THE OMAHA DAILY BEE.

E. ROSEWATER, EDITOR.

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State of Nebraska, Douglas County, ss.:
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3	30,990	19	30,650
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5	31,220	21	31,510
6	31,520	22	29,950
7	32,410	23	30,970
8	30,920	24	30,990
9	31,030	25	31,100
10	31,100	26	30,890
11	31,190	27	31,910
12	30,710	28	31,860
13	30,820	29	30,700
14	31,810	30	31,000
15	30,450	31	30,960
16	30,700		

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C. C. ROSEWATER,
Secretary.

Subscribed in my presence and sworn to before me this 31st day of October, 1905.
(Seal) M. B. HUNGATE,
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.

Register today!

Register! [illegible] ster!

You must be registered this year—last year's registration does not hold good.

Last chance to register comes today, and if you are not registered you cannot vote.

The way to stop the grafting in the county judge's office is to drive the grafters out.

Have you tried your hand on the voting machine? If not, don't fail to do so between now and Monday.

It is now "up to" the mass of Russian people to show that they are able to bring about a safe and sane revolution.

The republican state platform is clear enough on the free pass question—and the republican candidates stand on the platform.

China must be an ideal place for theatrical managers since the natives will commit murder rather than permit a playhouse to be closed.

If Commissioner Garfield was required to promise immunity to the packers, there must have been something from which they required immunity.

The elimination of the last of the grand dukes from power in Russia is the most tangible evidence of a change of heart on the part of the rulers of that land.

There is an end to all things, and there is some consolation in the reflection that John D. Rockefeller will cease to be an issue in Nebraska after next Tuesday.

The air of the Atlantic seaboard of America must be more salubrious now for Germans serving under the British flag than it was a hundred years or more ago.

The same high efficiency will mark D. M. Haverly's resumption of the duties of county clerk that marked his administration of the office when he occupied it before.

The Hitchcock fakery is grinding out the most absurd stories of conspiracy and plot among republicans with the sole aim and object of defeating Robert Fink for county treasurer.

Andrew Lang is said to be suffering from inflammation of the nerves in London. It is probable that his highly developed nerve could not stand the slower pace of Europe.

If Ambassador von Sternberg can present a reciprocity treaty which will be approved by the United States senate he will be able to do more than any American statesman has been able to do of late.

Who knows but that some member of his own family may die within the next two years and the property pass through probate in the county court? Who wants to have his estate handled by grafters?

A meeting has been called at Denver to formulate a protest against the admission of sugar free of duty from the Philippines. Before taking final action the promoters should wait to hear from Colonel Lafe Young on the subject, as he was the real representative of the "stand-patters" in the Taft party.

MERCHANT MARINE LEGISLATION.

Whether or not the fifty-ninth congress, with its large republican majority, will adopt legislation for the promotion of an American merchant marine, cannot be foretold, but a very strong effort will be made to obtain such legislation. The Merchant Marine league has since its organization, about a year ago, been carrying on an active campaign and its work, chiefly in the eastern and middle states, has been effective in stirring up public interest in the question of a merchant marine and securing the support of many influential men in all parts of the country. It is the intention of the league to extend its efforts to the northwest, where it expects to arouse such a sentiment for American shipping revival as to compel, and very greatly hasten as well, congressional legislation.

An official of this organization said in a recent interview that he expected to see the merchant marine commission bill passed early in the session, and in both branches of congress, and to become a law, with President Roosevelt's signature, long before midsummer next year. Although in his last annual message the president merely commended to the attention of congress the encouragement of our merchant marine by appropriate legislation, it is expected that he will give more consideration to the question in his forthcoming message and favor a liberal policy for the promotion of American shipping in the ocean-carrying trade.

