a domestic corporation chartered by the state of Nebraska with its legal headquarters here in Omaha, where its stockholders' meetings have been regularly held. How does it get into the federal courts with litigation that belongs properly in the state courts?

Iowa manufacturers are forming an organization to make sure that the manufacturing interests of their state are creditably represented in the Iowa exhibit at the St. Louis World's fair. Nebraska has important manufacturing interests as well as agricultural interests to advertise to the world.

King Edward has concluded his tour of the continent incognito and is again homeward bound. The success of his ruse has been unquestioned. Every one who recognized him showed their respectful deference by pretending to be fooled by his royal disguise.

With the public who uses the streets it is not a question who gets the contract to repair our perforated pavements so much as that the work be done by someone and done speedily.

To A. Carnegie, Esq.

Chicago Inter Ocean.

The day may come when the Eagle and the Lion will dwell together in the same national house. But when that day comes the Lion will dwell inside the Eagle.

Useless Precaution.

Chicago Record-Herald.

Mexico is busy erecting forts along the boundary line between that country and the United States. It isn't likely, though, that the American capitalists will let this fact keep them from ultimately annexing Mexico.

Pinching the Consumer.

Kansas City Journal.

Some of the anthracite mines in the east have been shut down on account of "the overstocked market." Simultaneously an increase in the price of anthracite has been ordered in the west, presumably on account of scarcity of the product. And the trust did the ordering at both ends.

Stirring Up Bad Memories.

Chicago Inter Ocean.

The British commission of inquiry into the conduct of the Boer war is out in a report which makes recommendation as to the lessons gained. Some of the British generals who were engaged in that conflict will not profit much by the commission's conclusions, as they have long been familiar with its lessons.

Unfounded Fears.

Indianapolis Journal.

The German press is expressing satisfaction with what it is pleased to consider as "the advent of the United States as a factor in the Turkish problem." Nonsense. The United States has no more thought of interfering in the Turkish problem than it has of reviving memories of the Schelswig-Holstein or the Alsace-Lorraine question. It is simply looking after American interests, as all nations do after their interests whenever they are threatened in any quarter.

Time's Merry Round.

Cincinnati Enquirer.

The summer has about waned. Time will eat the lovely autumn months up almost before we know it, and then winter will "blow over" rapidly. Then will come spring and summer again, with the same old excursion advertisements; the same pictures of girls in scanty bathing suits, freckles, sunburn and holiday romances, and then again the too rapidly disappearing autumn, etc. What an insidious, rapid and relentless automaton the whirligig of time is, anyhow.

After the Vacation, Rest.

Chicago News.

At this time of year, when summer vacations are closing and the incoming trains are daily bringing thousands of city toilers back to their work, it may be worth while pointing out that the advantages of the vacation custom are not merely physical. Theoretically, the returning workers should feel rested and refreshed and ready to plunge at once into their labors. As a matter of fact, many of them will feel less inclined to work than they did before the vacation term. Some, who are not actually fatigued by overexertion will be enjoying that blissful condition of physical repose wherein they feel literally "too strong to work." They will agree heartily with W. D. Howells that the only time one really needs a vacation is the day after the vacation is ended.

Homesteading in Alaska.

Four Track News.

The passage of the homestead bill, which gives one the right to take up and improve a 320-acre tract in Alaska, is the most important act ever passed in behalf of our far northern territory. Heretofore Alaska has been the home of the rover—the fortune hunter and prospector, and having no homestead law it has given no encouragement to permanent homeseekers. We have regarded Alaska too much in the light of a land of gold whose rigid climate and inadequate transportation facilities made its treasure inaccessible to all but the man of indomitable courage and robust health. In truth Alaska is a land of limitless agricultural possibilities and this new order of things, which has been too tardy in coming, is sure to result in development along less precarious lines of industry than those pursued by the gold hunter and the adventurer. There is a rainbow of great promise arching Alaska's immediate future.

Pounding the Moneybags.

New York Sun.

In the Nebraska populist convention the Hon. M. F. Harrington laid down a line of conduct for the most eminent of Nebraska fusionists:

"If the money bags of the east control the democratic convention and nominate a man like Gorman, and Mr. Bryan does not walk out, I shall regret every vote I ever cast for Mr. Bryan."

Mr. Bryan's aversion to eastern moneybags needs no stimulation. There are western moneybags on which he looks with a kinder eye. Tonight, for instance, he is going to make a speech in laudation of a great western "moneybag" and monopolist," the Hon. Tom Johnson. Mr. Johnson is rich enough to afford political campaigns on his own hook. He is the largest and most conspicuous representative of the money power in politics. He is moneybag denouncing moneybag, and Mr. Bryan falls on his neck.

Mr. Bryan has no objection to moneybags if some of their contents are contributed to his side of the game.

OTHER LANDS THAN OURS.

