

THE OMAHA DAILY BEE.

E. ROSEWATER, EDITOR.

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C. C. ROSEWATER, Editor. Subscribed in my presence and sworn to before me this 13th day of May, 1905. (Seal) M. B. JUNGSTADT, Notary Public.

WHEN OUT OF TOWN: Subscribers leaving the city temporarily should have The Bee mailed to them. It is better than a daily letter from home. Address will be changed as often as requested.

The Water board is again waterlogged in the settling basin of the federal court.

Reports from Baltimore indicate that the Navy department met a watery Waterloo before Bodaparte arrived.

The Mississippi kindly refrained from leaving its banks until the sensational features of the Oriental war had transpired.

Russia now asserts that it is an Asiatic power; but so far it has demonstrated that it is more akin to an Asiatic weakness.

In the meantime a whole lot of ancient asphalt paving is to be found on Omaha streets with not even a half inch of wearing surface.

The Chicago Team Owners' association is demonstrating that the Cooreans are not the only people who find it difficult to remain neutral.

Norwegian socialists claim credit for the present situation in that country. It remains to be seen whether they will claim responsibility for the result.

A committee of the Omaha Bar association to institute proceedings against blackleg lawyers who make their living chiefly by blackmail would be more in order.

When Mr. Morton sets about adopting measures of retrenchment for the Equitable he could make a "ten strike" with the policyholders by first turning his attention to that \$150,000 salary.

Major Dunne says the next democratic national platform will declare for government ownership of railroads, which would mean that the two wings of the party will continue to spread apart.

It is intimated that former Banker President Bigelow will be given a clerical position at the Leavenworth penitentiary. What's the matter with the greenhouse?

"Eljah" Dowle is said to have plans prepared for an invasion of Paris. If Dowle's work were more complete at Chicago his desire to extend his campaign might be more in keeping with his pretensions.

Members of the State Board of Assessment will have to choose between the railroads and the people. They cannot respond to the absurd demands of the railroads and satisfy the people at the same time.

If General Lnevitch is really surrounded by the Japanese army, as reported, General Oyama will always feel that he did not receive fair treatment by the suspension of hostilities just when he was ready to strike the final blow.

A Lincoln man is said to have been unearthed in Denver so conscience-stricken over a stolen railroad ride that he has sent the company the money to pay the fare. Needless to say, the repentant is neither an officer holder nor an ex-officer holder.

Kansas merchants assert that since the refinery law was enacted the people of the state have made back the \$400,000 appropriated in reduced price of oil and in "advertising." The advertising charges will have to be more exactly ascertained before the time for congratulation arrives.

DERELICT STATE SUPERVISION.

In its comments on the affairs of the Equitable Life Assurance society, the United States Investor points out that derelict state supervision is in a measure responsible for the faulty conditions shown to have existed in that corporation. That journal declares it is idle to say that the state insurance department was not aware of the abuses, which were indicated in every official report for several years and called attention to by writers on the subject who were not bound hand and foot by pecuniary considerations. It is further stated that analysis of the published figures by capable actuaries have demonstrated the foundations for the criticism, "yet with all this before them, those charged with the duty of supervision have ignored it and betrayed the interests of the people."

There is undoubtedly good ground for this charge against the New York insurance department, the officials of which are probably more or less under the influence of the men who manage the great insurance companies and carry their supervision only so far as those men are willing to have it go, making it a great extent perfunctory. This charge of derelict state supervision naturally suggests the expediency of federal supervision and regulation of life insurance companies. Perhaps this would not be an absolute safeguard against mismanagement. National banks are under federal supervision, yet occasionally it transpires that one of these institutions has been plundered by its officers. But it will hardly be questioned that supervision of the national banks by the general government is salutary in its effect and this being admitted it is reasonable to suppose that federal supervision of life insurance companies, supplementing that of the states, would have a good effect. It would insure greater care and vigilance by the state insurance departments than is now practiced by them.

