THE OMAHA DAILY BEE.

E. ROSEWATER, EDITOR.

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1	31,080	16	45,000
2	31,050	17	28,350
3	28,180	18	28,370
4	28,190	19	27,950
5	28,100	20	28,100
6	28,100	21	28,350
7	29,930	22	30,150
8	30,520	23	31,770
9	30,350	24	28,000
10	27,970	25	28,050
11	28,170	26	28,090
12	28,400	27	28,150
13	28,150	28	28,300
14	29,000	29	30,100
15	30,800	30	32,100

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Daily average.....29,321

C. C. ROSEWATER,
Secretary.

Subscribed in my presence and sworn to before me this 1st day of May, 1905.
(Seal) M. B. HUNGATE,
Notary Public.

The weather man and the summer resort man will have to pull better together.

The Denver boosters claim that they have the Omaha jobbers on the hip, but we shall see what we shall see.

Rome was not built in a day, nor can the campaign to make Omaha beautiful produce perfect results in a month.

If the present temperatures continue many days there may be some rare bargains in ice this fall to make way for new stock.

The prospective vacancy in the county judge's office is not likely to go a-begging. The county commissioners may as well prepare for a siege.

Every week brings more new building projects for Omaha. And the best part of it is that few of them are destined to stay merely on paper very long.

Since France declares it gave Rojestvensky only that help which neutrality permits the Japanese fleet should know where to go when it needs a friendly port.

China now threatens to refuse to sell tea to the United States. This may be the reason that Sir Thomas Lipton has decided to try again to lift the America's cup.

Chicago is investigating the report that "hired thugs" assaulted strike breakers. The only strange thing about this is that an investigation should be considered necessary.

The water works appraisement is now promised by the first of July. It takes an awfully long time for a fifty-dollar-a-day hydraulic engineer to compute fractions and compile estimates.

King Edward has ordered an American typewriter, but he can never know the real advantages of the machine until he imports an American stenographer to operate it at his dictation.

Russian workingmen are now said to hope for reforms from the throne. In other words, the wisdom of appointing General Trepoff as chief of police of St. Petersburg has been vindicated.

An international farmers' congress is to meet in Europe this month, but the "subtreasury" idea which made farmers' congresses lively in this country ten years ago will not be presented.

Some Kansas newspapers are charging the enemies of Governor Hoch with inducing him to enforce the prohibitory law. What would he have done had he followed the advice of his friends?

The international railroad congress has gone on record in favor of a "square deal" in freight rates, but the language of the resolution is ambiguous enough to be construed almost any old way.

Since Japan has stopped the exportation of coal to Saigon, Russia might retaliate by taking from the sea all colliers bound for Vladivostok and thus leave Togo no outside source of supply.

Minister Barrett now has a copy of the Loomis charges. A little thing like this, however, will not stampede a man who has contracted the habit of receiving "ultimatums" for several days in succession.

Aspirants for Mayor Moores' brogans had better secure electric fan attachments to keep their temperature down during the summer months. It will be cold enough for most of them as the election approaches next winter.

The cattle barons who fenced in thousands upon thousands of acres of the public domain without saying by your leave to Uncle Sam are not seriously alarmed over the impending prosecution to be conducted by the late assistant to the late deposed United States attorney.

A ONE-SIDED INQUIRY.

The inquiry by the senate committee on interstate commerce in regard to the question of railroad regulation has been so distinctly one-sided that it is impossible that any recommendations which the committee may make will have any influence upon public sentiment favorable to its evident partiality for the railroads. The committee has made it apparent from the very beginning of the hearings which it was authorized to make that its sympathies are entirely with the railroads and that it proposed to do everything possible to give the corporations an opportunity to bolster up their case. The committee has given its attention almost wholly to the opinions and views of railroad managers and attorneys, practically excluding from the inquiry those who are favorable to governmental regulation of railroad rates and legislation that would absolutely correct the abuses and evils that now exist and must continue to exist until the Interstate commission is given larger powers than it now possesses.

