

THE OMAHA DAILY BEE

E. ROSEWATER, EDITOR. PUBLISHED EVERY MORNING.

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Table with 2 columns: Copies, and 2 rows of data. Total copies: 892,230. Less unsold copies: 9,815. Net total sales: 882,415. Daily average: 28,465.

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 Bennett will case is a closed incident. It would have been better for all concerned had it never been opened.

Those earthquake shocks in Illinois and Kentucky may be the effort of nature to shake off the yellow fever germs.

After the government has successfully opened the Panama canal it might move the machinery to Louisiana and drain the swamps.

Any Omaha man might have told the governor of Kentucky that there would be unusual occurrences at a military camp called Yelser.

The surest sign that the ball season has passed the meridian is to be found in the swelling gossip about the coming football teams.

The hitch in the peace conference has given the Japanese prophet at London, Baron Hayashi, an opportunity to appear in public print again.

No summer vacation for King Al-Sar-Ben. That merry monarch always stays at home and does business at the old stand, rain or shine, hot or cold.

One reason for yet hoping for a satisfactory result from the peace conference is that the envoys are good grounds for delaying the final meeting.

It is now alleged that Rockefeller is buying up gas companies. A combination of oil lamps and gas meters needs only the electric light to make it all right.

The demand for uniform marriage and divorce laws would be greater if there was not such a divergence of opinion as to just what those uniform laws should be.

Whichever way the law may be construed by the courts, there is no danger that Douglas county will be left without a full complement of members for its county board.

COUNSELING MODERATION.

The Japanese envoys are being advised from outside sources to modify those demands upon which there is disagreement and persistence in which it is apprehended will result in the failure of the conference. They are being told that while justified in asking that Russia shall reimburse Japan for the cost of the war, in view of the fact that all has been conceded for which Japan went to war she can well afford to relinquish this demand, especially as in the event of peace she will secure valuable assets which have cost Russia hundreds of millions of dollars. It is urged that although beaten Russia is not conquered and that if the war goes on the tide may turn.

Also in regard to the demand for the cession of Sakhalin it is urged by these counselors that Japan would commit a grave mistake if by insistence upon this the war should be prolonged. She has possession of the island and undoubtedly can hold it by military force. Its strategic value to her, apart from its material advantages, is admitted. Yet some think that she ought not to permit this to stand in the way of peace. Then there are the questions of the surrender of the interned Russian warships and the limitation of Russia's naval power in the far east, both of which the envoys are advised to drop from their demands, though it is not seriously contended that there is anything unwarrantable in the Japanese position.

It is not to be supposed that these admonitions, if they have reached the representatives of Japan, are having any influence with them. They are able to give very good and valid reasons for every one of the twelve demands made. It is unquestionable that Russia ought to pay a part at least of the cost of the war to Japan, since upon her rests the responsibility for having provoked hostilities, and it is absurd to talk of applying to this what has been wrested from Russia by the armies of Japan. The money reimbursement which Japan asks is the penalty of Russian bad faith and is from every point of view a just claim. As to Sakhalin it is now conquered territory and if Japan feels that she really needs it she has full justification for insisting upon keeping it. In her possession it may be made of value not only to herself but to the world, while Russia has done nothing with it except to make it a place for keeping her worst and most dangerous criminals. The other matters are perhaps of no very vital importance and might be eliminated without any serious sacrifice to Japan.

It is assumed that the mediation of President Roosevelt is directed to bringing about a compromise respecting the reimbursement and cession demands, but while it is still hoped that he will be able to save the conference from failure the feeling is said to be somewhat pessimistic. The Russian envoys continue to profess an earnest desire for peace, though at St. Petersburg the dominant sentiment seems to be for continuing the war. The Japanese say nothing, but appear determined to adhere to their demands. The next meeting of the conference may decide the great issue.

PLAN OF RAILROAD SENATORS.

There is nothing surprising in the statement that the railroad senators are preparing a measure for introduction at the next session of congress which they hope will solve the rate controversy without giving to the Interstate Commerce commission the power to fix rates. It is said that these senators, when the bill is introduced, will argue that the showing made in the rate hearing of last spring was favorable to the railroad side of the controversy and against the wisdom of giving a government commission the power to fix rates. It is said that these senators, when the bill is introduced, will argue that the showing made in the rate hearing of last spring was favorable to the railroad side of the controversy and against the wisdom of giving a government commission the power to fix rates.

