

THE OMAHA DAILY BEE.

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STATEMENT OF CIRCULATION. Table with 3 columns: Date, Circulation, and Total. Includes entries for 1904 and 1905.

At last accounts the siege of the court house had not been lifted.

This is the week that the legislature has the election of a United States senator on its hands.

The ice crop is out of danger, but it would hardly be safe to count yet on a reduced ice bill next summer.

It may be that Brodie L. Duke will have cause of action against that new wife for obtaining money under false pretenses.

Cossacks are again beginning to figure in the news from the seat of war and American barbed wire factories should prepare for rush orders.

Those who know the penchant of the family for foreign alliances put little credit in the story that "Joe" Letter is backing "An American Woman."

The report that an operation is to be performed on the spine of the sultan of Turkey is the first positive evidence that the Turkish ruler really possesses a backbone.

The movement for beautifying Omaha seems to have gone into winter quarters, although winter is the proper time for rational discussion of plans for beautifying the city in the spring.

While there is little danger of involving other nations in the war in the orient, Japan will probably start war upon France about the time Russia declares formal hostilities against China.

Before the new county board fills all the offices it should find out how many places need to be filled and how many sinecures can be abolished without impairing the efficiency of the public service.

Strange, isn't it that when Nebraska Democrats laud the name of Andrew Jackson they think only of his spoils system and say nothing of his often expressed views on the subject of "hard" money.

If the legislature will now consider the number of employees to be allowed each house a closed incident, the path would be cleared for it to go ahead and do something in the way of lawmaking for Nebraska.

Just to keep in fashion, Lincoln is to have a reversionary for its street railway system. This is not reinforcing very strongly its bid for the general headquarters of the proposed new interurban trolley lines.

The fact that the United Mine Workers of America is creating a large "strike fund" should not cause unnecessary alarm. Perhaps it is done, like the creation of large navies by the nations of the world, to insure peace.

Considering impediments of temperature and snowfall, Omaha has gotten through with less interference with business than circumstances would warrant any one to expect. Omaha is learning by experience how to handle itself against a storm.

By passing 459 pension bills in 108 minutes the house of representatives has gone a long way to prove that one republic at least is not ungrateful, especially when it is remembered that none of the 459 people affected were entitled to pensions under the general laws.

The legislative delegation from Douglas wants to know where Omaha stands on the railroad terminal tax issue. Perhaps the temperature is too low just now for Omaha to warm up over that or any other issue. When spring comes and the legislature is about to adjourn Omaha may confidently be expected to work itself up to a white heat on the railroad tax issue, and several other issues.

NO NOTE FOR PEACE.

The receipt of Emperor Nicholas to the army and navy sounds no note for peace. On the contrary it carries the assurance of a determination to maintain hostilities indefinitely.

Undoubtedly the army and navy will receive this with a renewed pledge of loyalty and devotion. The emperor has nothing to fear from his soldiers. He knows they are prepared to make any sacrifices for the empire and willingly give their lives to maintain Russian military traditions and prestige.

This element will not tolerate any suggestion of peace and Nicholas will not dare oppose its judgment. Perhaps he has no wish to. It may be that he is as desirous as the most warlike of his advisers to go on with hostilities, feeling that this is necessary in the interest of Russia's prestige and as well for the security of the autonomy.

THE PRIVATE-CAR MONOPOLY. Exposition of the character of the private-car monopoly and its attendant abuses must intensify the demand for a remedy.

Exposition of the character of the private-car monopoly and its attendant abuses must intensify the demand for a remedy. One of the witnesses before the interstate commerce committee of the house of representatives, an official of the National League of Commission Merchants, pointed out more clearly and fully than had previously been done the method of operating the private-car business and its oppressive character upon the class of business even he represented.

Certain senators and congressmen who pretend to be in sympathy with President Roosevelt's railroad regulation recommendation now profess to be highly incensed by the intimation by some of the president's friends that popular pressure will be required on congress to counteract the influence of the railroads and they threaten to vent their indignation by opposing the president's proposals. This is a pretty sure sign that the railroads are already pulling their strings and that their puppets are grasping at straws to serve as excuses.

It seems that the Missouri law requiring treasurers of political committees to file detailed statements of campaign contributions and expenditures is as much a farce as it is in Nebraska. Nebraska has yet to witness the first prosecution for false exhibits of campaign finances, although the evasion of the law is notorious.

Condolences in Order. Washington Star. W. J. Bryan has met with another defeat in the Bennett matter and can sympathize with Judge Parker, whose first lawsuit after the election was decided against him.