It is said that the senate committee is very much exasperated because Secretary Taft should have taken occasion to speak so openly upon the railroad question. It is very likely that the railroad men on the committee were a good deal put out by the declaration of Secretary Taft, but they ought to understand that in what he said he reflected not only the position of the administration of which he is a part, but also of the very great majority of the American people. There was nothing extreme, certainly nothing revolutionary, in what Secretary Taft said to the railway men convened in Washington from all parts of the civilized world. What he said was simply in line with what the American people have been asking for many years and what they will continue to demand until it is granted. That they will ultimately achieve what they want is not to be doubted.

The inquiry which has been carried on by the senate committee on interstate commerce has been a one-sided affair. It has been conducted in the interest of the railroads rather than in the interest of the public. It is unsatisfactory and must necessarily be inconclusive. The committee was directed or authorized by the senate to frame a bill for the regulation of railway rates. It will doubtless do this, but the country will regard with distrust any measure framed by a committee which has so unmistakably shown that its sympathies are wholly with the railroads.

AN OCEAN YACHT RACE.

An international incident of some interest, especially to lovers of marine sport, will be inaugurated today in the ocean yacht race for the Emperor William cup that will start from Sandy Hook and end on the other side of the Atlantic. A number of yachts will engage in the race, all of them, it is needless to say, of the first class, those which will represent the United States being of the very best type and of course especially prepared and equipped for the contest.

The race was arranged at the suggestion of Emperor William, whose yacht, together with one or two others from Germany, will participate. There will also be several British yachts in the race, some of them with an excellent sailing record. Quite naturally on this side of the Atlantic the prevailing opinion is that one of the American yachts will win and odds have been placed on the Atlantic, which has demonstrated its superior qualities on more than one occasion. The yacht of Emperor William is a good one and the Germans have confidence that it will be able to keep the emperor's cup, for which the race will be sailed, in the fatherland. It will be an international sporting event of a kind in which the people of each of the countries participating will feel a very lively interest, appreciating that it will be an absolutely fair test of the yachts engaged in it.

BETTER CONDITIONS IN RUSSIA.

The latest reports from Russia represent conditions as being somewhat improved and there is less apprehension in official circles regarding the immediate future. It is noted that the disturbances which it was feared would break out about this time have not taken place and there seems to be an impression that the revolutionary element has lost, at least for the time being, its influence with the people. It is stated in a dispatch from the Russian capital that while revolutionary elements have made a good deal of noise, they had neither organization nor leadership behind them and consequently find themselves unable to accomplish anything. They have failed even with the working classes, without whose support their cause was entirely hopeless.

No one at all familiar with conditions in Russia will be in the least surprised at this. There is abundant justification for popular complaint and ample warrant for the popular demand for reforms, but the people have no means at their command to secure what they desire, so complete are the precautions of the government against anything in the nature of a revolution. There is no point in the Russian empire at which a revolutionary movement might be started where the government is not in a position to crush it in its inception and it does not hesitate at the most drastic measures, as has been repeatedly shown in recent events.

Every intelligent observer of conditions in Russia agrees that there is no present danger of revolution, not because of any lack of revolutionary sentiment, but for the reason that the people hostile to autocracy are wholly unable to organize a revolution. They have nothing to fight with and it is the policy of the government to see that they shall not have. Undoubtedly the popular feeling is having an effect in the interest of governmental reform, but as remarked in a current dispatch from the Russian capital reforms will come from above and not from below. Nevertheless the popular demand for reforms is not wholly without effect.

A MODEL BUILDING ORDINANCE.

The revised building code of the city of St. Louis, which has just gone into effect, is a model which Omaha could well afford to emulate. It is the result of painstaking collaboration between experts, and is as nearly perfect and exhaustive as it would be possible to make such an ordinance.

Its most important feature is the radical change in the building laws governing the operation of theaters and public meeting places. These regulations were specially prepared by a committee consisting of the chief of the fire department, the board of fire underwriters and the building commissioner. Next to that are the safeguards thrown around people who work in large stores and factories, whose owners are compelled to provide adequate stairways in all mercantile and manufacturing buildings. The obstruction of the stairs, passages or landings of such buildings with materials of any kind, as well as the placing of inflammable material is prohibited under severe penalties.

The section of the code governing the thickness of brick walls makes the minimum allowable thickness for brick external and division bearing walls for all store buildings thirteen inches for the two top stories, eighteen inches for the next two stories below, and for each succeeding two stories, or increased height, the walls must be four inches thicker than the walls next above them.