THE CANADIAN TARIFF.

Canada has a tariff commission and it will soon enter upon an investigation with a view to revising the tariff. All the business interests of the Dominion will be given an opportunity for an expression of views and the commission will report to Parliament early next year, with recommendations of such changes as shall be agreed upon. And in all probability much of what the commission shall recommend will be adopted.

The contemplated revision of the Canadian tariff has an interest for American manufacturers, for it is very likely that such revision will be in the direction of higher duties on manufactures from the United States. The manufacturing interests of the Dominion have for some time been urging better protection against their American competitors and they are now fully organized to make a fight for this. They feel that the time is at hand when the government should do more than has been done to promote the development of the manufacturing industries, thereby improving the home market for the agricultural producers, increasing the

wealth of the country and rendering it more independent industrially and commercially. The Canadian manufacturers are not averse to granting even more liberal preferential duties to British manufacturers than they now have, but they want the duties raised high enough against other manufactures to enable them to more successfully compete in the home market with goods from this country especially. And it is highly probable that they will obtain what they wish.

There is no longer any talk in Canada of reciprocity with the United States and it is suggested that the commission may recommend a triple set of tariff rates—one general, another a minimum rate and the third a maximum rate. It will thus be seen that the idea of a dual tariff is receiving consideration from our northern neighbors and it is far more likely to be adopted by them than to ever become an American policy. In the last fiscal year the exports from the United States to the Dominion amounted in round numbers to \$140,000,000 and our imports from that to \$82,000,000, the balance in our favor being \$58,000,000. It will be the aim of the Canadian tariff commission to reduce our exports in the interest of their own manufacturers.

SOME TROUBLE IN SIGHT.

Any United States senator who travels on railway passes and yet draws postage stamps is a book for a season of trouble with Mr. LaFollette.

Significant Precedent.

A Russian diplomat points to the fact that after whipping Spain the United States paid \$20,000,000 to the Madrid government. According to this precedent Japan is very heavily in debt to Russia.

Experience Helps.

Theodore Roosevelt has on several occasions brought about peace between Platt and Odell. There is no reason, therefore, to doubt that he will bring about peace between the ultra-conservatives and the ultra-liberals.

Russia is Not Conquered.

Russia is not conquered, neither is Japan a sweeping conqueror holding the destinies of Russia in the hollow of her hand. If the demands for indemnity, limitation of Russian naval power and the cession of Sakhalin are persisted in to the extent of precipitating a renewal of hostilities, it will have the cause to regret that she has not already accepted the terms of a peace which would have met interest and sinking fund requirements on the bonds issued.

Honor Outweighs the Sacrifice.

In the name of common sense, what is a legal practice, however remunerative, compared with the solid honor of being the foreign minister of this country? Mr. Root might have received but a million a year in corporation fees, but the honor of being secretary of state would be an equivalent. Honors of this sort, it is needless to say, are great personal achievements, and few men there are who would regard them with indifference. It is not surprising, therefore, that a man already possessed of a permanent living income, is an amusing kind of twaddle.

Looking for a King.

Norway now presents the interesting spectacle of a kingdom in search of a king. In its act of disunion it committed itself to a continuation of the monarchical form of government, but it has not yet been able to find an eligible prince who is willing or who would be permitted to ascend its throne. King Oscar, for reasons of much strength, declined to let any of his family accept the invitation, and now it is intimated that Prince Charles of Denmark, who is an ideal choice, is not to accept it either. Perhaps it will be easier to fill the throne after the terms of separation from Sweden are finally settled and Norway's independence is recognized by its late partner. If not, there is the alternative of a republic which would be many Norwegians better than a kingdom.

A STANDARD OIL TRICK.

Independent Producer Said to Have Been Deceived in Market.