This is a matter which promises to be somewhat prominent in the attention of the next congress. It is being urged that in view of the decisions of the supreme court of the United States that insurance is not commerce and that the fact of the business being carried on in different states, by a corporation established in one state, does not constitute interstate commerce, congress is without power to extend federal supervision to the insurance business. This argument, however, is by no means conclusive. At any rate, it would be well for congress to pass some such measure as the Dryden bill, introduced in the senate at the last session, and thus give the supreme court another opportunity to pass upon the question involved in that measure. It is noteworthy that the leading insurance men of the country are favorable to such legislation, believing that it would prove beneficial alike to the companies and to the public, and it is not to be doubted that it would have the unanimous approval of the 15,000,000 life insurance policy holders. No stronger point could be made in favor of federal supervision of insurance than is presented in the charge of dereliction against the insurance department of New York.

WHAT HAPPENED OVER NIGHT?

"The railroads are the greatest barrier to the enforcement of the new revenue law in the state," an ashamed of you. Who don't you pay your taxes. Thousands of individuals had their taxes increased by the new revenue law and they paid their taxes. If this thing keeps up there will be a revolt, as sure as you live. You railroad men are cutting your own throats." This was among the things Governor Mickler remarked to Tax Commissioner Pollard of the Burlington at a meeting of the State Board of Assessment, Lincoln Correspondence of The Bee, June 10, 1905.

The dove of peace settled down upon the State Board of Assessment today after its vacation of yesterday, and all seemed quiet among board members. It seems safe to predict that the Union Pacific will be assessed at the same figures as last year, while the Burlington will be reduced in the neighborhood of 5 per cent, or about \$1,000,000.

At noon it looked probable that the Union Pacific would be increased a small amount, but late this afternoon a member of the board said this would never be done, though the board seems agreed upon a reduction of the Burlington assessment.—Lincoln Correspondence of The Bee, June 11, 1905.

People of Nebraska who applauded Governor Mickey and the state board for firmly resisting the pressure brought by the railroad tax agents and attorneys to perpetuate the iniquitous system of undervaluation of railroad property will naturally ask what happened over night to cause the board to change its views regarding the railroad assessment. What explanation or excuse would members of that board have to offer to the people of Nebraska for standing out for lowering the assessment of the Burlington this year over last year and for fixing the Union Pacific for 1905 at the same rate as it was fixed for 1904 in the face of the returns made by that company, which show a very marked increase in its earnings, and in the face of the increase in its capitalization and in the value of its stocks and bonds.

It was patent to all men familiar with the returns of 1904 that the railroad assessment at \$46,500,000 was at least \$14,000,000 below the most conservative estimate of the true value of the tangible property and franchises of the Nebraska railroads, and it is patent to all men this year that these properties have materially increased in value since last year, judged by the volume of their traffic.

If the Burlington was assessed last year out of proportion to the Union Pacific, its assessment was still far below its true value. If the board desires to equalize the assessments of the two systems, which is not its function as an assessment board, it should first assess the Burlington on its earning capacity value and assess the Union Pacific on the same basis. It should, moreover, have done away with the fiction of assessing the main line of the Burlington from Plattsmouth to Kearney, when every school boy in Nebraska knows

that the main line runs from Plattsmouth or Omaha to the western boundary of that state.

It should by rights have compelled all the railroads in Nebraska to comply with the law that requires them to make returns of their gross and net earnings in Nebraska, not for each branch separately, but for their whole systems. In any event, the board should at least have shaped its findings to conform with the indisputable increase in the volume of traffic.

NOT A DANGEROUS DEFICIT.

The government's fiscal year ends with the current month and as the expenditures for eleven months of the year exceeded the receipts by more than \$36,000,000 there will be a deficit at the close of the year approximating that amount. So rare have been treasury deficits in recent years that the public is likely to regard the occurrence of one with more or less apprehension, but there is no reason for any such feeling in the present case. It involves no danger to the financial affairs of the government. As was pointed out in an address a few days ago by the treasurer of the United States, Mr. Roberts, the government still has on hand a generous sum in cash. It has nearly \$70,000,000 in the depository banks and over \$55,000,000 in the treasury vaults available for current obligations. With \$125,000,000 in actual money, Mr. Roberts said the government can go on for two or three years without stringency, paying every obligation promptly and in full.

