

THE OMAHA DAILY BEE.

E. ROSEWATER, EDITOR.

PUBLISHED EVERY MORNING.

TERMS OF SUBSCRIPTION:
Daily Bee (without Sunday), one year, \$4.00
Daily Bee and Sunday, one year, \$5.00
Illustrated Bee, one year, \$6.00
Saturday Bee, one year, \$3.00
Twenty-fourth Century Farmer, one year, \$1.00
DELIVERED BY CARRIER:
Daily Bee (without Sunday), per copy, 5c
Daily Bee (without Sunday), per week, 35c
Daily Bee (including Sunday), per week, 45c
Evening Bee (without Sunday), per week, 35c
Evening Bee (including Sunday), per week, 45c
Complaints of irregularities in delivery should be addressed to City Circulation Department.

OFFICES:
Omaha—The Bee Building, Twenty-fifth and M streets.
Control Building, 15th and J streets.
Chicago—1400 Unity Building.
New York—1500 Home Life Insurance Building.
Washington—201 Fourteenth street.

CORRESPONDENCE:
Communications relating to news and editorial matter should be addressed: Omaha Bee, Editorial Department.
REMITTANCES:
Remit by draft, express or postal order, payable to The Bee Publishing Company. Only 2-cent stamps received in payment of small accounts. Personal checks, except on Omaha or eastern exchange, not accepted.
THE BEE PUBLISHING COMPANY.

STATEMENT OF CIRCULATION:
State of Nebraska, Douglas County, ss.:
I, C. Rosewater, secretary of The Bee Publishing Company, being duly sworn, say that the actual number of full and complete copies of The Daily Morning Evening and Sunday Bee printed during the month of May, 1905, was as follows:

1. Daily Bee (without Sunday), 25,870	11. Sunday Bee, 25,870
2. Daily Bee (without Sunday), 25,870	12. Sunday Bee, 25,870
3. Daily Bee (without Sunday), 25,870	13. Sunday Bee, 25,870
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97. Sunday Bee, 25,870	98. Sunday Bee, 25,870
99. Sunday Bee, 25,870	100. Sunday Bee, 25,870

Total, 25,870
Less unsold copies, 10,000
Net total sales, 15,870
Daily average, 222.22

C. C. ROSEWATER, Secretary.
Subscribed in my presence and attested before me this 15th day of May, 1905.
M. B. HUNTER, 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.

Are we to have a sane and safe celebration of the Fourth of July in Omaha? If not, why not?

Tipple Tib is dead. One by one the landmarks are passing and Africa may again have to be explored.

The June rise does not seem to have any depressing effect upon the value of the submarine lots adjacent to River-view park.

It is to be noted that Omaha is showing up all right in the statistical compilations no matter by what yardstick it is measured.

Generals Linevitch and Oyama apparently have not been notified of pending peace negotiations. Is the mistake of New Orleans to be repeated?

Since the Chicago strike has been declared "unimportant" by the teamsters' union a similar decree from the employers' association is in order.

It is not necessarily the 1/2-cent-a-mile rate that attracts the fraternities of axe men any more than the product of Lake Michigan that made Milwaukee famous.

The Omaha Manufacturers' association has been launched to manufacture sentiment favorable to the patronage of home industry. It's a good thing—push it along.

Unfortunately for King Oscar, there are no Norwegian insurance companies requiring distinguished former officials on the board of directors at large salaries.

It should be impressed on the graduating class of Omaha High school that the three "R's" do not stand for "rah! rah! rah!" but for "readin', ritin' and 'rithmetic."

If Japan did not hold Russia's promise to "evacuate Manchuria in October" it might not insist so strongly upon specific terms of the protocol for a meeting of plenipotentiaries.

The water board knows already that it will need exactly \$100,000 raised from city taxes for the year 1908. If the money is not all required to pay hydrant rental, it can be used up for attorney's fees.

A Kansas City judge declares that "the law means just what it says," but supreme courts will probably continue to proclaim that the law means just what the majority of the judges read into it.

By the way, has anyone seen the printed volume of Nebraska session laws which should have been distributed two weeks ago according to constitutional mandate? Is this another case where the constitution doesn't count?

Following the inauguration of free baths, free libraries and all-night restaurants on passenger trains, the manager of some railroad may endeavor to make a hit with the public by disbanding its tax bureau and holding a sign, "The Road that Pays Its Taxes."