The German government has issued an official estimate of the population of Germany on July 1, placing the whole number of inhabitants at 58,549,000. The census of December 1, 1900, fixed the population of the empire at 56,317,173. The apparent increase in two years and seven months is about 2,232,000. That makes the rate of gain a little less than 1.5 per cent annually since the latest enumeration of the people of the fatherland was completed. A country gaining in that way about 850,000 people every year and likely to add about 10,000,000 in the next decade to a population which already comes very close to 59,000,000 is certainly big enough and strong enough to face the world with all the pride and confidence characteristic of the Germans of today. All of their boys and girls go to school. Illiteracy is hardly known in the German empire. Industrial training is a marvel of care and scientific thoroughness. The national habit of doing things well dominates German commerce. German cities grow at a splendid pace. German trade expands beyond the fondest hopes of the German captains of industry and masters of commercial enterprise, a few years ago. It is not without reason that the kaiser and his subjects hold their heads high before all men. Germany has the largest white population living under any flag save two. Russia has perhaps 60,000,000 more subjects of European blood. Neither this country nor Russia has so many adults of the white race who can read and write and show some knowledge of arithmetic and world geography, or prove themselves skilled in a trade or trained in a profession.

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In Abyssinia telegraphic construction is making rapid progress. The station of Dire-Daonah, the present terminus of the French railway of Djibouti, has just been connected by telegraph with Harrar, so that Addis-Ababa is now in communication with the entire world by way of Djibouti and the French line. On the other hand, the Italians of Erythrea are actively pushing a telegraph which, starting from Adiguala in the Serae, will eventually reach Addis-Ababa. The work has been simultaneously started from both points. It is expected that in 1903 Erythrea will be in telegraphic communication with the principal towns and centers of Ethiopia. A system of rapid couriers will be organized between the north and south sections of Ethiopia. The Italians think that their line will be more rapid and economical than the French Aden-Djibouti route.

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The split in the councils of the social democrat party in Germany is of far more than local interest. The question at issue is whether the organization is to continue its policy of stubborn hostility to the government, or whether it is to become a progressive and enlightened opposition, capable of formulating and carrying to the front constructive measures for the betterment of social conditions. The younger element in the party, as led by Herr Bernstein, is in favor of assuming legislative responsibilities and of having a representative of the social democracy among the vice presidents of the Reichstag, even if that official should have to stand in the presence of the emperor from time to time. The hissing of Bebel, the veteran, who still clings to the obstructionist theory, in the present convention in Berlin, would seem to indicate that for the moment the younger men are in the ascendancy. Should the change of policy occur it will show that parties, like demagogues, are sobered by the responsibility. It would doubtless draw to the social democrats many voters who still think of the party as one bearing the torch of anarchy or of revolution and fail to perceive in it the party of genuine social progress and reform it is slowly becoming.

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The project of connecting Venice with the mainland by a substantial causeway is again being revived. Three years ago the sindaco appointed a commission to investigate the matter, and this commission has just handed in its report, or rather five reports, for each of the five commissioners had a special duty to perform—Prof. Alessandro Betochhi was to inquire into the possible effect on the lagune; Prof. Nazzani, hygienic results; Prof. Coen, effect on commerce; Prof. Boubee, cost of construction, and Prof. Luigi Rossi, artistic results. With the exception of the last, the commissioners rather beg the questions assigned to them, although Profs. Betochhi, Nazzani and Coen suggest a rebuilding of the old bridges so as to permit a freer flow of water than is now possible. The "laguna morta" would then cease to be stagnant, "malaria" would disappear, while if the bridges were to be broadened freer access could be had with the mainland. As to Signor Rossi, with fine old Venetian cynicism, he neither deplores nor yet advocates the proposed innovation. "So much of beauty has disappeared from the city," he says, "that the most monstrous modern thing might even be harmonized with the uncouth remnants of the shattered glory that remain. Between the ugly structures of mere utility and the discarded and shunned or pillaged splendor there is little to choose."

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Late statistics from Manitoba and the Canadian northwest territories show that the rate of increase in the settling of vacant lands during the last year has been truly remarkable. The increase was largely due to the demand from Americans, and therefore it is very interesting to students of industrial conditions in this country. Besides, the development of the Canadian northwest must add greatly to the big trade already flourishing between the United States and the Dominion. The government of Canada does not sell land. It grants homesteads, under certain conditions, to actual settlers. In the year ending with the last day of June it disposed of twice as much land in the northwest as it allotted to homeseekers in the preceding twelve months. The province of Manitoba sells land. It disposed of more than 250,000 acres in the last fiscal year, again 161,000 in the like period preceding. Meanwhile, the Hudson Bay company, still the owner of vast possessions in British America, sold over 308,000 acres during the year which ended with last May, against sales of 196,000 acres the previous year. It seems that the three great sources of land supply for settlers in the Canadian northwest, the Dominion government, the province of Manitoba and the Hudson Bay company, sold or granted about 5,700,000 acres in the last fiscal year, against less than half as much in the preceding twelve months.