The importance of this matter in its bearing upon the extension of our foreign commerce is undoubtedly more generally understood and appreciated now than ever before. The fact is quite conclusively established that in the competition for South American trade our manufacturers and merchants have been at a great disadvantage because compelled to send their goods to the markets in foreign ships. While the flags of European countries having trade with the southern continent are numerous in those ports, the American flag is rarely seen there. It will be the same in regard to the Asiatic countries if nothing is done for the upbuilding of the merchant marine. It may be admitted that trade does not always follow the flag, but there can be no question that a country which can send its products to the markets of the world in its own ships under its own flag has a better chance of securing trade than the country that is unable to do this. As was said by President McKinley: "Next in advantage to having the thing to sell is to have the convenience to carry it to the buyer. We must have more ships. They must be under the American flag, built and manned and owned by Americans. These will not only be profitable in a commercial sense; they will be messengers of peace and amity wherever they go." It is true that we have made progress in the foreign trade under existing conditions, but it is reasonable to think that it might have been more rapid if we had possessed the convenience to carry our products to the buyer, instead of having to depend upon foreign shipowners to do it for us, paying them annually a vast sum for the service.

WHAT CHINA MAY DEMAND.

In one of his speeches on his southern trip President Roosevelt urged fair treatment for the Chinese in the matter of exclusion. He said that while common laborers should be kept out of this country, the merchants, students and travelers from China should receive the same treatment and consideration accorded to similar classes from other countries. His idea was that we should rather encourage the coming here of merchants and students, as tending to improve relations, commercial and otherwise, between the two countries and thus to be mutually advantageous.

This view is undoubtedly in accord with intelligent and unprejudiced American sentiment on the subject. But will China be satisfied with this and accept it in a treaty? There have been some intimations that the Chinese government may insist upon a definition of the word "laborer" that would permit the entrance here of any but the coolie class. If this should be insisted upon it is most improbable that a treaty can be negotiated, for there is no one in the United States who is in favor of allowing any Chinese laborers, whatever their position in their own land, to come here. Another possible demand of China is that the Hawaiian and Philippine islands shall be thrown open to Chinese emigration. No such proposition is at all likely to be seriously considered by our government. Secretary Taft is strongly opposed to allowing the Chinese to enter into competition with the native Filipino and the latter is not friendly to the Chinese and would be glad to see those now in the Philippines sent out of the country. As to Hawaii, the planters there are said to favor the admission of Chinese labor, but if it is not permitted to go to the Philippines it must be kept out of the Hawaiian islands. We cannot have a different policy as to this matter for these possessions.

Assuming that China will urge and insist upon these demands—and it is to be remarked that that nation is manifesting a disposition to ask the same rights and privileges that are enjoyed by other nations—the chances of negotiating a new treaty are very small. The United States will certainly make no concessions beyond what have been indicated by President Roosevelt. If negotiations fail it is more than probable that an effort will be made to revive the boycott against American goods and most likely it would be successful, for the imperial government would under such circumstances hardly undertake to interfere with it. Such is the present aspect of the Chinese question and it is a rather discouraging one. The position of our government, however, has been plainly stated by the president and will undoubtedly be firmly adhered to.

LESLIE HAS THE FLOOR.

In conformity with its long established policy to give all men who feel aggrieved by anything that appears in its columns a fair hearing, The Bee prints in full the open letter of Charles Leslie, setting forth his claims for support for the office of county judge and his self-vindication for his conduct as chief clerk of the county court.

Mr. Leslie indignantly resents the intimation that he is not qualified to discharge the duties of the office to which he aspires and arraigns The Bee for not telling the people that he has been "an attorney of record" at the Douglas county bar for more than twelve years, and submits the names of forty Omaha lawyers, who certify to his high abilities as a lawyer and vouch for his unbending integrity and exceptional equipment by temperament, experience and education, to administer the duties devolving upon a county judge.

Such a certificate would have some weight with the people were it not for the notorious fact that partisans and public men rarely refuse to sign a certificate of character for any candidate or applicant for office, however disreputable, especially if he is in position to render them some service. It is no uncommon thing for the worst boodlers to have the best letters of recommendation in the governor's office or with the president for appointment to office.

The fact that Mr. Leslie has been for more than twelve years "an attorney of record" in Douglas county affords no better proof that he is fit to exercise judicial functions than the possession of a diploma from a medical college would fit him for the position of chief surgeon of the Union Pacific railroad. Mr. Leslie is an attorney of record, but his record as an attorney is a blank during the twelve years that he has been an attorney of record.