A Generous Combine. Cleveland Plain Dealer. It appears that the reduction on armor plate is \$40 a ton.

Striving to Die Poor. Washington Post. Mr. Carnegie is apparently getting a long way toward the accomplishment of his ambition to die poor.

Give the Weevil a Show. Philadelphia Record. It is a northern man, instead of a southern man, as one would have expected, from whom the suggestion comes that if the south be suffering from an excess of cotton it ought to abandon all efforts to suppress the boll weevil and leave that "boll" insect free to create a scarcity and send up the price of cotton. But it might be

and their charges therefor, and made subject to the penalties for its violation.

CENSUS OF MANUFACTURES. In making the census bureau permanent congress directed that it should take a census of the manufacturing business of the country in the present year. That task the bureau is now entering upon and hopes to have the statistics in hand within the next two months. In order to do this the bureau depends largely upon the co-operation of the manufacturers and it is reasonably assumed that this will be very generally and willingly accorded, as the work is for their benefit. A census of the manufacturing industries of the United States every five years is undoubtedly desirable and it is believed that the men engaged in the industries will so appreciate its value and importance as to readily accord the census bureau every facility for obtaining accurate information.

According to the bureau's information 640,000 establishments now manufacture articles of one kind or another. Of this number about 400,000 may be termed factories in the full sense of the word. The annual product of these establishments amounts to thousands of millions of dollars, nearly all of which is sold in the home market. They employ a vast army of labor and utilize products which give employment to another great army of labor. The enormous growth of the manufacturing industries under the American tariff policy has most amply vindicated its wisdom and those who are urging a radical departure from that policy are confronted by a mass of facts in support of it which they will find difficult to combat. Our industries generally are at this time doing better than a year ago and the outlook is highly favorable, so that there is good reason to expect that the census returns for 1905 will show gratifying progress.

ON VIRTUE'S SIDE. Western Governors Line Up Against Hoodlums and Gentils. Philadelphia Ledger. Never before did a political party poll so large a proportion of the popular vote as was given for Mr. Roosevelt last November; rarely have state officers been elected so largely on the basis of their popular favor as was the case with that time; never, apparently, were the faults and errors of any party condoned with such generosity as were those of the dominant party in 1904. Now, if ever, could the party leaders in the several states of their policy of endorsing the organization at whatever cost to political morality. Well might they look forward to a prolonged period of undisturbed rest, fearless of public resentment.

THE PRIVATE-CAR MONOPOLY. Exposition of the character of the private-car monopoly and its attendant abuses must intensify the demand for a remedy. One of the witnesses before the interstate commerce committee of the house of representatives, an official of the National League of Commission Merchants, pointed out more clearly and fully than had previously been done the method of operating the private-car business and its oppressive character upon the class of business even he represented. The men who control the system are absolutely despotic. Shippers must accept their terms and the railroads have nothing to say about it. The commission man has no way of knowing whether the charges are fair and reasonable. "When we send our checks to the railroad company to pay our freight it takes out its charges to Mr. Armour and turns the rest of the money over to him. We have no way of knowing whether Armour is overcharging us or not." He declared that the present situation is unbearable and that unless something be done many merchants will be driven out of business. "Armour now has the power to make or to break individual merchants and localities, and even states. Through his control of the refrigerator cars he can bring untold disaster upon any state or neighborhood in which he might find it advantageous to administer punishment."

Testimony to the same effect is given by an official of the Western Fruit Jobbers' association, who states that all the information that a railroad company possesses or can obtain is freely given to the private car companies to be by them used in murdering competition. He declared that as long as private car line corporations are permitted to exist in any form, operating upon our highways of commerce, independent industries will be subject to their espionage and such espionage is contrary to public interest and demoralizing. Moreover under the car line practice the avenues of rebates are broadened and any and all sorts of rebates may be run without fear of detection.

Testimony of this character, and there is much more that might be cited, very conclusively shows that the most palpable and unmistakable evil now prevailing in interstate railroad transportation is in connection with the private-car line system. Under the operation of this system, which has existed for many years, the intent, if not the actual provisions, of the interstate commerce law has been grossly violated in allowing discriminating rates or paying rebates on the charges for the use of these private cars. The evasion of the law is worked on the theory that the railroads do not make the discriminating charges or allow the rebates, and that the companies owning the cars are not themselves engaged in interstate commerce.