Yet while there is no danger to the treasury in the deficit, the question of making receipts at least balance expenditures is certainly important and undoubtedly will receive the careful consideration of congress. The most natural suggestion is to reduce the expenses of the government and doubtless this could be done in some directions without impairing the public service, but experience shows that it is very difficult to induce congress to heed suggestions of economy. This is especially true of the senate, which almost uniformly increases the house appropriations. If the next congress should make no reduction in expenditures then it will be called upon to provide for more revenue and what method shall be adopted to accomplish this promises to prove a perplexing question. Some urge tariff revision, so as to increase the revenue from imports. Others want additional internal taxes. It is not possible to say now with any degree of certainty what the outcome will be, but meanwhile the condition of the national treasury will continue sound and secure.

CONDITIONS TO PROSPERITY. The papers whose business it is to carefully watch industrial and commercial conditions agree in saying that they are most favorable to a continuance and increase of prosperity. Thus the Wall Street Journal declares that never in all its history has this country been in better condition than it is today. There is the largest measure of business activity. "Farmers, miners, manufacturers, merchants and those who sell transportation are adding largely to the wealth of the country. The only complaints come from the lenders of money. Railroad earnings, bank clearings, statistics of tonnage and outputs, all speak of blazing forges, heavily laden freight trains, eager buying and selling, new construction, large transactions, easy monetary conditions." Another paper concludes a review of business conditions with the statement that the data continue to support the assertion that the country is prosperous with nothing in sight to disturb the outlook.

Statements of this character from sources which are in close touch with practical affairs and have the best opportunities for obtaining accurate information are certainly most encouraging. It would seem that if there were anything really unusual in the situation these organs of industrial and commercial interests would certainly discover it, and the fact that they note nothing of the sort warrants the belief that no actually unusual conditions exist, but on the contrary that the general business of the country is on an entirely substantial and safe basis. Of course no one can confidently say how long this condition will continue, but there is manifestly no reason at present for taking anything but an optimistic view of the future.

THE SAN FRANCISCO EXPERIMENT.

The first experiment in municipal ownership of street railroads is about to be made in San Francisco. The franchise of the Geary street railroad expired two years ago, and under the common law the right-of-way and roadbed reverted to the city. Under San Francisco's charter the acquisition of a public utility by the city must be carried by a two-thirds vote at a special election called for that purpose.

When the proposition to equip and operate the Geary street railway was submitted to the electors it was defeated through the concerted efforts of the public utility corporations, although it received 15,000 out of the 20,000 votes. This was two years ago. Another election held last year resulted in the same way, although but very few votes were lacking of a two-thirds vote. During all of this time the Geary Street Railway company continued to operate the road.

Public sentiment in San Francisco, which is intensely in favor of municipal ownership of public utilities, has finally culminated in an appropriation of \$350,000 for the reconstruction and equipment of the road as a city property. Although this is but one-half the sum deemed necessary, the city authorities, under pressure of public opinion, are pledged to appropriate an equal amount next year, when the city of San Francisco will enter upon the experiment of municipal street railway ownership, even before Chicago has ventured into that new departure. The San Francisco experiment will doubtless be watched with a good deal of interest by other

American cities, although, with the exception of Chicago, municipal ownership of street railroads has not been seriously contemplated.

Political pharisees, like birds of a feather, will always flock together. Thus we have the spectacle of Frank Ransom and I. J. Dunn endorsing the bombastic Elmer E. Thomas at the Douglas county bar meeting. Ransom has a malodorous legislative record in connection with the attempted repeal of the Nebraska anti-gambling law, Thomas has a record as deputy county attorney in prosecuting one set of gamblers and studiously refraining from prosecuting another set of gamblers, while I. J. Dunn, as assistant prosecutor, made a record in refusing to answer questions on the witness stand regarding a certain gambling record because he did not want to criminate himself. If Dunn's patron saint, Walter Moise, were promoted from behind the Willow Springs bar to the front of the Douglas county bar this, in gamblers' parlance, would have been a quartet to draw to.