President Roosevelt refused to see a delegation of business men who came to protest against paying tribal taxes in the Indian Territory. If this thing continues the Indian will come to believe he has some rights which a white man is bound to respect, and the "race question" may take on a different hue.

SELECTING A MEETING PLACE.

It would seem that there should be no serious difficulty in selecting a place for the meeting of peace plenipotentiaries of Russia and Japan, yet the question appears to be causing some little perplexity, though it is a detail which is not at all likely to interfere with an arrangement of negotiations. While admittedly an important detail it is hardly to be regarded as vital. It is obvious, however, that it would not be judicious to select the capital of either the ally of Russia or the ally of Japan. It is manifestly desirable that the place chosen for the meeting of the plenipotentiaries of the two powers should be in a country whose government is friendly to both and where there will be no influence partial to either. While the sentiment in France is favorable to peace, being especially strong with the financial interests there, still the popular feeling is pro-Russian and Japan has very good reasons for distrusting the French. On the other hand, public sentiment in England is almost wholly with Japan and would doubtless be exerted were the peace conference held in London, in support of whatever demands the Japanese government might make. Therefore Russia would prefer almost any place, even one in the far east, to the British capital.

There are other points in Europe, among them The Hague, which ought to be acceptable to both Russia and Japan, and perhaps the city where six years ago the arbitration convention was held will finally be chosen. Undoubtedly Washington would be entirely satisfactory to the contending powers, so far as freedom from outside influence is concerned. There is no doubt that the plenipotentiaries would be enabled to carry on their deliberations there without the slightest interference or embarrassment from expressions of public opinion. But there is objection, it appears, to the climate of our national capital in midsummer. It certainly is not there at this season of the year, yet not insufferably so. But as we have said, this matter of selecting a place for the peace negotiations is not really vital and doubtless will not prove an obstacle to the progress of arrangements for the conference. There is no lack of proper places, among which the capital of the United States is in some respects the most desirable. Its selection would be reasonably certain if negotiations were to take place at any other than the midsummer season.

OUR CANADIAN TRADE.

Statistics of our trade with Canada just given out show an increasing consumption by that country of American products. There has been a most notable growth in the exports from the United States to the Dominion in the last few years, and it is noteworthy that while this increase has been going on the imports into Canada from the United Kingdom have had only a moderate growth, notwithstanding the fact that British manufactures are favored by the Canadian tariff to the extent of 33 1/2 per cent. It is also shown that imports into the United States from Canada have also grown, though at a much slower pace. Both as regards imports and exports our trade with Canada in the present fiscal year has broken all previous records.

The large balance in favor of this country and the fact that it has been steadily growing for a number of years should, it would seem, be entirely satisfactory to American manufacturers, especially in view of the fact that there is no longer being heard any complaint from the Canadians. Whether or not they are content with the situation they are not openly finding fault, while so far as reciprocity sentiment is concerned it appears to have utterly disappeared. It would seem that the Canadians have concluded either that it is not desirable or is impracticable, but at any rate the subject is no longer being seriously considered by them. There is no reason to apprehend that the United States will lose, at least in the near future, any of its large export trade with the Dominion, which for the current fiscal year will amount to about \$140,000,000, giving a balance of trade in favor of this country of over \$80,000,000.

CONSIDERING EXCLUSION.

President Roosevelt having had his attention called to the harsh enforcement of the Chinese exclusion law, has taken the matter under consideration and it was discussed at the cabinet meeting on Tuesday. The statement is made that the president, being desirous of promoting the export trade of American manufacturers, will give the exclusion question the careful attention which its importance, at least from the commercial point of view, manifestly calls for.

Mr. Roosevelt is undoubtedly aware of the fact that there is an organized movement of Chinese merchants guilds to boycott American goods and that its effect is already being felt. The merchants of China identified with this movement refuse to handle goods of American origin and it is reported that Chinese papers will not advertise American goods. A meeting of the Shanghai commercial guild a short time ago resolved to boycott all goods coming from this country, refuse to unload American cargoes from steamers, to order no more goods from American merchants, and furthermore to urge the imperial government to refuse passports to all American citizens if the proposed new treaty was signed. A newspaper correspondent at Shanghai remarks that people in America may incline to laugh at the power of a guild, but it is anything but a laughing matter, as these guilds, or chambers of commerce, are very powerful and have enough power to completely boycott American interests in China to such an extent that it will entirely ruin American enterprise in the far east.