Ida Tarbell in McClure's. I. E. Knapp of Chanute had gone into the Chanute field in 1880, and had found a market for his oil with the Omaha and Kansas City gas companies. He transported the oil to these cities in tank cars of his own, each of which held about 7,500 gallons of oil, and he had enlarged his market until he had twenty cars in transit. The railroad charged him 10 cents 100 pounds from Chanute to both Omaha and Kansas City, and the weight was 100 pounds per gallon. They also allowed Mr. Knapp 1/2 of a cent per mile for the use of his tank cars. The price at which Mr. Knapp sold his product was not brought out in the testimony in which the above facts were developed, but presumably it was a reasonable one, for this arrangement went on with apparent profit to Mr. Knapp until May, 1902, when suddenly he was informed that henceforth the weight of crude oil would be reckoned at 74 pounds per gallon. It was equivalent to a price of \$7.50 per barrel. The change came two weeks after Mr. Knapp had signed a year's contract with the gas companies he was supplying. But while the freight on crude oil had been raised \$7.50 a car by this new classification, the freight on the product of crude oil remained unchanged. That is, the Standard was able to ship gas oil, a product of 64 pounds a gallon.

Of course Mr. Knapp and his agents protested loudly. They pointed out the anomaly of the injustice. They did not hesitate to call it manipulation. The railroad agents were evidently ashamed of the trick business. They admitted it was an arbitrary classification, but they would not give up their own road. They did succeed even in getting it reversed, but for only a very short time, when back it went and the Kansas agents, goaded by Mr. Knapp to still further protest, were told by their superior officers that they were tired of the correspondence, that the rate was fixed and it was unnecessary to discuss the matter. For eleven months Mr. Knapp had to fulfill his contracts at this disadvantage. Independence at an expense of \$7.50 a car may seem rankly unfair. Whether it did or did not, Mr. Knapp felt it was too costly, and in May, 1903, he turned over his crude oil to the Standard; and henceforth that concern filed the contracts of the Omaha and Kansas City gas works. Thus the very small breeze of competition which was freshening the air of Chanute was still; Mr. Knapp's twenty cars were still stranded, and in March last, 1905, they still stood idle at Chanute.

What has happened to the Oil company to do with this manipulation? One who knows the history of the Standard Oil company will not ask that question. That is why its history is useful today! What happened to Mr. Knapp happened to scores of other independent producers who were back in the '70s and '80s and left hundreds of tank cars sidetracked as his were.

BITS OF WASHINGTON LIFE.

Minor Scenes and Incidents Sketched on the Spot. The reported abandonment of an extra session of congress is hailed in interesting quarters as a distinct victory for the opponents of railroad rate regulation. Their jubilation is based on the belief that every day out of the life of congress helps the corporation cause, the leaders of which are confident they can throw enough switches during the regular session to sidetrack rate regulation.

"It is not betraying secrets to say," comments the Washington Star, "that the belief prevails among the most experienced of the ultra-conservatives that they will be able to defeat the president in his aspirations for effective railway and tariff legislation. They think they will be able to tire him out. This belief is based upon their estimate of his character. When talking, not to be quoted personally, these statesmen go on to say that they think the president will become impatient if he cannot win a brilliant and brilliant victory, and that with the power of infinite delay, which the senate rules invest them, they can daily along and worry him with hope deferred until he may give up the campaign or turn to other issues."

"The president's friends, who talk over these things with him from time to time, say that this is not a just estimate of Roosevelt's character, and that if the ultra-conservatives are calculating on such an outcome they are calculating without their host. They insist that Roosevelt has given every indication of his determination to 'stick' in this fight for tariff revision and railway and corporation regulation. They ask how it is possible for any one to doubt in the face of his most recent declaration, made under circumstances sufficient enough to attract wide public attention."

"The plan of the ultra-conservatives in their campaign of attempting to 'tire out' the president includes a long discussion of departmental scandals; a series of investigations by congressional committees; some lively rows between congress and the departments over appropriations and expenditures, and discussion of such stray subjects as the fates may send them from time to time. Of course, there will be occasional allusions to the tariff and the railways, with, possibly, some questions that are raised. But the main purpose will be delay, postponement, and debate. "What will the president and his friends be doing all this time? The ultra-conservatives do not comprise the whole membership of congress by any means, although they may control the controlling of its action most of the time. The president knows that he will have friends in the next congress, scores of them, who came in on the great Roosevelt tidal wave last fall. Many of them are new in politics, ambitious and naturally in close touch with their constituents. Upon them the president will depend to keep the pot boiling when the administration's opponents endeavor to let the fires go down. It is conceded on all sides that the next session will witness a struggle between congress and the executive which will rival some of the similar contests of the past."