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According to M. Lockroy, former French minister of marine, it is useless to talk about France taking the initiative in the disarmament movement, since it has already done so. In a long article in Le Temps he asks what M. Pelletan has done with the navy; he points out where work on ships has been suspended, maneuvers abandoned and officers withdrawn from active service. The Mediterranean squadron, the Northern squadron, are weakened through inactivity and reduction, while the Far Eastern squadron is "absolutely impotent." And he concludes: "As is perceived, we are disarmed everywhere. Squadrons without cohesion, coal or commanders, there is nothing else anywhere. Yet the French are so absorbed by what is going on at home that they will not look beyond their frontiers. From Dunkirk to Saigon the national defense is broken, foreigners are laughing at us and France continues to pay her 300,000,000 francs."

POLITICAL DRIFT.

Colonel W. J. Bryan and George Fred Williams will do a spieling turn for Tom Johnson in Ohio. Both spielers are conspicuous in the class of "also ran."

One of Big Bill Devery's political picnics in New York absorbed 75,000 sandwiches and 500 kegs of beer. Big Bill is becoming a formidable candidate for mayor.

It is reported that Senator Quay of Pennsylvania would like to round out his political career by a term in the cabinet. A department of horticulture would fit his talents. Then he could shake the plum tree at all hours.

In his Labor day proclamation Governor Durbin of Indiana says: "With us labor is not merely dignified and attended with opportunity, but takes on the nobility of patriotic service, and there is dishonor in voluntary idleness, either of rich or poor."

Congressman Driggs, accused of complicity in the postal frauds, pleads that the deal was made in May and that he did not qualify as congressman until the following December. Nothing is said about drawing his salary from the 4th of March.

No democratic national convention has been held in the east for more than thirty years. The democratic national convention of 1876 was held in St. Louis, of 1880 in Cincinnati, of 1884 in Chicago, 1888 in St. Louis, 1892 in Chicago, 1896 in Chicago and 1900 in Kansas City.

A Milwaukee alderman without a shadow of fear in his soul prodded a home corporation in this cruel style: "Resolved, That a naphtha lamp be placed at Twenty-third and Hadley streets so that residents in that vicinity may see the electric lamp suspended there."

Governor Jeff Davis of Arkansas, a fighter of wonderful lingual power, attempted to contradict an opponent on a political platform near Little Rock. When the governor brushed the dust off his good clothes he was four feet below the stage and his jaw ached.

General Simon Bolivar Buckner of Kentucky is 80 years of age, but has vim enough to enter the state campaign in support of his son-in-law, Col. Morris E. Belknap, the republican nominee for governor. General Bolivar is the right kind of a father-in-law to tie to.

"A number of eastern contemporaries," says the Kansas City Journal, "persist in the mistaken statement that a Missouri state senator was fined $100 for accepting a bribe. The fine was imposed on the senator for asking a bribe. The senators who accepted bribes have not been punished in any way."

Arthur Pue Gorman, jr., son of the Maryland senator, apparently is sure to be returned to the state senate from Howard county. The young man is in every way a chip off the old block, an astute politician, frank and outspoken about most things, but very cautious when it comes to talking politics. He is an only son and from early boyhood has been great chums with his father. He is a successful lawyer.

A Lancaster (Pa.) newspaper man who hobnobbed with Senator John T. Morgan of Alabama at Sulphur Springs, Va., reports that the senator has a specific for democratic troubles. He proposes a financial scheme by the "adoption of gold and silver on a parity as money on no stipulated ratio, the government impressing its stamped value on the coins, issuing and receiving them at that value, opposing further use of the national debt as a basis for the national currency, requiring banks to surrender the bonds on demand, and to hold an equal amount of gold and silver coins to the amount of the notes they issue, these coins to be behind them, instead of bonds, coins, not bullion, to be the basis of circulation. National banks are to be the medium of supplying bank notes to the country in return for the government's protection."

PRAISE FOR THE PRESIDENT.

Judge Gray Commends His Course in the Great Coal Strike.

Interview in New York World.

"It has been said, Judge Gray, that the interference of President Roosevelt in the anthracite strike, considering the power and influence of his office, amounted to a modification of property rights. How does that criticism strike you?"