In appealing for the democratic nomination for congress from the First district Will Maupin says that if a candidate is wanted who places party above all else, some other man should be selected. Having had experience in poetical swinging the circle under three different party banners, Mr. Maupin ought to speak with authority, so far as he himself is concerned.

The "henk" in the Agricultural department's cotton statistics is causing as much noise as though the size of the crop and the state of the weather depended upon statistics, when in fact the only persons affected by the premature announcement of figures are a lot of speculators who have neither the welfare of the producer nor the consumer at heart.

The decision on the validity or invalidity of the biennial election law is in incubation with the supreme court. Before the month is over we should know whether the 1905 crop of political oratory in Nebraska may be uncorked or whether it will have to be bottled up and put in cold storage for another twelve-month.

Now that the explosive and unexplosive denunciations have been heralded through the community, it is time to pass the contribution hat that will enable Elmer Thomas to take another vacation trip to Europe.

David H. Moffatt, the Denver overlord, claims credit for naming Paul Morton to lead the Equitable, and the policy holders of the Equitable Inquire, who named Dave Moffatt director of their affairs.

Honors, About Even. The Norwegian Springling has performed a revolutionary act with Chesterfieldian grace and politeness, and King Oscar has protested with equal politeness and grace, so that honors, so far, are even.

Where the Shoe Pinches.

Washington Post. Canada is sending American railroad men back to us, under a strict interpretation of the alien labor law. It would help some if Canada should get particular enough to send us back a lot of our tug-tives from justice.

Compulsory Second Choice.

Philadelphia Ledger. The German crown prince, who has just married a little German princess, is considered a very fortunate person, but it must be remembered that he would not have been permitted to marry an American girl.

Naval Battles Now and Then.

Cleveland Leader. In the old days of close range fighting in wooden ships the most stubborn contested naval battles showed no such proportion of killed and drowned as the slaughter in the ill-fated fleet which rode from the Baltic to the Sea of Japan. Now there are no buoyant spars and other light wreckage from sinking ships to save their surviving seamen, and the victorious enemy's vessels are usually too far away to render much assistance.

Parting Shot at Cleveland.

Boston Transcript. Ex-President Cleveland is not supposed to have an especially well developed sense of humor, but he must find the seriousness with which his recent magazine article on women's clubs is taken very much to laugh. A parting shot from the president of the federation in his own state ran thus: "Even this great sage who lives in the shadow of a New Jersey university might profit by closer intimacy with the principles and objects of the club women of New Jersey."

GIVING THEIR CASE AWAY.

Railroad Literary Bureau Grinding Out "Hot Stuff." Cleveland Leader. Certain railroad officials and others who are interested in preventing, if possible, the enactment of railway legislation urged by President Roosevelt, are circulating leaflets and other documents the purport of which is that the number of cases of unjust discrimination proved in the courts during the existence of the Interstate Commerce commission has been very small. The intended inference appears to be that since offenses demonstrated in open court have been comparatively infrequent, there is little need of fresh legislation.

The administration might well answer that if the railroads seldom disobey laws under which they seem to be reasonably content, they have no cause to fear the enactment of any new statute aimed only to prevent or correct abuses which the apologists for great common carriers insist have scarcely any existence. It proves too much, from the point of view of railroad magnates bitterly opposed to the president's plan, to show that there is little or no discrimination in rates or other injustices to shippers in general for the sake of favoring a few powerful business concerns.

If the railroads are obeying the laws and behaving as well in every respect as their spokesmen maintain, what possible injury can they suffer from the enactment of laws which will in no wise interfere with their business as long as it is kept within the limits of equity and the provisions of the statutes already in force?

SENATE COMMITTEE LINE UP.