American cotton manufacturers and exporters to the Chinese markets have been stirred to action by this movement hostile to their trade and have appealed

to President Roosevelt in behalf of a modification of the practices under the exclusion law. It is not contemplated to open the doors to Chinese laborers, but simply not to close them against the classes that are exempt under the law, such as merchants, students and those who come here to investigate industrial and commercial conditions. We do not know that the president can take any action to remedy the practices complained of, but he can urge upon congress remedial legislation and this will doubtless be done. Meanwhile American trade is likely to suffer a considerable loss which it will be difficult to regain.

ARE THEY IN DEAD KARNST.

All the railway magnates and heavy shippers who appeared before the senate committee on interstate commerce in opposition to the proposed extension of the powers of the Interstate Commerce commission, and all the railway organs and circulating press agents concur that the greatest evils now complained of in railway transportation are those growing out of the private car line and private terminal track and sidetrack systems, which are not subject to supervision by the Interstate Commerce commission.

We are told that the private car lines, private terminal track and sidetrack systems are devices by which the greatest discriminations are made and rebates given. The method of evading the law against prohibiting rebates is very simple. The shipper pays his freight to the railroad company. The charge so paid is the lawful tariff rate plus the regular charge for the use of the private car. The railroad company in turn settles with the private car company. Finally the private car company pays to the shipper the rebate previously granted to him. The shipper having been assured of his rebate in advance of the transportation has been able to calculate in his own transactions the ultimate return to himself of the amount agreed upon. By this device, his goods have been transported at less rate than those of his competitor and he has enjoyed an advantage over him to that extent.

It is pointed out by the railroad magnates that all other known forms of discrimination and preference between shippers are now forbidden by the Elkins law, and summary methods of procedure by the courts are provided with penalties seemingly adequate to deter such practices. This sounds very plausible and reassuring, providing always the railroad managers are in dead earnest about abolishing all discriminations and favoritism between shippers. There is, however, a well-grounded suspicion that they favor the supervision, regulation or suppression of the private car lines with a mental reservation.

The incentive for rebates was the official grant. Vulnerable railroad magnates and traffic managers were inveigled into silent partnerships with mining syndicates, lumber barons, cattle barons, grain elevator companies, stock yards companies, not to mention the Standard Oil and Steel trust syndicates, and last, but not least, sleeping car companies, express companies, fast freight lines and terminal transfer concerns.

Is there any likelihood that the men in control will sacrifice their private interests in order to carry out the spirit as well as the letter of the law prohibiting rebates and discriminations by public carriers? In most cases the interests they have acquired, which came to them either by gift or payment of nominal amounts, are now immensely valuable—worth many millions in fact. Are they ready to part with all the valuable concessions they have made to private car lines and auxiliary carriers in order to make peace with the people who are compelled to patronize the railroads?

This is the question that presents itself just now to an intelligent public, that views with natural suspicion the harmonious declarations of the railroad spokesmen who claim to entertain such grave apprehensions for the stability of American commerce if congress should see fit to carry into effect the Roosevelt program substantially embodied in the bill that passed the lower house during the last session of the fifty-eighth congress.

Kansas City acquired its municipal water works ten years ago for \$3,100,000, and this very low price enabled Kansas City to make a reduction of 15 per cent in its water rates to consumers, besides relieving the taxpayers from hydrant rental. Consequently Kansas City is satisfied even though it had to vote \$1,100,000 of bonds last year for the enlargement of its works and the substitution of new machinery for worn-out machinery. If Omaha could buy its works for \$3,100,000, it also could afford to vote \$1,100,000 more for enlargement and improvements and be satisfied with the result. The question is, what will the appraisalment be?

Competitive bids for lighting Omaha streets might be feasible under certain conditions if we could get a rivalry between gas and electric light. But how we can have competitive bids on gas lamps alone without first granting a franchise to a competing gas company will require elucidation.

There is still some doubt as to where the senators making up the senate railroad committee that is to report on President Roosevelt's rate regulation recommendations are at. There is no doubt, however, where the people of Nebraska are at on that subject.