The question of sign boards has also received attention in the new St. Louis building code. The building commissioner's department is given complete jurisdiction in the matter and may order all unsafe signboards removed at any time. The ordinance requires that all signs over three and one-half feet shall be wholly of metal, or other non-combustible material, and must be hung to buildings by heavy iron bracings, bolted to the walls, and so placed as not to obstruct a fire escape or interfere with the operations of the fire department in case of fire.

The section regulating bill boards includes some new features. The erection of bill boards nearer than fifteen feet from the front line of any lot is prohibited, nor is any bill board permitted nearer than six feet to any building, and no bill board can exceed 500 square feet in area.

All these safeguards are sane and suggestive, and their strict enforcement will doubtless go far toward safeguarding life and limb, as well as property, in case of conflagration or storms of unusual severity.

While Omaha is not perplexed over the tenure of office of its mayor, which has by two successive charters been fixed at three years, it is, nevertheless, interesting to note the trend of charter making bodies to extend the terms of mayors from two to four years. In St. Louis, for example, the mayor's term of office is four years, although he has little control over the city administration, inasmuch as he cannot appoint a city official until the third year of his term and has no power of removal at all. In New York, where the mayor's power of appointment and also his power of removal is absolute and where he, with his board of apportionment, has almost superseded the city council, the term is two years, but the recent New York legislature has revised the charter so as to extend the term from two to four years. The strange thing about the New York extension is that it requires the approval of the mayor, who has the veto power on charter legislation. Although the attitude of Mayor McClellan is not known, it does not need a prophet or the son of a prophet to foresee that he will not veto the provision. Chicago will also hereafter have a four-year term of mayor unless the charter recently passed by the Illinois legislature fails to receive the signature of the governor, and the approval of the voters of the city, at a referendum, which will be necessary before the law goes into effect. This peculiarity of charter making may seem strange to Omaha charter reformers, but it indicates clearly the evolution in progress with regard to municipal government of American cities.

Senator Burkett is setting an example in one direction that deserves commendation. At the recent republican county convention in Lancaster county to choose delegates to the congressional convention Mr. Burkett was one of the delegates and presided over the convention's deliberations. The Bee has repeatedly preached the doctrine that men invested with high political honors as the representatives of their party should recognize their responsibility by active participation in the work of party management and leadership. No man, however highly honored by his party, should be above serving as a delegate in his party conventions.

The projected extension of the Great Northern railroad over a rainbow line in the rear of Omaha does not constitute as much of a menace to Omaha's trade expansion as does the proposed 25 per cent cut in railroad rates from Denver into northwestern Nebraska and the Black Hills.

The legislature that undertook to establish biennial elections in order to relieve the people of the distraction of annual campaigns was not very consistent when it left the good citizens of Lincoln exposed to three elections in six months.

Both Sides Pleased.
Washington Post.

Another tribute to the president's marksmanship is found in that fact that both the teamsters and employers claim to be pleased wtih his shot at the industrial situation in Chicago.

Tarred with the Same Stick.
Chicago Chronicle.

President Stickney of the Chicago Great Western is entirely right in his criticism of public officers who accept free passes over the railroads. It may also be said, however, that the public officers would not get the passes unless the railroads were willing to issue them. If there is anything smacking of corruption in the transaction the railroads must bear their share of it.

A Monument of Reform.
Lincoln Star.

The juvenile court will involve Omaha in an expenditure of $10,000. In spite of this the juvenile criminals obstinately refuse to appear. The court, however, must be deemed a monument of reform.

Money Well Spent.
Indianapolis News.

Still a deficit of $10,000,000 or so caused by rural free delivery is a good deal easier for the country to tolerate than some other deficits it has been called on to face. Here at least it gets something for its money.

Keeping Out of the Game.
Pittsburg Dispatch.

It naturally pains Japan to observe the lack of enthusiasm which England manifests over the chance that it may have to take a hand. From that defensive alliance it was expected that England would be aching to mix in, but its aches are wholly in the opposite direction.

Rival Crops in Nebraska.
Portland Oregonian.