The judge's reply was as follows:

"I have no hesitation in saying that the president of the United States was confronted in October, 1902, by the existence of a crisis more grave and threatening than any that had occurred since the civil war. I mean that the cessation of mining in the anthracite country, brought about by the dispute between the miners and those who controlled the greatest natural monopoly in this country, and perhaps in the world, had brought upon more than one-half of the American people a condition of deprivation of one of the necessaries of life, and the probable continuance of the dispute threatened not only the comfort and health, but the safety and good order, of the nation. He was without legal or constitutional power to interfere, but his position as president of the United States gave him an influence, a leadership, as first citizen of the republic, that enabled him to appeal to the patriotism and good sense of the parties to the controversy and to place upon them the moral coercion of public opinion to agree to an arbitrament of the strike then existing and threatening consequences so direful to the whole country. He acted promptly and courageously, and in so doing averted the dangers to which I have alluded.

"So far from interfering or infringing upon property rights, the president's action tended to conserve them. The peculiar situation, as regards the anthracite coal interest, was that they controlled a natural monopoly of a product necessary to the comfort and to the very life of a large portion of the people. A prolonged deprivation of the enjoyment of this necessary of life would have tended to precipitate an attack upon these property rights of which you speak; for, after all, it is vain to deny that this property, so peculiar in its conditions, and which is properly spoken of as a natural monopoly, is affected with a public interest.

"I don't think that any president ever acted more wisely, courageously, or promptly in a national crisis. Mr. Roosevelt deserves unstinted praise for what he did."

Talking about Sarsaparilla—Ever hear of any other than Ayer's? J. C. Ayer Co., Lowell, Mass.

FLASHES OF FUN.

"It's hard to have a lot of debts that you simply can't pay."

"Oh, I don't know! It's worse to have a lot that you simply have to pay."—Detroit Free Press.

Only the rich man gets intoxicated. The poor man gets drunk.—Somerville Journal.

"Yes," said Miss Howells, after her solo, "I intend to go abroad to finish my musical education."

"Huh!" snorted Miss Growells, "why not finish it right now and save the expense?"—Philadelphia Press.

"I hear that McJimes has come into the possession of considerable wealth. We'll have to admit him into our set now, will we not?"

"That doesn't follow. He came into possession of his wealth by working for it."—Chicago Tribune.

Trembling Missionary—If, as you say, you are a peaceful monarch, why are all those human heads on your tent?

Cannibal Chief—Well, you see, this is my headquarters.—Lippincott's.

First Mosquito—Great New Jersey, but I'm having hard luck.

Second Mosquito—What's the matter?

"There's a plump girl wearing a peek-a-boo waist over there, but she keeps singing 'Hiawatha' all the time."—Indianapolis Journal.

"Well," grumbled the cranky woman, who was inspecting the new house he had recommended, "there are disagreeable features about the place that you didn't mention before."

"They weren't here before."

"What features are you referring to?"

"Yours."—Philadelphia Ledger.

Alexander had just received Bucephalus as a present.

"Don't you think it's a fine horse?" asked the courtiers.

"No," he retorted, weeping, angrily. "I want Lou Dillon or nothin'."

Spurning the gift, he sought for other worlds to lick.—New York Sun.

Sir Thomas built a lovely yacht!
It cost, they said, an awful lacht.
Said he: "Ain't she an apricacht?
She'll lift the cup, and rake the pacht."

But Iselin had a counterplacht.
He also built a costly yacht.
And though at times the race gacht hacht,
The cup stays in the same old spacht.
—Somerville Journal.

A TRUE INCIDENT.

Estelle Lennan in Boston Globe.

'Twas only a child with quivering lip
O'er a broken dish she had let slip
But the look of fear in those sweet blue eyes
Filled my heart with a sad surprise.
Not much more than a baby she,
Surely not more than six could be,
Her heart should be light and free as air,
Not even a thought should she know of care;
But she looked at the pieces with shrinking dread,
Tears in her eyes and a drooping head.
I lifted her up and said: "Why cry?
We'll get a new one, you and I,
And then, you see, it will be all right."
But I could not banish that look of fright.
"Mamma will whip me," she whispered low,
"And I tried so hard to be careful, you know.
She says I am naughty and careless and bad,
And she loves little sister, not me." How sad
Came the words of grief from that baby heart!
I could feel the tears from my own eyes start.
How can a mother ever bear
To hurt a baby so small and fair,
A treasure sent to her straight from heaven,
The greatest blessing ever given?
How dear the touch of their clinging arms,
How sweet to shield them from all alarms!
Had that mother laid her babe away,
As I did, one sad summer day,
She would rule through love, and not through fear,
The heart of this innocent baby dear.
Perhaps when too late she will realize
That baby's love is earth's paradise,
And when no longer the little feet
Run so eagerly mamma to meet,
When no pleading arms 'round her neck shall clasp,
When naught but a memory's left to grasp,
She will wish she had wiped the tears away,
And only loving words did say,
I bought the dish, 'twas all I could do,
Kissed the sweet baby lips and said: "Now you
Tell mamma you're sorry and next time will try
To be careful, and perhaps she won't whip you—goodby!"

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