Having defeated the "organization," Mayor Weaver is framing up a fight on what some term "vested rights" of public service corporations. Philadelphia courts will soon have a chance to pass upon the legal aspects of the mayor's reform ideas.

The exodus from Egypt some twenty-five hundred years ago will not be a circumstance compared to the exodus from Nebraska within the next few days on the 1/2-cent-a-mile to Chicago and Mil-

waukee excursion rate, even at standing room only.

The best way the Commercial club of South Omaha can promote the interests of South Omaha is for its members to join the Omaha Commercial club in a body. This is an age of concentration and consolidation. In union there is strength.

With a view to suppressing revolutionary movements the czar has just decreed that the newspapers shall mention no unauthorized meetings. He might as well try to stop the circulation of a book by excluding it from all public libraries.

Diplomats at Peking are pessimistic regarding peace between Japan and Russia for the reason, evidently, that the emperor has not been notified to recognize the paramount interests of either combatant in another Chinese province.

"Nobody now goes to East St. Louis on Sunday to evade the saloon closing law," says the Globe-Democrat—which would indicate that business has been resumed at the old stand without the intervention of the St. Louis police.

A Hopeful Prospect.

Mr. Cleveland is doubtless going into the Equitable with the hope that it will be less bothersome than that Connecticut estate has been to Mr. Bryan.

Something for Anxiety of Mind.

All the Japanese are asking now of Russia is compliance with the original demand, somewhat modified, of \$20,000,000 to assist in meeting the cost occasioned by the long delay.

A Nearby Possibility.

Secretary Wilson's department of Agriculture predicts that the time will soon come when Americans will have to stand for a rise in the price of bread. In that case the economically inclined will have to eat cake.

Where the Railroads Failed.

New York Tribune.
More than 200 officers of state savings banks were present at the annual meeting in New York, and there was laid on the table a resolution opposing the earlier grant of powers to the Interstate Commerce commission for the regulation of railways. Our steel highways have increased so enormously in power in recent years that the attitude of the president with regard to government has undoubtedly the support of a large majority of the voters of the country.

Cynical Critic of Speech.

New York Tribune.
Henry James thinks that the common schools and the newspapers are too often influenced which keep our speech crude, untidy and careless. Doubtless there is room for much improvement in both common schools and newspapers, but did Mr. James ever stop to think what kind of a speech we should have if we were not for the common schools and the newspapers? The mass of our people would probably be talking a hundred dialects, almost unintelligible to the cultivated speaker of the English language.

Working a Thirteen-Inch Gun.

Leslie's Weekly.
To see a thirteen-inch gun loaded and fired is a sight not to be forgotten. The projectile is thirteen inches in diameter, about three feet in length, and weighs 1,100 pounds. The powder charge for target practice is 250 pounds. The cost for each shot is about \$50. When all is ready on the range, the signal siren sounds, there is a blinding flash, a roar like thunder, and a jarring shock, then you hear the whining of the shell, for all the world like a fast express rounding a sharp curve. The projectile is visible almost from the time it leaves the gun; you see it rip through the target and strike the water beyond, throwing a column of liquid many feet high. The shell skips, much like the flat stone "skipper" of our boyhood, and again a column of water shoots up two miles or more farther out, to be repeated time and again. The shell in its flight can be seen without the aid of glasses for eight miles or more in clear weather.

STATE RAILROAD LAWS.

Features of the Laws Enacted in Wisconsin and Minnesota.
Minneapolis Journal.

The LaFollette campaign has resulted in the adoption of a strong railroad commission law for Wisconsin, which is being generally commended upon as a sample of advanced legislation. It is particularly interesting because it embodies the ideas of Wisconsin's senator-elect, who is expected to be a strong upholder of the Roosevelt policy in the upper house.

The Wisconsin law is better than Minnesota's in one important particular. The commission there is appointed by the governor and not elected by the people. The general verdict in Minnesota is that the elective commission is not a success. Its members are nominated at the end of state convention sessions, in a hurry and as a result of trades, and they are elected as a matter of course. When the governor was made responsible for the commission he was a feature of the Wisconsin law, but he is not that they attended to their duties. His administration was apt to stand or fall on the record of the commission.