A law was enacted by congress a few years ago which provided that cards of the same size and weight as the ordinary postal cards might be sent through the mails as ordinary postal cards provided a 1-cent stamp was affixed.

One of the patented cards sold as souvenir postal cards meet these requirements and can be written upon and sent through the mails with a 1-cent stamp affixed. The trouble is, however, that not all, or indeed most, of the souvenir postal cards do not meet the requirements. Many of them are much bigger than the ordinary cards and they are made of leather and wood and almost everything else. All of these cards are mailable as merchandise at the rate of 1 cent an ounce, but if anything is written upon them they require letter postage, which is 3 cents an ounce. The leather cards, which are so popular this season, are of about the same size as the ordinary cards and would be mailable if not written upon. If they were not for the fact that they are made of thicker material than ordinary postal cards, they would require letter postage, which is 3 cents an ounce. The leather cards, which are so popular this season, are of about the same size as the ordinary cards and would be mailable if not written upon. If they were not for the fact that they are made of thicker material than ordinary postal cards, they would require letter postage, which is 3 cents an ounce.

One of the Shallow Dodges of Corporation Lawyers.

In proceeding against the private car lines and the railroad jointly for violation of the law forbidding rebates and discrimination in rates, the Interstate Commerce commission necessarily assumes that the chartering of the cars and the hauling of the same are two phases of a single transaction. The device of the offending companies, which claim that the excessive and unequal charges are made by the car lines and that the latter, not being common carriers, are not amenable to the law, should no longer serve to shield them. At best it is a dodge, and at worst this false pretense is an aggravation of the wrong. The railroads are certainly answerable for unlawfully demanding or accepting unequal rates for the carriage of like classes of freight between identical points; and it is no excuse of the wrongdoing to say that the vehicles in which the goods are carried belong to somebody else. Neither are the wicked partners of the railroads, the car lines, outside of the prohibition of the interstate commerce act; for they, too, are common carriers. If a person engage in the transportation of perishable goods over the highways in ice wagons he would be a common carrier none the less because he conducted his business on toll roads owned by turnpike companies and because the latter furnished the horses, mules or other motive power. Neither is a company which receives freight for transportation in refrigerators cars absolved from the liabilities and duties of a common carrier because the vehicles employed in the traffic are hauled over an iron road by an iron horse belonging to another corporation. In the light of this homely illustration the arguments of corporation lawyers resolve themselves into smoke and smoke, in most cases, is all they consist of.

The Most Unpopular Party.

Complete returns from the recent election in Norway show that there is no political party in the world more unpopular than the so-called democratic party of the United States. Upon the question of dissolution the Norwegian unionists could muster but 124 votes, while the national independents polled 388,200.

Uncle Sam is doing everything in his power to make the lot of the rural letter-carrier as attractive as possible, and every inducement that can be granted this public servant is always cheerfully given. Not long ago Postmaster General Cortelyou received a large number of requests from postmasters all over the country, inquiring if it would be against the law to allow the rural carriers to paint the boxes along their routes in which mail is deposited. Many of the carriers stated that they would thus be enabled to earn a few extra dollars in addition to their monthly compensation of \$60. But Mr. Cortelyou was not willing to decide the matter offhand, so he referred the requests to the comptroller of the treasury for decision. Recently the comptroller held that so long as the business of painting rural letter boxes did not in the least interfere with the duties of the carriers, they could, under the law, be allowed to paint the boxes in the service of the government for a small fee, which should be the same in every case. Heretofore the contract for painting rural letter boxes has always been given to outside parties, but the government, in its desire to be generous to the rural letter-carriers, permit them to do this work, thereby adding something to their monthly pay.

SLEEPING IN CHURCH.

Pointed Conclusions Drawn from a Pointed Text. Washington Post. Bishop Potter of New York, preaching in the cathedral crypt of St. John the Divine on Sunday, drew a witty and wholesome moral from this text which he found in the twentieth chapter of Acts: "And there sat in a window a certain young man named Eutychus, being fallen into a deep sleep, as Paul was long preaching, he sank down with sleep and fell down from the third loft and was taken up dead."