The matter is one that calls for the prompt and most earnest consideration of congress. In giving prominence to it in his annual message the president performed a duty to the public of the first importance. It now remains for congress to act and it should do so without unnecessary delay. The Stevens bill proposes to amend the interstate commerce law so as to bring the private-car companies distinctly under the requirements of the act, making provision that they shall file schedules of their charges for any facilities or services rendered or acts done. In short, all these companies, as well as the railroads using their cars, are brought definitely under the requirements of the law with reference to all parts of their service

difficult to shut off the weevil after it had destroyed just about enough cotton.

What Annoys the Managers. Boston Transcript. It is perhaps not so much that the purveyors of great railroads rebates see the prison house yawning before them as a result of governmental interference, as that they fear it may cost them a great deal of money to discover new ways of getting around the law.

Come West and Expand. Philadelphia Press. The eulogies of the president at the cattlemen's convention are a reminder that from the first the west has understood Mr. Roosevelt, even as he has understood the west, and has been his most loyal defender and champion. It would be a good thing for all America if every national lawmaker could spend his vacations west of the Mississippi.

Winning of the South. New Orleans Times Democrat. President Roosevelt continues to address himself to southern affairs in a way to inspire confidence. The petty game of politics, played so often to the detriment of the public service in the south, is brushed aside as unworthy of attention, and larger views of a more righteous policy are revealed by each of his successive acts. He is dealing with the difficult question of appointments in a direct and manly fashion, ignoring the intervention of the office-holding or office-hungry coteries which make up the so-called "organization" in most of the southern states, and whose advice has heretofore been with an eye single to their own emolument.

Kindly Word for Louise Michel. Cleveland Leader. In reading the history of the late Louise Michel one finds so much for reprobation that there is a tendency to believe the woman unmitigatedly evil. This would be carried far. She had among her adherents, disciples and admirers many purely patriotic men and women who believed with her that the times in France were out of joint in many particulars and needed setting right. Doubtless Michel could have passed a happier and easier life had she been willing to curb her more radical impulses and content herself with her encouragement of the Commune, but now that she is dead a kindly word over her tomb is not amiss.

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A CONSTITUTIONAL PUZZLE. Proposed Limitation of Legislative Powers of New States. New York Tribune. The amendment offered by Senator Dubois to the statehood bill, relating to congress the right to legislate concerning the many in the new states, raises an interesting question of constitutional law. The purpose of the amendment is clear and admirable. But congress create a state which is not a compact with the union, but which is itself a power as a local legislature within its limits? The theory of our government is a union of equal commonwealths, the new states having equal powers and privileges with the old, even the original thirteen. In the territories congress has a free hand and can act as a domestic legislature, but can it in effect amend the constitution so far as new states are concerned by inserting in their fundamental laws grants of power to it which it does not possess?

A GROWING STORM. Irresistible Movement for Relief from Railroad Discrimination. Chicago Record-Herald. In an interview which was printed in the Record-Herald, Charles A. Prout, interstate commerce commissioner, said that when the Santa Fe and Southern Pacific were competing for business in California cars were furnished prospectively to the eastward of Chicago in seven days. "Then," he added, "came a practical division of the business with the exclusive car contract between Armour and the Southern Pacific and the exclusive use of Santa Fe refrigerator cars on that line, and what was the result? It now takes the fruit anywhere from eight to twelve days to arrive in Chicago, and it frequently gets here in bad shape."

Turning to a different territory we find George F. Mead, a Boston member of the National League of Commission Merchants, declaring that \$100 is charged by Armour & Co. for icing a refrigerator car from the Missouri river to the eastern seaboard, when in his judgment \$25 would be ample. In Mr. Mead's opinion the private car line cuts men and even states by their traffic rates. He says that the car line virtually controls the price of perishable food products in this country.

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STATE PRESS COMMENT.

Norfolk News: If the republican legislature of Nebraska carries through the present project, it is a long time as it has started out at Lincoln there is no doubt but that it will make many additional republican votes in the state. The work thus far has been very pretty and the program for the balance of the session seems subject to approval.

Wayne Herald: The legislature ought to know how the United States senator is to elect stands on the railroad and trust question before it casts its vote for him. These are the questions now uppermost in the minds of the American people and Nebraska should send a man to represent it in the senate who is not in accord with Nebraska sentiment on these questions.

Wayne Herald: They say that the railroads do not control the present legislature and that the organization of the house was a compromise between the plans of the corporate managers. We sincerely hope that it is and will remain free from every entanglement or semblance of control. Nebraska will be proud of the men comprising the legislature if time demerits its entire independence of any and all special interests.