In other respects Wisconsin's law does not go as far as the legislation secured last winter for Minnesota. The Wisconsin commission will have the power to fix rates, either upon complaint or upon its own motion. That power has been in the hands of the Minnesota commission for over a decade. The legislature last winter still further, and provided that in Minnesota railroads must not alter rates or classifications, either up or down, without the consent of the commission. This adds vastly to the state's power, for it makes every rate an act of the commission, and gives it a check upon every interstate tariff.

This power needs to be exercised with great discretion. It is said that Governor LaFollette thought strongly of adding such a feature to the Wisconsin law, but concluded that he had taken a long enough step for one session. In this forbearance he was undoubtedly wise, for a new commission, with everything to learn about its duties, would be swamped by the work the Minnesota law imposes. It could not possibly give proper attention and study to each individual case, and its hearings and decisions would be farcical. Minnesota has a feature of the Wisconsin law, but it could be found to give the system a trial. Chairman Mills has served almost continuously for twelve years and C. F. Staples more than four years. W. E. Young being the only inexperienced man of the three.

The rate-making power within the state of Minnesota has been placed in the hands of these three men, subject only to review by the courts, and the result of their labors will be watched with interest. If they are successful Wisconsin will, no doubt, profit by their example.

BITS OF WASHINGTON LIFE.

Minor Scenes and Incidents Sketched on the Spot.

Officials of the Navy department who are reported diligently seeking the cause of the alarming increase of desertions from the navy might discover a sharp increase of light in the reports of dressy functions observed last Sunday at the Brooklyn navy yard. Although Sunday in the yard is presumed to be a day of peaceful rest for officers and men, it proved to be a strenuous dress parade. Each of the 4,000 officers and the jackets constituting the crews of five first-class battleships and one gunboat were obliged to change their uniforms five times. The reason of so much changing of dress was due to the regulation which requires that each officer and man must at all times wear a uniform to conform with that worn by the commanding or senior officer of the fleet or squadron.

The changes began at reveille, when a signal from the Alabama showed that the commanding officer was going to breakfast dressed in blue.

This information was quickly well-washed to all the ships, and when the men lined up for the mess each of them was clad in the blue uniform of the service.

About 10 o'clock another signal was well-washed from the flagship. The signal was to the effect that the ranking officer was wearing a white cap. Ten minutes later the officers in nearly 3,500 men had discarded their caps of blue and had reappeared in caps made of pure white duck.

At lunch hour the men were required to hastily don white duck uniforms and vest, and they had to substitute a blue cap for the white. Then, at sundown, the white uniform gave place to the blue.

Chief Clerk William H. Bayly of the pension office at Washington has been making a canvass of the clerks for the purpose of ascertaining the former occupations of employees. His investigation shows that this department is a veritable burying ground of disappointed hopes. Of the 1,200 clerks nearly 80 had prepared themselves for the profession of law, medicine or theology.

Forty of them had been authors, forty-three were editors, eighteen were editors and publishers, 131 were newspaper correspondents, thirty-three were magazine writers and a total of 144 held college or university diplomas. Among the men now passing on war claims who formerly held military titles are one major general, one adjutant general, five brigadier generals, eight colonels, seven lieutenant colonels, twelve majors, forty-eight captains, eighty lieutenants and eight second lieutenants.

There are nine ex-members of houses of representatives of various states and four ex-senators on the rolls. Eighteen justices of the peace have found resting places in the pension office, along with five county judges, seven probate judges, three police judges and twelve sheriffs. Twenty-one former surgeons, two doctors and six dentists are on the rolls. The pension office is now delving over claims for back pay and bounty. Teaching seems to be an unprofitable calling, for no less than 47 of the 1,200 clerks in the pension office were formerly engaged in that profession.

Commissioner of Corporations Garfield has undertaken a work equal in importance to any he has begun since taking his present position. It is the compilation of the anti-trust laws of the different states of the union. The work, when completed, will represent an immense amount of labor and be invaluable as a text book for those interested in anti-trust laws. Agents of the Department of Commerce and Labor have been securing and compiling the anti-trust laws of the different states. These have now been forwarded to Mr. Garfield, who will revise and abridge them so that they all may go into a single volume. The work will be completed and ready for distribution within several months.

The bronze doors for the east front of the capitol at Washington, designed in 1858, have been completed by Melzar H. Moorman and are on exhibition at his works in Chicago, Miss. Not until 1902 did congress appropriate the \$40,000 necessary for the work, which has occupied two years. The doors weigh two tons each and swing almost noiselessly.