What has Attorney Leslie done during all these twelve years to qualify him for a judgeship? He has been court bailiff at $75 a month for a number of years; clerk of J. H. Van Dusen's legislative committee for $3 a day, and for six years past chief clerk of Judge Vinsonhaler for $100 a month.

Mr. Leslie declares The Bee is not honest or frank in its method of attack. He says: "By insinuation you intimate that I am a grafter and yet you have said that if I would withdraw as a candidate for county judge you would aid in nominating me for register of deeds, and would then support the entire republican ticket." Mr. Leslie forgets that this offer was made before the editor of The Bee had any knowledge or even intimation of the systematic graft to which Mr. Leslie was personally a party. With that record before it, The Bee could not support Mr. Leslie for any office.

No honest man would be a party to the petty pillage to which widows and orphans have been subjected by Mr. Leslie and his co-grafters in the county judge's office. There is no excuse whatever for levying a head tax for posting notices in the court house and for qualifying appraisers of the property of widows, orphans and heirs of deceased citizens of Douglas county. This duty is presumed to be performed by the salaried clerks, and under the law every dollar of fees thus collected is payable into the county treasury and not to be pocketed by Mr. Leslie and his fellow grafters in the county judge's office.

The intemperate and virulent manner in which Mr. Leslie attempts a self-vindication within itself affords sufficient proof that he is utterly unfit for a judicial position. No man is qualified to be a judge who loses his head.

The eulogy bestowed by Mr. Leslie upon his chief, Judge Vinsonhaler, whose repeated vindication by the people at the polls, he points to as proof of his unbending integrity, also confirms what The Bee had suspected at the outset, that he expects to follow in the footsteps of Judge Vinsonhaler by continuing his keep-it-dark policy and perpetuating the practice of farming out trust funds for private gain.

The questions Mr. Leslie has seen fit to propound to the editor of The Bee, although not relevant to his candidacy, will be answered over his own name in The Sunday Bee, and when they are answered Mr. Leslie will not have a leg to stand on.

THE OUTLOOK FOR COTTON.

Although corn has displaced cotton as king, the importance of the south's staple product as a contributor to the wealth and prosperity of the country is fully recognized. Cotton constitutes the largest item in our exports and consequently there is a great deal of interest, abroad as well as in this country, regarding the amount of this year's crop. The indications are that it will be considerably smaller than that of last year, the estimate being a little over 10,000,000 bales. If this shall prove to be correct there will of course be a material advance in the price and the southern planters will be able to recoup themselves for small profits in the past.

The Atlanta Constitution urges the planters to shake off the domination of market gamblers and to fix a minimum price on the product of their soil and labor. It says that having decided that their cotton is worth a definite figure, let them not be satisfied with less than what their reasoning faculties and their sense of justice tell them it should bring. Its admonition is: "Farmers, hold your cotton until you get your own price for it." Perhaps this is sound advice and it is certainly likely to be followed by those planters who are in a position to hold their cotton. The world must have it, so that the cotton growers command the situation.

The president of the Armour car lines was not permitted by his attorney to answer questions asked by the Interstate Commerce commission, which indicates that the questions should be answered if the commission is to be enabled to do its part in securing a "square deal."

The millionaires who demand pensions in order to establish a record of their army experience may give the money to charities, but it might be better for their less fortunate comrades if they would not add to the annual appropriations.

The judgment for nearly $6,000 rendered against the city in favor of ex-Mayor Bemis for injuries by the falling of a billboard should be a sufficient incentive for the banishment of the billboards from all public thoroughfares.

Emmet G. Solomon will devote his entire time and talents to the responsibilities devolving on him as county commissioner, while his opponent wants the place only to make it a pigtail to his slot machine business.

The Ohio plan for setting the matter of freight rates may work all right for people who are members of the shippers' association, but what recourse has the man who patronizes the roads only occasionally?

Weary of the Strain.
Philadelphia Ledger.

Senator Clark of Montana, solemnly declares against the use of money in politics. He ought to know whether it's worth while.

Died for Bad Government.
Baltimore American.