Before venturing to voice his own ideas upon the esoteric truths in this text Bishop Potter consulted learned authorities and commentators. One of the commentators drew the hasty and Puritanical conclusion that the young man was punished in this effective manner because of his sin in sleeping in church. Bishop Potter, with the tolerance and broad-mindedness of a modern, dissents from this shocking conclusion. "When you see a man go to sleep in church it is well to think, perhaps, before condemning him, of what he has been doing," cautions the learned prelate. "Think of his life and its circumstances. There is a very personal message in this text."

These words are spoken in the proper spirit. Eutychus, as we see the matter, was not entirely to blame. That he was in the congregation at all, instead of playing the chariot races, was wholly in his favor. The presumption is strong that he was in the window to hear Paul, and not to sleep. What had he been doing? Was it not possible that the powerful intellect of the world's greatest preacher overpowered the reasoning faculties of the young man, weakened as they may have been by excessive toil? May it not even be true that Paul's presence and wonderful words exercised a hypnotic spell over the youth? There is no thought of irreverence in the suggestion.

An explanation has been made recently by the cause of drowsiness in church, to the effect that it is caused by bad air. Holy edifices being poorly ventilated or not at all during the week and then crowded on Sunday, are declared to be full of spore germs, as it were, against which the most brilliant of preachers battle in vain. In fact, the longer the preacher wrestles the more the bacilli multiply.

Bishop Potter possibly had this theory in mind when he discussed the text, but it is evident that he dissents from it. He said: "Think of the thousands down on the East Side with no cool place in which to sleep and no decent place in which to pray." The inference to be drawn from this remark is that he regards a cool, spacious church interior as an ideal place for a nap and that poor human nature is not to be condemned if it succumbs to the temptation of the more bacilli multiply.

A HOMELY COMPARISON.

One of the Shallow Dodges of Corporation Lawyers. Philadelphia Record. In proceeding against the private car lines and the railroad jointly for violation of the law forbidding rebates and discrimination in rates, the Interstate Commerce commission necessarily assumes that the chartering of the cars and the hauling of the same are two phases of a single transaction. The device of the offending companies, which claim that the excessive and unequal charges are made by the car lines and that the latter, not being common carriers, are not amenable to the law, should no longer serve to shield them. At best it is a dodge, and at worst this false pretense is an aggravation of the wrong. The railroads are certainly answerable for unlawfully demanding or accepting unequal rates for the carriage of like classes of freight between identical points; and it is no excuse of the wrongdoing to say that the vehicles in which the goods are carried belong to somebody else. Neither are the wicked partners of the railroads, the car lines, outside of the prohibition of the interstate commerce act; for they, too, are common carriers. If a person engage in the transportation of perishable goods over the highways in ice wagons he would be a common carrier none the less because he conducted his business on toll roads owned by turnpike companies and because the latter furnished the horses, mules or other motive power. Neither is a company which receives freight for transportation in refrigerators cars absolved from the liabilities and duties of a common carrier because the vehicles employed in the traffic are hauled over an iron road by an iron horse belonging to another corporation. In the light of this homely illustration the arguments of corporation lawyers resolve themselves into smoke and smoke, in most cases, is all they consist of.

PERSONAL NOTES.

At the fashionable watering places near New York Japanese costume dances are all the rage. Thomas H. Shevlin has given \$60,000 to the University of Minnesota for a woman's building, which will contain a gymnasium, a luncheon room, etc. "Flying must come," declares Sir Iltam Maxim, and in the next breath adds: "For \$100,000 I myself would build a flying machine." We fancy that at such a price aerial touring will be limited strictly to the "high-flyers."

New York is running to subterranean romance this summer, what with the subway, the discovery of Tilden's secret cellars, and now the case of the Italian who has dug up a lot of old English guineas, which had probably been hidden in a cellar during the revolution. Under vows to ejaculate nothing more profane than "Hiss" or "Jing it" or "Me for the rank wad," are the members of the new sect of "Christian golfers," lately founded by Rev. George Coffey of Iowa Falls, a clergyman who by dint of hard practice has learned to play the game without a single syllable of cursing.

Prof. Harvey W. Wiley, chief of the Bureau of Chemistry of the United States Agricultural department, has finished his tour of inspection of distilleries of Scotland and Ireland, and has returned to London and will shortly start to inspect the wineries of Germany and France. He will sail for home on September 5.