There are four panels in relief in each door. The panels of the left-hand door represent the massacre at Wyoming, the battle of Lexington, the presentation of a flag to Col. Maudslayi and the death of General Montgomery at Quebec. The historical scenes depicted on the panels of the right-hand door are the signing of the Declaration of Independence, the signing of the treaty of peace at Paris and Benjamin Franklin in his study. The bases of the massive doors are plain bronze.

The doors are fourteen and one-half feet high and have a total width of six and one-half feet. They will be placed in position this summer.

"There appears to be a widespread impression," says the Baltimore American, "that Charles J. Bonaparte, President Roosevelt's new secretary of the navy and future attorney general, is the first Catholic to enter a president's cabinet. This is an error. Robert J. Wynne, when President Roosevelt appointed him postmaster general just before the last national election and whom he has since made consul general to London, the best-paying position in the gift of the president, is an earnest Catholic. President McKinley also appointed a Catholic to his cabinet. Representative McKenna of California, who became his attorney general. Subsequently, Mr. McKenna to the supreme bench, where Mr. McKenna found a Catholic colleague in Justice White of Louisiana, whom President Cleveland had appointed to the bench. Not only are all these gentlemen Catholics, but all of them are earnest and devout in their attendance on their religious duties as is Mr. Roosevelt in his devotion. The life of Mr. Bonaparte is not a Catholic, however, but is a member of the fashionable Unitarian church in Baltimore."

Clarence J. Norment, president of the Central National bank of Washington, recently told how he got even with a man who was his teacher in the days of his youth, and who used to wield the birch with frequency and vigor. Mr. Norment says that as a boy he hated this man fiercely, and vowed that if he ever reached the years of manhood he would lick him within an inch of his life.

Not long ago a prominent lawyer entered the bank and introduced to Mr. Norment a man from the upper part of Maryland, who wanted a favor. Mr. Norment immediately recognized his old master.

"Are you Mr. Blank, who taught school at such a place? You are? Well, do you remember how you beat me for no reason at all, just because you were bigger; how you kept me in when I wanted to play ball, how you wrote notes to my father and got me more licks? I bet you remember every bit. Well, I made a vow that if I ever met you when I got to be a man I'd whip you, if I had to go to jail for a month. Now get ready."

Mr. Norment got up in a threatening attitude and the former teacher was livid with fear, and the lawyer speechless with astonishment.

Then Mr. Norment laughed and they all understood, but the fight Mr. Norment was to lose. The domineer made up for all his grievances.

CASE AGAINST THE PACKERS.

Law Officers Urge a Function of the Grand Jury.

Chicago Chronicle.
It is reported from Washington that Attorney General Moody, Assistant Attorney General Pagin and District Attorney Marston have not yet finished reading and analyzing the testimony of witnesses who appeared against the beef packers before the United States grand jury in Chicago.

Mr. Moody is quoted as saying that they have not yet reached a conclusion as to recommending that indictments be found against any person or persons. His assistant, Mr. Pagin, has said that if any indictments are returned they will be few in number. It is further stated that some influential persons are urging Mr. Moody to exercise conservatism in dealing with the beef trust cases.

To most people outside of officials and interested persons it looks as though all who had been concerned in the prosecution of the packers, had taken more than enough time to exercise conservatism. The business was taken in hand so long ago that it is hard to remember when within a month or so.

The grand jury heard a cloud of witnesses and the it did not stop upon the evidence. All of that was taken to Washington, where the attorney general, an assistant and the district attorney for the Chicago district have been reading it all over, analyzing it and taking plenty of time with a view to deciding whether anybody shall be indicted and who, if anybody.

It is supposed to be the duty of the grand jury to pass on the evidence and decide whether or not to indict any one and return bills or drop the accusations according to its own judgment, but it seems that in these cases the grand jury is a mere dummy and the law officers of the government only are to do the whole business, merely using the grand jury to register their decisions as the electoral college registers a decision already made at a presidential election.

Such being the case, it is hardly possible to find a reasonable excuse for the long delay.

If the law officers have it all to do they can be reasonably expeditious. They might easily have made an end of the business long ago and they ought to have done so. If the district attorney needed the assistance of one or more officers of the Department of Justice they might have been sent here from Washington to hear the evidence as it was given. Thus a decision could have been reached in short order.

This long delay does not look much like true