The president found the crop of boys and girls in Nebraska much more interesting than the corn crop. It is on record, however, in the farmers' homes of that state that it takes a big corn crop year after year for many years to bring the crop so much admired by the president to maturity and dependable effectiveness. Let not the value of the corn crop of the great middle west suffer by this comparison. Children in abundance are only to be desired when there is plenty upon which to bring them up. It means something to launch a child upon the great sea of industrial activity in these times, and much depends upon the successful launching.

Moves to "Save" Niagara.
Springfield Republican.

The Canadians are at last awake to the grave menace which threatens Niagara. The Ontario government has refused to ratify an agreement between the Electrical Development company and the Niagara Falls (Canadian) Park commission, by which the company would be allowed to develop double its present limit of power. It has also been declared in the Canadian Parliament, within the week, that no further inroads upon Niagara will be permitted until a royal commission has made an investigation. This is welcome news, and suggests that the Canadians may yet be found willing partners in the preservation of the falls. An international agreement or commission to govern the taking of water from Niagara for power purposes cannot come too soon.

BEFORE GRADUATION AND AFTER

Transition from the School Room to the World's School.
Baltimore American.

Millions of hearts are beating more lively in expectation of the approaching commencements. The young people often look upon graduation as the greatest crisis in life, and so it is until another occurs to diminish its importance. They will probably discover in due time that life is punctuated with crises, each one of which will appear more serious than all which have gone before. Life before commencement has been dotted with pangs and disappointments, but the time will surely come when the latter will disappear from memory like the headlands as the ship gets farther out to sea, and there will remain only the mirage of happiness and pleasure enjoyed.

Graduation is a crisis, made all the more so by the boundless hopes of the graduate. So few realize that the meaning of the word commencement is beginning. They are so apt to regard it as the ending or the completion of one life and the introduction into another. In a sense it is. The romance of existence often ends with the delivery of the diploma, and when the student plunges into the busy world his ambitions and fancies are sometimes rudely shocked. He is astonished to find how little his academic stock of knowledge helps him in the real life struggle. Even here he may be greatly in error. At school he has been accumulating knowledge for a lifetime, and he should not expect to pour it all out at once and find fitting spots for its application. The uses will come as he settles into his place in the community.

It is doubtful if one ever learns anything at school that is not useful in after life. It frequently happens in a man's career that knowledge which he had apparently forgotten is recalled and made useful. For all that there can be no more serious error than for graduates to imagine that they know everything and that the real work of life is over. The real work begins at commencement. All that has been done, no matter how useful, is in the nature of preparation. A student is apt to consider his work hard, but all work is hard to those who think so, and no work is really hard to one who works in the right spirit.

REGULATING FREIGHT RATES.

The People Firmly on the Side of the Administration.
Chicago Tribune.

Secretary Taft said last Tuesday to an audience of railroad men, "You cannot run railroads as you run private business." The remark grated on the nerves of some of his hearers. Railroad men wish to run their roads exactly as they would a private enterprise. Every law which treats the railroad business as something different from other businesses is distasteful to them. When it is suggested that railroad rates be regulated by government agencies they say transportation is a commodity whose price should be no more regulated in that way than the price of the commodities offered for sale by a manufacturer or a merchant.

Those who speak for the railroads wish them to enjoy the advantages of being quasi public corporations, but dislike to acknowledge the obligations which go with the advantages. They wish to carry on interstate commerce, jurisdiction over which is exclusively vested in the national government, but will not admit the right of the government to restrict them to fair, just and reasonable charges.

The president said at Denver and Chicago that if justice is to be done as between the public and the common carriers there must be a governmetal tribunal to alter freight rates, subject to judicial review, when it is convinced that they do injustice. Secretary Taft agrees with him and says to the railroad men that if they are wise they will aid and not hinder the establishment of such a tribunal.

The railroad men are not wise. They are opposing the moderate and lawful legislation which it is suggested shall be enacted. They are fighting it with an earnestness which goes to show that they are afraid it will be enacted in spite of the assistance to be given by their friends in the senate.

The people are on the side of the administration. They agree with Secretary Taft that the men who control railroads should not run them with such freedom from restraint as they do their private business. The people have had sufficient acquaintance with railroads to learn that they need regulations which other businesses do not. They can see the essential difference between regulating the price of goods and that of transportation.