In an interview with Dr. Hugo Ganz of the Frankfurter Zeitung King Oscar of Sweden said that he, for his part, had pardoned the Norwegians for seceding, and that he had prayed God the Swedish nation would preserve a peaceful attitude, as an attempt to restore the union by force would be like hanging a millstone around its neck. "Sooner or later, however," he added, "retribution comes to nations as to individuals; and therefore I arrive, on account of the Norwegian people; for I still believe that the majority were merely led astray and are innocent of what has been done."

FLASHES OF FUN.

"My grandfather was a regular bibliomaniac," observed Blowhard. "Oh, but he is it!" said Miss Cutting. "I know some one of your ancestors was crazy, but I didn't know what form it had taken over you," cried Free Press.

"It was nine miles from anywhere, and the machine balked," said Blowhard. "Do you know anything about automobiles?" asked the owner, who was sitting in a buggy, who was driving along. "Yes, sir," said the man, "I do. I've been run over by 'em. Good morning!"—Chicago Tribune.

"Do you think you have the requisites of a successful political career?" "I don't know about the requisites," answered the candidate, "but I have the requisites all right."—Washington Star.

"My husband and I read to each other every evening," said Mrs. Swallow. "I know," said the Swedish nation, "but your husband is a Swede, and you are an American."—Philadelphia Press.

First Life Insurance Magazine—I don't seem to have much to be largely applied. Second Life Insurance Magazine—I have the most interesting have to give you an assistant.—Somerville Journal.

"He started to propose and then broke down." "What did he do?" "Repeat his name the spot and started him going again."—Smart Set.

Well—That Miss Jones, the typewriter girl, says she was the envy of all the other young women at the seashore. "Grace—No wonder. While she was down there she got all the other girls in the office; and she said she didn't know he had been on the porch and blushed and smiled while she read them."—Philadelphia Press.

He—Our grocer is using an automobile for delivering goods. "Yes, I stopped there this morning and asked him to give me a ride. He said he hadn't tried to start the machine yet!"—Yonkers Statesman.

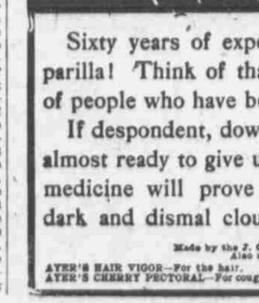
PIONEERS.

New York Sun. Strike to the forest to the clearing strike. "Buck the slow trail through and buck and brier." O pioneers! take prairie, gulch and pike. And swing the blows that tingle and inspire! Cut greatly onward to the real desire. Put all your man in toil. And if you take the jungle forest with fire, Soon shall you out upon the placid soil. Beyond the huge turmoil! The jangling branches of the sapling willows. The frail ropes of clinging ivy strands Shall be burst through, as when a sea of billows Strikes the breakwaters and spreads up the sands! On, pioneers, to unmaned seas and lands! The world love put you over. With all the tug of huge and grapping And all the grip of love! Strike on, earth lover! Forever still a rover! Reach out! The earth is stale where over-buried! Write off the time of ages, cut the old! Be Adam and Eve, Adam and Eve, and work the Start! Now world with vigor that will hold—And set your lusty children onward goaled—They cannot find too high. Let for their fakes the mighty earth be rolled. All allied to the broad, inspiring sky! There live, and greatly die!

Huge waters through primordial gulches pour. Vast peaks hit through the clouds a sword of snow. There lie full valleys and the roaring shores. Most only there is lacking! Let him go! There start the race that shall stretch out Forever still a rover. And make the whole world over! Strike axes, pioneers! Hew him on blow. You vanguard of humanity! Earth lover. Forever still a rover.

AYER'S PILLS.

Sixty years of experience with Ayer's Sarsaparilla! Think of that! Think of the millions of people who have been cured by this medicine! If despondent, down-hearted, discouraged, and almost ready to give up, this splendid old family medicine will prove the silver lining to your dark and dismal cloud. Ask your doctor.



AYER'S PILLS.

AYER'S PILLS—For constipation. AYER'S HAIR VIGOR—For the hair. AYER'S GREAT PEPPERMINT CURE—For coughs, croup, and whooping cough.

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