Columbus Journal: It is a victory for public opinion in Nebraska that Mr. Burckett has been forced by a resolution of the legislature to pledge his support to the policies of President Roosevelt in advance of his nomination to the senate. The fact that a republican legislature passed a resolution giving its support to the charge made by the opposition press that the republican party of Nebraska is a railroad party. It also proves the efficiency of the republican press of Nebraska in holding republican officials in check. The influential republican papers of Nebraska are independent. They speak out against corruption in their own party as fearlessly as they do against corruption in the opposition party and that is why the republican party has continued to be the safest public servant in whose hands to entrust the people's business. Had Mr. Roosevelt enjoyed the fullest confidence of Nebraska republicans he would not have been asked to pledge himself on any question. However, his assurance of support to Roosevelt will increase the people's confidence in him. It is too bad our strong men cannot be permitted to represent us in the senate.

NOTABLE RAILROAD YEAR.

Great Lines of the Country Owned by Eight Banking Interests. New York Commercial Advertiser. The present year promises to be a notable one in the history of railroads. The year opens with the great roads of the country absolutely controlled by eight banking interests—the Gould, Hill, Harriman, Rockefeller, Moore, Vanderbilt, Morgan and Pennsylvania. These interests control more than 90 percent of the total road mileage. The relations between several of these different interests are extremely close, so that as a matter of fact the railroad industry of the country is controlled by less than eight groups of capitalists. The Hill-Morgan interests might almost be classed as one group. If the Rockefeller-Harriman interests might also be classed as one group. It is true, as Wall Street believes, that the Rockefeller-Harriman interests now control the New York Central, the number of banking interests controlling is still further reduced. It is the opinion of one of the ablest railroad financiers in the country that the railroads of the United States will be absolutely controlled by five banking interests. In the light of the developments during the last few years such an outcome does not seem at all unlikely.

The entrance of A. J. Cassatt in the directory of the New York, New Haven & Hartford brings together the extent to which the railroads in the east are consolidating into a few groups. Six years ago there were more than fifteen independent railroads in the eastern territory. Since 1908 no less than ten large roads have been absorbed, with the result that Pennsylvania and Lake Shore, now absolutely control the trunk line territory. The railroads which have been absorbed by Pennsylvania and the New York Central include such prominent railroads as the Baltimore & Ohio, Chesapeake & Ohio, Norfolk & Western, Boston & Albany, Reading, Jersey Central, Hooking Valley, Erie, Delaware & Hudson, in addition, the Ontario & Western has been absorbed by the New York, New Haven & Hartford, and it is believed in Wall street that this absorption was in accordance with a plan to lease the New Haven to the Pennsylvania. As a matter of fact, practically the only remaining independent systems remaining in the Delaware & Hudson and the Delaware, Lackawanna & Western. It is highly probable that before the close of the year at least one, and possibly two, of these will be disposed of in accordance with a comprehensive plan which the largest financial interests in the country have mapped out.

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BITS OF WASHINGTON LIFE.

Minor Scenes and Incidents Sketched on the Spot. For artists' work in letters halpainted the judiciary committee of the senate is conceded the congressional championship. An instance related by the Washington Post illustrates this talent. A man named Abbott was nominated for circuit judge in New Mexico territory not a long time ago—"vice Benjamin B. Baker, removed." It is worth while to note the quotation marks, for with those words the legal controversy started. But somewhere between Christmas and New Year, after Baker had been removed, the announcement was made from the White House offices that Baker had resigned, to take effect when his successor qualified.

That is what has made the senate lawyers of the judiciary committee adjust their spectacles. They want their own records correct and also in accord with the White House records. But the White House records now apparently recite that Baker resigned, the inference being, of course, that he was reinstated after the president had removed him. But having been removed, it was impossible for the president to reinstate him, while congress was in session, without the consent of the senate. Abbott has just been confirmed, but the perplexing question of how to keep the records straight is still unsettled.

A number of public men in Washington, including all Kansas senators and representatives, are carrying pedometers and are doing immense walking stunts for their health. Senator Long and Fourth Assistant Postmaster General Bristow are responsible for the new fad. Both had stomach trouble and they landed in a sanitarium. They came out about the beginning of the month. While they lost flesh, their stomachs improved and they even learned to eat five or six kinds of breakfast food. "Get a pedometer and walk," was the advice they gave upon returning. Within two days every pedometer in town was bought. Streets were soon being rushed about as though engaged in a six-day walking match. In order to get the full benefit of the new "cure" each lawmaker must walk at least thirty-five miles a week—ten miles on Sunday and the other twenty-five during the other six days.