Their influence will be exerted in support of the policy of the president. Whether it will have any effect on the senate is an interesting question about which more will be known after congress gets to work next fall.

DEMAND FOR RATE REGULATION.

No Division of Sentiment Among the People of Nebraska on Subject.
York Republican.

There is no division of sentiment among the people of Nebraska on the question of freight regulation. Freight rates in the west are three times as high as they are in the east. There is no reason why they should be so. The freight on a shipment weighing 2,950 pounds, a press, from Hartford, Conn., to Chicago, was $17.73. From Chicago to York, on the same machine, less than half the distance, the freight rate was $25.81. The only possible explanation for this must be in one of two conditions: Either the railroads have the legislatures of the western states muzzled till they will not pass suitable legislation or the people of those states are not able to frame such legislation as should be enacted into law. Probably a combination of these two explanations would suitably account for the condition that exists and affects every shipment of goods or produce in or out of the state of Nebraska.

Fight with Roosevelt.
Columbus Journal.

Sane and just rate regulation will constitute the burden of Roosevelt's battle with the senate during the remainder of his term of office. If the republican party of Nebraska fails to take up the rate slogan for our state with the same fearless earnestness that Roosevelt has taken it up for the nation, it will meet defeat at the hands of the voters and it will deserve that defeat. Our last legislature, notwithstanding the honest endeavor of a majority of the individual members for effective rate control, passed a meaningless railroad commission bill. Republicans may as well frankly admit the fact and renew the fight within the party organization to find a remedy. Every local republican organization in Nebraska should go to the Roosevelt railroad platform and stay there and fight to the end.

Some Sample Freight Rates.
Norfolk Press.

If a department store located in Norfolk should buy its goods in New York and ship by water to Duluth and then the rest of the way by rail he would find the railroad freight rates running against him in this fashion, as compared with his competitors in Tekamah and Lincoln:

On a Car of Implements—To Norfolk, 520 miles, $115.20; to Tekamah, 527 miles, $72; to Lincoln, 599 miles, $79.20.

On a Car of Stoves—To Norfolk, $108; to Tekamah, $64.80; to Lincoln, $72.

On a Car of Furniture—To Norfolk, $146.40; to Tekamah, $72; to Lincoln, $81.60.

On a Car of Third-Class Merchandise—To Norfolk, $182.40; to Tekamah, $108; to Lincoln, $117.60.

On a Car of First-Class Merchandise—To Norfolk, $360; to Tekamah, $192; to Lincoln, $204.

First District's Chance.
Falls City Journal.

The First district of Nebraska has an opportunity to begin the work of taking the national legislature out of the hands of the railroads by electing to congress only a man free from all entangling alliances with railroads. And this man should be in addition one with a clean record in every way and with the moral courage to resist temptation and take his place in the front rank of the defense in the battle which is certainly coming between the grafters and the people. If the people of the First district will select such a man they will do a great work for this district and at the same time add to the life of the republican party.

Railroads Should Think Twice.
Kearney Hub.

If a corporation can be created by legal provision it can be regulated and controlled by law. And if the corporation objects to the regulation and control, it must bear in mind that the lawmaking power may also deprive it of its corporate existence. Railway officials who contend that the government has no right to meddle with rates will do well to think twice or three times before entering on a fight to a finish.

Merely a One-Sided Farce.
Lynch Journal.

The present senatorial railroad investigation being held in Washington looks like a one-sided farce. Not a man that is not known to be decidedly in favor of the railroads' side of the question has been allowed to appear before the committee.

PERSONAL NOTES.

Helen Gould will pay for the education of Leroy Irvine Dixon, the 9-year-old Denver boy who saved the Rio Grande train from running into a rock slide last October.

John D. Rockefeller, who always has had an aversion to automobiles, several days ago purchased a $5,000 touring car. The machine will be driven by a French chauffeur.

Vice President Tarbell of the Equitable in his directions to agents says there is a point in a deal when a life insurance solicitor should cease talking. This must be when the victim has fainted.

The Missouri supreme court recently rebuked a lower court for attempting by injunction to prevent a city council from performing an act clearly within its powers. It is now in order to withdraw or modify the criticisms hurled at Missouri's high court.