Forthcoming Report on the Question of Railroad Rate Regulation.

The Railway Age.

President Roosevelt expects a report from the senate committee on interstate commerce in favor of his rate revising plan. This report will be made by a combination of the democratic members with some of the republican majority. The president has been assured by several of the democrats on the committee that they favor his policy, and similar assurances have been given by some of the republicans. The situation therefore is mixed. There will certainly be any united action between the democratic and republican members of the committee, but Senator McKinley, who with Senator Elkins started out. Previous discussion has dealt with the report which it was understood would be made by Chairman Stephen B. Elkins, who had no doubt that he would be supported by the republican members of the committee. It begins to look, after all, as if the Elkins report might, after all, be the minority report.

The president is counting on the support of Senators Dooliver, Clapp and Foraker (republicans), and of Senators Tillman, Carmack and Newlands (democrats). He thinks he may also have one or both of Foster and McClaurin (democrats), with a possibility of Foraker and Cullom. This would leave for the Elkins report only Aldrich, Kean and Millard, with the latter somewhat doubtful. Senator Clapp has announced that he and Senator Dooliver expect to get together and make a report of their own. They have planned to study the subject together this summer and work out some solution.

Senator Cullom has given out interviews which will mean about anything the reader desires to read into them. The Illinois statesman really believes that the law ought to be left just about as it is, and would be reluctant to see it so amended as to radically increase the power of the Interstate Commerce commission to deal with rate discrimination, so far as such discrimination applies to localities. But Senator Cullom is one of those who are facing a contested campaign for re-election, and with eyes on the horizon, and with evidences on all hands of the unpopularity of the Roosevelt program, it is not likely that Cullom will openly refuse to support any measure which may be brought to the front bearing the Roosevelt trade mark. In similar manner political considerations will warp the opinions of several republican senators on this committee.

Senator Foraker of Ohio has aspirations for the presidential nomination in 1908, and will hesitate to have his name identified too intimately with any measure which might make him unpopular.

Senator Dooliver faces the problem of reelection in a state which has a Cummins to crystallize the sentiment in favor of rate regulation, and it is said that Cummins himself may be the candidate to contest Dooliver's seat, which could not fall to emphasize the railroad issue, now has its own candidate, and is known by the state legislature, and the community in one which has found cause to complain of the rates given to the large competitive centers.

Senator Millard faces in Nebraska conditions similar to those which Dooliver confronts in Iowa. Millard is personally disposed to antagonize the railroad interests, he may be coerced to a certain extent by political considerations.

Senator Clapp comes from a section of the country where the railroad issue has been much debated, and where the sentiment is rather in support of the Roosevelt program. It is understood that the president has received from the St. Paul senator personal assurances of his intention to support the administration measure.

But while President Roosevelt says that he expects a majority report from this committee favorable to his railroad policy, he adds, characteristically, that it makes no real difference whether he gets a majority or minority report. He will get his bill before the senate from one source or another, and the real lineup will come on the floor of the senate chamber. And it will unquestionably be one in which party lines will play an insignificant part.

PERSONAL NOTES.

Next Thursday the New York Bar association will give Joseph H. Choate a reception that will make the lord mayor's dinner look like 30 cents.

The abiding popularity of Dicekps is attested by the fact that more than 200,000 copies of his various books were sold in England alone during December last.

Mr. Joaquin D. Casaus, the new ambassador of Mexico to the United States, will arrive in this country early in August. His family consists of a wife and seven children.

Brigadier General Tasker H. Bliss, president of the Army War College board, will sail from San Francisco for Manila on July 8 to take charge of the command of the Department of Luzon to succeed General George M. Randall.

Uncle Sam's oldest civilian employe in point of service is Thomas Harrison, accountant and correspondence clerk of the naval observatory. For fifty-seven years he has worked in the observatory and is an authority on naval observatory history.

Daniel Tarbox Jewett, probably the oldest lawyer in the United States, soon will enter upon his 100th year. He was born in Maine and lives at present in St. Louis.