"In the interest of the general public," says the Washington Post, "we confide to the authorities a suggestion which has long been harbored in a reverent breast. We refer to the matter of the privileged classes being in Washington, and the importance of distinguishing them from the chauffeurs, flunkies by some conspicuous designation. Our people know, in a general way, of course, that diplomats, millionaires and perhaps certain officials of the more illustrious kind, have the right to use private unlimited discretion as regards their personal conduct and total immunity in the case of what might otherwise come under the head of disturbance of the peace. What troubles the people, however, even the most reverent and humble thinker, is their inability to differentiate a licensed favorite from a plain, ordinary ruffian, and it is here that our solicitude comes in. "Naturally, no right-minded American objects to being run down and mangled upon the so-called public thoroughfares, provided the driver does it by the use of his wheel, or his official position. They expect that, as part of the price they must pay for dwelling in this beautiful and blessed capital, where they can daily behold the powerful, the great, the cultured and the opulent, they are somewhat inconvenienced by high, but reasonable persons do not grumble at the price. Here in Washington, we enjoy advantages not to be had at twice the money elsewhere in this happy land. We know it, and we blush accordingly. It seems to us, however, that the individual who hourly exposes life and limb in grateful tribute to the favors showered on him should have some certain knowledge in the premises. He should be assured, for instance, that the vehicle which bows him to the curb on the street belongs in good faith to a foreign or domestic manufacturer who catered for that purpose. He should know, by some familiar token, that the pedestrian who pushes him off the sidewalk or otherwise keeps him in his proper place is one of the intended of the earth. This much the common herd of Washington have a right to ask, and no one can deny it. "We suggest, therefore, a system of tags or decorations whereby the proletariat may recognize the classes set apart. It is not enough that the auto or the carriage be marked with the name of its manufacturer, the course of our long experience of greatness, we have seen diplomats in baggy trousers and bad hats, statesmen who could easily be mistaken for tramps, and millionaires with dirty faces. What is needed here and what the masses are justified in asking, is a system of labels, signs and brands whereby they may order their humility, assuage their pains and regulate their reverences."

President Roosevelt has received a letter from Thomas J. Farthing of Deweyville, O., who says he has been granted 150 acres of land by the government will give 150 acres of land to any man who has twelve living children. Mr. Farthing says: "I am 42 years old and my wife is 40. We have twelve children living and two dead. We have never rented all our lives, and have no prospect of ever getting home of our own unless we can get one from the government. We have tried to give our children the very best education we possibly could, but we have a hard time getting along." Mr. Farthing says that if it is true that the government gives land to parents of large families he would like to be informed as to how to proceed to get it. Of course the president's correspondent was told that he had been misinformed.

Even in the United States senate ghosts come up out of the past to vex. At the Smoot hearing the other day former Governor McConnell of Idaho was on the stand defending the Mormons and doing what he could to bolster up the cause of Smoot. "I have here," he said, "a newspaper article which tells of the Mormons. I will read it. It coincides with my views." He then read a statement which told of the virtues of the Mormons.

"What do you read?" asked Senator Dubois of Idaho, the leader of the anti-Mormon crusade. "I read," said McConnell, looking at Dubois with a grin that was maddening, "from an interview given in 1898 with the Hon. Fred T. Dubois, now senator from Idaho."

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The president gets a good many letters from the men who are riding in the "riders" train. This one came recently from New Mexico: "Dear Colonel: I am in a heap of trouble, and I write to see if you can help me out. Last week when I was shooting at my wife another lady stepped in range and I hit her. It was an accident. I wasn't shooting at her at all. I hope you will write to the judge and tell him to let me go."

SUPPORT FOR THE PRESIDENT.

Nebraska and Kansas Legislatures Voice Public Sentiment. Kansas City Star. The Nebraska legislature has made support of President Roosevelt's legislative recommendations a test of eligibility to election to the United States senate. The Kansas house has adopted a resolution calling upon the state's delegation in congress to uphold the president in his proposed regulations for corporations engaged in interstate commerce.

On this as on other subjects the president speaks with authority because he represents the people. If congress should finally ignore his recommendations for government supervision of rates, it would find that it had the people to deal with.

PERSONAL NOTES.