St. Louis points with pardonable pride to the fact that Mrs. Martha Harwood, recently deceased, lived in the city for eighty-seven years. How she managed to do it and live to the age of 96 is a mystery which St. Louis papers do not attempt to explain.

A large number of prominent ladies of Richmond, Va., have held a meeting looking to the early erection of a monument to General Fitzhugh Lee. They organized and issued an address to the country, under the name of the Fitzhugh Lee Monument association.

Admiral Winfield Scott Schley, 65 years old and still young, straight as the barrel of a rifle, shows the color of splendid health and the general aspect of unimpaired muscular condition. He refuses to sit still and draw his retired pay, but keeps busy working on his forthcoming book, "Maryland in the Navy."

Thousands of children were the guests on May 9 of United States Senator W. A. Clark at the senator's mountain home, three miles southeast of Butte, Mont. Every child in the county was invited to enjoy the day at the senator's expense, who turned over the street car system of Butte to the youngsters.

An original method of teaching history was recently put to a test in New York by that able and well known scholar and historian, the Hon. John Boyd Thatcher of Albany, N. Y. The autographs illustrated the French revolution and were shown to the public at the Lenox library. The autographs were illustrated by portraits and other pictures and they were arranged in chronological order.

Congressman Cochran of Missouri wished to illustrate some remarks he was making about suspicious circumstances. In doing so he told of a well dressed man who registered at a hotel in St. Joseph, Mo. He casually remarked that he never traveled without his own fire escape, at the same time exhibiting the contrivance which he carried. "In case of fire," he said, "I can let myself down from any hotel window." The landlord said gravely: "Our terms for guests with fire escapes are cash in advance."

FIRST IN NEWS AND ENTERPRISE.

Humboldt Leader: One is led to wonder why a metropolitan newspaper devoted to the interests of the "people" would not notify the police when visited by a fugitive like Pat Crowe.

Butte Gazette: The periodical finding of Pat Crowe was pulled off in Omaha papers last week. That is, he was located but not landed in limbo. As a space filler when news is scarce Patrick is a howling success.

Beatrice Sun: The World-Herald rather anticipated the event, and wrote up the president's trip through Omaha. This was a stroke of enterprise. The president switched his train off the line at Fremont and went by Missouri Valley. This was a stroke that almost killed the enterprise.

Columbus Journal: For the World-Herald it was undeniably tough luck. However, considered as one of the exigencies of the trade, we are disposed to forgive the World-Herald for the Roosevelt incident, but we must insist that it proceed forthwith to dig up Pat Crowe in the flesh.

Beatrice Sun: An Omaha paper tells how, as the president's train passed through Omaha, the president was awakened by the deafening cheers of the crowd waiting for him at the station, and "raising the window of his compartment he looked out and responded to the cordial greeting." Now that's all very fine, but the president wasn't there. It must have been some other fellow who impersonated the president.

ARMY GOSSIP IN WASHINGTON.

Matters of Interest Gleaned from the Army and Navy Register.

Captain George W. Kirkman, Twenty-fifth infantry, continues to file protests and appeals at the War department. He has put his complaint in the form of charges against several officers, of whom it is alleged that they were prejudiced against him and ignored vital circumstances which would have operated to his acquittal by the court-martial, the proceedings of which are now before the secretary of war. All the papers in the case—and they are of increasing volume—will be submitted to the president along with the findings of the court and the comment of the judge advocate general of the army. It is likely no action will be taken by the president until the department is in receipt of the record in the second court-martial case, which was interrupted for the acquirement of testimony, and which was resumed on Wednesday. It is probable that no special attention will be paid to the charges which Captain Kirkman has filed.

The War department is advised that Colonel E. H. Crowder, judge advocate, and of the general staff, left Dalny on April 3 for Japan on his way to Washington. No further advices have been received in regard to that officer. Colonel Crowder will come directly to Washington and will undoubtedly avail himself of an extended leave of absence. He has been advised by the surgeons to take an absence of at least one year on account of his health, which has severely suffered by the exposure of duty with the Japanese troops in Manchuria. Colonel Valery Howard of the medical department, who recently returned from Manchuria after a short tour of duty with the Russians and his capture at Mukden, is now at Governors Island, where he will complete the report of his observations. Colonel Havard is somewhat handicapped by lack of notes, as most of his papers were in a trunk which is probably somewhere with the Russians.