It is reported that the president is to be relieved of the active practice in his chosen profession.

The State Railway commission of Indiana has given officeholders a job that will keep them awake for a while. All public officers have been requested to send in a list of their papers on different railroads. Pernicious activity could not touch a tender spot.

Rear Admiral Sprot, who bore the brunt of the great naval battle in the Straits of Corea, graduated from the United States Naval academy at Annapolis in 1881. His record was brilliant, and he was one of the cleverest, most daring students of the Japanese Naval academy and sent him to this country to study. His wife is a graduate of Vassar.

Is This the Promised Reward?

The ex-convict, Shercliffe, is wanted in Colorado for the murder of a citizen of that state. Shercliffe says he didn't commit the crime, but he would naturally say that. The governor of the state has refused to honor the regulation and Colorado can whistle for its man. It may be that Shercliffe can be used again as a witness against Tom Dennison, but he is ever tried. But if he is not wanted as such witness there is no reason under the sun why Shercliffe should not be surrendered to the Colorado authorities, or to the Oklahoma authorities, if he has committed crimes in those states, the state of Iowa has no right to shield him from punishment. The state of Iowa has no moral right to promise a criminal protection from the operation of justice in other states—not even as a reward for loyalty against another man. It begins to look as if Shercliffe testified at Red Oak for a reward. He admitted that a civic society of Omaha supplied him with money, and it now appears as if he also promised him immunity from being tried for his crimes in other states. But wouldn't that be a serious use to make of the power to grant requisitions?

ARMY GOSIP IN WASHINGTON.

Matters of Local Interest Gleaned from the Army and Navy Register.

As soon as the signal corps station at Omaha is in full working order that branch of the service will again take up the question of military ballooning, in which work there has been much interruption, largely due to the lack of facilities for storing the balloon and manufacturing the gas. Very little is known and apparently can be known, concerning the work of foreign governments in this direction. The plans and achievements of Europeans in military ballooning are regarded as among the closest of military secrets. It is learned that the Russians and Japanese have used the balloon to some extent in their operations in Manchuria, with what effect, however, is not fully reported. An interesting branch of the work in connection with observation from balloons is photography, which plays an important part in balloon reconnaissance. As it is difficult to see the image of the object to be photographed, the work of the camera can be assisted by the spirit lens, a good many devices have been tried. Probably the most successful is an arrangement resembling the stock and sights of a rifle. The camera is attached to one side of this, with its focal axis parallel with the line of sight, and the trigger is arranged, that by pulling it the instantaneously photograph will be made. This apparatus is then set, the object aimed at and the trigger pulled. These photographs serve as good maps of the localities taken. An approximate scale can be made if the photographs are taken vertically downward. The scale can be pulled by the spirit lens of the camera. It is said that with telephoto lens the outlines of a fortress, number of guns and their positions can be taken at a distance of six miles. To one unaccustomed to the perspective from a balloon some difficulty is experienced, as the image resembles a horizon line laid down on it. In other words, the edges of the picture appear as if they were raised and the part around the center looks as if it were sunk down. This also applies to the image produced on the eye by looking down from a balloon. Balloons are used in the line of communication by means of the antenna of a wireless telegraph equipment.

The War department is in receipt of the proceedings in the various court-martial cases of Captain George W. Bowers, Twenty-fifth infantry. No case to which an army officer has been subjected in recent years has attracted more attention than this one of Captain Kirkman. The papers will go to the president with some interesting comments of the judge advocate general and the chief of staff. Captain Kirkman has been sentenced to dismissal, and it is believed that other forms of punishment have been recommended by the military court.

Arrangements are being made by the chief of staff for the army for the work which will be undertaken at the new school for signal corps officers at Fort Leavenworth, of which institution Major George O. Squier of the Signal corps, who is on duty in San Francisco, will be the commandant. The student officers will be Captain Charles McK. Saitman, now on duty at Omaha; Captain Richard O. Rickard, now at Fort Leavenworth, and Lieutenant M. K. Cunningham, now on duty at Benicia Barracks, Cal. Captain William Mitchell, who is in command of the signal corps company at Fort Leavenworth, will continue on duty at that post, and will be in the demonstration of the problems in the field. There will also be detailed for duty with him a first lieutenant of the signal corps.