The physician who has started the crusade against the waistcoat ought to wait until August. A dispatch from the distillery district of Illinois says, "Whiskey is still going down." That's the intention. Persons obliged to stay at home and hug the radiator can extract dreary diversion from railroad advertisements of trips to sunny lands. The joy of anticipation can be extracted at little expense. Redman, son of John W. Redman of Philadelphia, is said to be the best insured man in the United States, carrying policies for \$2,000,000. When a man of such worth dies one can readily appreciate the pain and sorrow that envelops insurance offices.

Albert M. Bradshaw, recently reappointed postmaster in Lakewood, N. J., has probably the most extensive collection of postage stamps in the country. George W. Gould heads the list of sureties and another millionaire on the list is Samuel S. Beard. The Carnegie hero fund commutation is said to be overwhelmed with applications for rewards. Heroes, whose deeds are well vouchered for in documents possessed by the land and sea. Apparently lacrimism is one of the commonest of occupations and one of the worst paid. Alva Adams, who has just been inaugurated governor of Colorado, was born in Iowa county, Wisconsin, May 14, 1830, and spent his boyhood days in Dane county. He and Knute Nelson, now secretary of state from Minnesota, were fellow students at Albion academy, Wisconsin. Martin W. Littleton, the well known demagogue, in a speech in Boston this week, referring to the recent democratic disaster, said: "We do not know, or, knowing, did not heed, the fact that we were making a nomination and adopting a platform suitable to 1878 upon which we attempted to make a fight in 1904."

Senator Cockrell of Missouri has completed plans for the distribution of his library, the largest and most valuable collection of public documents possessed by any congressman. It comprises from 30,000 to 35,000 volumes, covering practically every subject of public interest. The senator will give it to libraries in Missouri and to his friends in that state. An agent for one of the popular magazines went to the senator's room on Monday and asked for permission to publish an article on some subject relating to national legislation. "I've about all I can do," responded Uncle Joe, "to hold down this job. I am trying hard and I haven't much time for anything else. Besides, I am neither a literateur nor a journalist."

Doing the Right Thing. Indianapolis News. President Roosevelt seems to be determined that his party shall get things done. It is announced that there will be an extra session of congress to revise the tariff, and there is no relaxation in regard to regulating railroad rates. And yet it might be argued, and politicians would be prone to argue, that if ever a party had leave to do as it pleased, the republican party has now, since after eight years of increasing majorities it is returned to power by a "landslide." President Roosevelt wisely does not interpret it so, or else he is simply stimulated by a sense of duty without regard to the possibilities of wrath to come. In any case, he is doing the thing that he ought to do.

PASSING PLEASANTRIES.

Young Wife—My husband says these are cold winter days. Indianapolis News. Honest Grocer—Your husband ought to know, ma'am, that the hens don't lay any other time than in winter.—Chicago Tribune. Fortune Teller—You will meet a tall, dark woman. Pittsburgh Millionaire—Not much. I've given my wife no Cossacks to be admitted. —New York Sun. "He's a regular fish for drinking." "Well, I never saw a fish that took nothing but whisky straight."—Cleveland Plain Dealer.

"Do you think that perfection is ever possible?" "No," answered the statesman. "I am convinced that the more you simply attempt studying the tariff for years."—Washington Star. "Why did you recommend the Backview house to that rich old uncle of yours?" "It's one of the cheapest and poorest houses at the beach." "Your money? Are you going with him?" "No, but I'm his heir."—Philadelphia Press.

Reporter (to distinguished military man after interview)—May you some day wave the stars of your country's flag, sir. D. M. M. (somewhat embarrassed)—Eh—thank you—well—yes—some time—er—wear its stripes.—New York Times. Ramon had slain the 1,000 Philistines with the jawbone of an ass. "I could just as easily have made it ten times as many," he said, "but it is unnecessary. The Chefoo Jar will kill the other 999 for me." Casting away the jawbone, he strode from the presence of the cheering survivors and went in search of Delilah.—Chicago Tribune. "TEARS, IDLE TEARS." Alfred Tennyson. Tears, idle tears, I know not what they mean. Tears from the depth of some divine despair Rise in the heart, and gather to the eyes, In looking on the happy autumn fields, And thinking of the days that are no more. Fresh as the first beam glittering on a sail, That brings our friends up from the under-land; Sad as the last which reddens over one, That sinks with all we love below the sod; So sad, so fresh, the days that are no more. Ah, sad and strange as in dark summer dawns The first glimpse of the rippling water of a brook, Dying, ears, when unto dying eyes The casement slowly glimmers a glimmering of the days that are no more. So sad, so strange, the days that are no more.