There is a prospect that the general staff of the army will recommend that service in campaigns against Indians be recognized by appropriate badges, after the manner of service rendered in Cuba, Porto Rico, China and the Philippines. This appears to have been an omission from the original provision for service-in-war badges and, of course, if there is reason for the issue of badges for activity in Santiago there is as much reason for recognizing service on the frontier, where those who took part encountered all the risks, hardships and suffering which marked service in China or in Cuba. It is probable the general staff will see the question in that light and will provide a badge to be issued under the same conditions attending the service-in-war badge now given.

The exact position to be assumed under certain circumstances during the playing of the "Star Spangled Banner" has been under consideration in the general staff of the army as a result of an inquiry made by Captain G. L. Byroade, U. S. A., retired, who is the military instructor at the Culver Military academy. That officer reported that he had instructed the cadets that under infantry drill regulations "stand at attention" while the "Star Spangled Banner" is being played does not mean to uncover when out of doors, but does mean to uncover if indoors without side arms. This interpretation of the regulations has been confirmed by the chief of staff on the recommendation of the first division.

Instruction at the signal corps school at Fort Leavenworth, Kan., will be begun about September 1, with three officers of the signal corps under instruction. The officers who have been selected to attend the sessions of the school are Captain Charles McK. Saltzman, Captain Richard O. Rickard and First Lieutenant Mack K. Cunningham. The school will be in charge of Major George O. Squire of the signal corps, and will be under the supervision of the commandant of the infantry and cavalry school and staff college.

LINES TO A LAUGH.

Auctioneer—What am I offered for this fine large bath sponge? Going at 50 cents—going—going—. It's a shame I can't get more for it. I'd buy it myself only I've just come back from a visit at the seashore.—Harper's Bazar.

"De world may owe you a livin', sonny," said Uncle Eben; "but it ain' gwine to do de worryin' 'bout getting' de debt settled."—Washington Star.

"If you are a rich woman and have married a poor man who has retired from business," remarked the Observer of Events and Things, "it is all right to say that you have retired him from business. Don't say you have put him out of business. It might not be understood."—Yonkers Statesman.

"I tell you what," grumbled the pessimistic waiter, "people ain't givin' tips like they used to in the old days."

"That's right," replied the funny waiter. "Think of Esau, who gave his birthright for a mess of pottage."—Philadelphia Ledger.

"The robin is a very timid bird isn't it?"

"I guess so. At any rate, the average restaurant cook can make it quail."—Philadelphia Ledger.

A married man longs for either some excitement to relieve the monotony or some monotony to relieve the excitement.—Philadelphia Record.

"Want ter buy a bull pup?"

"No, sir. I am a clergyman."

"Wot uv it? Bull pups don't care who owns 'em."—Judge.

The leading lady cast herself down on the blue plush sofa, i. e.

"Great heaven!" she shrieked, "I am undone!"

"Pshaw, that's too bad!" said the villain, "allow me to lend you a pin."

But, as it seemed, he was only adding insult to injury.—Cleveland Leader.

"But," protested the plain citizen, "don't you consider honesty a good thing?"

"Sure," replied the politician, "but it's like all other good things; you've got to make money before you can afford it."—Philadelphia Press.

James Monroe had just completed his famous doctrine.

"There!" he exclaimed, cocking his head to one side and looking at it. "I guess that'll hold them for a while!"

Thus we learn the illustrious origin of the phrase.—Chicago Tribune.

STILL HUNTING.

Chicago Chronicle.

Back from his western vacation,
Tanned, but a little less fat;
Doffed is the good old sombrero,
Donned is the tall silk hat.

Gone is the gun with its bullets,
Now the big stick as of yore,
Bears and the wolves have grown quiet,
Now that his hunting is o'er.

Back to the grind of his office,
Grinding away just the same,
Yet he's engaged in some hunting,
Only for bigger game.

Now the big wolves that he's after
Live in the civilized east;
Some are now saying he means to
Bag a few big ones at least.

Back from his western vacation,
After big game now he lusts;
If they don't take to the timber
He's bound to kill off a few trusts.