One of the most important steps taken in the line of comfort for the enlisted men of the army on the march is the determination of Quartermaster General Humphrey to make a thorough examination of what is known as the orthopedic last in the shape of shoes. An order for a large number of pairs of shoes of this pattern has been issued, and the shoes will be sent out to troops for trial under practical conditions in the field. The quality of this last is that it follows the shape of the foot according to lines which are not as attractive as the average shoe, or as the present garbison shoe of the army. There is no intention, by the way, of changing the garbison shoe, which has fully met the demands upon it and is in all respects satisfactory for its purpose. In the case of a marching shoe, however, it is desired that the best possible article than style shall be the prevailing characteristic. It has been suggested, therefore, that the orthopedic shoe, which is very broad at the base of the foot and at the toes, allowing freedom of movement without restrictions or binding of any kind, would be the best shoe of any in the way

of foot apparel for troops on the march. There is nothing more important in the equipment of an army than that the troops shall be protected as far as possible from lameness or foot-soreness. There is no complaint about the present type of marching shoe, for that matter, but it is conceived as a possibility that there may be an improvement in the shoe last, and it is believed by the experts, who have given considerable attention to the subject, that it is a movement in the right direction to at least have issued for trial in the military service a shoe which is of the shape just described.

There may be considerable curiosity over the emotions of the young man who was one of the qualified candidates from civil life for appointment to commissions in the army. It was discovered that he had received the recess appointment last week that he had been a member of the class of 1906 and that his appointment before the graduation of his former associates at West Point would give him a precedence on the lineal list. It was decided, therefore, that his appointment to a second lieutenant should be deferred until 1906, when, according to instructions given by the secretary of war, he is again to be designated for examination. This really has the effect of depriving the young man of his commission, since there are destined to be no more appointments for several years to come. There will not be enough places in the grade to accommodate the graduates of West Point, to say nothing of those from the army and from civil life.

PASSING PLEASANTRIES.

"'Not did yer tell de judge?"
"Dat, everybody was tryin' to keep me down."
"An' wot did he do?"
"Sent me up."—Cleveland Leader.

"'What did Van Oester say de fish weighed?"
"Thirty-two pounds and four ounces. He says he weighed it himself."
"Let a sea-captain call de fisher's business?"
"Huh!"—Cleveland Plain Dealer.

"'Pardon my boldness, Miss Cumleigh, but there is the loveliest dimple in your cheek which has made me forgetful of my duty."
"You are just saying that to flatter me, Mr. Jollus."
"And she smiled entrancingly at him."—Chicago Tribune.

Judge (impatiently interrupting a lawyer's carefully selected citations)—"Can't you take it for granted that I understand the ordinary course of law?"
Lawyer (cooly)—"Your honor, that's the judicial opinion of your court, where I lost my case.—Sunshine."

"'Did the bride feel very much depressed because it rained on her wedding day?"
"Not at all. Her father sells rain caps and she is his only child."—Cleveland Plain Dealer.

Water—Haven't you forgotten something, sir?
Professor—Yes, I can't remember in what year Charlemagne was crowned, can you?
—New York Sun.

Gwen—Goodness! Isn't Dora the silly thing?
Gertie—I think she is a genius.
Gwen—For mercy's sake, how does she show it?
Gertie—Well, she can wear a twenty-inch corset on a twenty-six-inch waist for one thing. Can you?—Cleveland Leader.

"O, yes, Mr. Meekton and Miss Gabbie are very fond of each other."
"Why I heard he didn't speak to her."
"That's just why she likes him. He doesn't attempt to get a word in edgewise."—Philadelphia Catholic Standard.

BEASTS CONFER ON ILLS OF MEN.

Garret Smith in New York Tribune.

Now, the owl rose up and spoke owl wise