Bad government doesn't seem like a thing which many sensible people would regard as worth living for. And yet in Philadelphia they literally died for it, according to the official report of 1,200 unnecessary deaths from typhoid fever caused directly by delay in the filtration plans.

Chasing the Land Pirates.
Philadelphia Record.

The state of Idaho shows a disposition to enforce the criminal statutes against some of its land fraud statesmen. The Oregon notion of jailing these land pirates seems to be catching. Taking it altogether, the year 1905 has been a bad year for grafters in all parts of the union; but the disparity between the number outside of the jails and the number inside is still discouraging.

Discredited Life Insurance Magnates.
New York Sun.

It is far within the limits of becoming moderation to say that these life insurance nabobs, who have been stealing the pennies off dead men's eyes, are more thoroughly and generally despised and hated than any other class of crooks. The gorge of the nation rises at them. Their punishment, if they can be punished, will be a stern satisfaction not only to the men, women and children whom they have choused, but to the public sense of justice and honor.

A CONSPICUOUS EXCEPTION.

One Railroad Man Who is with the President.
Springfield (Mass.) Republican.

President A. B. Stickney of the Chicago Great Western railway declines to join in the combined effort being made to defeat the plan of government rate control and establish the transportation industry in the free and irresponsible exercise of the power to tax the people at will. He is said to have startled his hearers at the banquet of the "original" Roosevelt club at St. Paul Friday night, when he said:

"The railway companies have an absolute monopoly and, under the law, fix the price upon that which they alone can produce and which every living man must consume—railway transportation—and the law makes it a misdemeanor for the consumer to kick. Is that a 'square deal'? Theodore Roosevelt says it is not a square deal, and every fair minded man will say it is not a square deal. In twenty years—possibly in ten years—there will be few, if any, competitive railways, and it therefore becomes important, while we can, to establish the correct principle in the law."

He said he did not know President Roosevelt personally—he is not among the railroad men who have been lobbying around Washington of late — but he claims to know a "square deal" when he sees it, and finds that what his brethren of the railroad monopoly propose is not a square deal. And he is right. It is nothing less than preposterous — this contention of a vast monopoly dealing in something essential to the life and industrial progress of the people, that it shall be left free to impose upon the country what terms it pleases.

Mr. Stickney did not stop here. He went on to declare that the roads are still failing to observe the legal principle of non-discriminating rates as between individual shippers, and are resorting to peculiar practices in defeating the law and building up the fortunes of one set of merchants and manufacturers at the expense of their competitors. He gave this amazing illustration:

"The ingenuity which is now exercised by both railways and their customers to maintain the secrecy of rebates can be illustrated better than described. Since the injunctions were issued I have been told of cases where young men from so-called routing agencies in New York make periodical trips through the western cities, leaving packages of actual money, without note or comment, upon certain merchants' desks, taking no voucher nor receipt. Curiously, when these packages are counted, they are found to be exactly a certain percentage, supposed to be 25 per cent, of the amount of freight which such merchants have paid a certain railway company since the last previous visit of the young man, who thus distributes hundreds of thousands of dollars annually."

The railroads claim to favor the principle of equal or uniform rates; the law has undertaken to help them enforce the principle, and there has been much boasting of late regarding the observance of the law in this particular. Still the evil seems to flourish, and the railroads resort to all kinds of subterfuges to keep alive an intolerable conspiracy between the transportation industry and a favored set of industrial patrons.

And these are the roads which demand that they be let alone to do as they please in the matter of charges, so long as charges are uniform as to persons. If they cannot be trusted to maintain uniform charges, they certainly cannot be trusted to maintain reasonably low charges. They may not know it, but both in the matter of rebates and resistance of government regulation of uniform charges, they are doing all they can to strengthen popular sentiment in favor of government ownership and operation.

OTHER LANDS THAN OURS.

Some of the Parisians, ever ready to suspect the Germans, are convinced that some sort of Teutonic intrigue was responsible for the placards recently issued by the "International Anti-Militarist Association of Working Men," appealing to the conscripts to refuse obedience to their officers, to fire on them if ordered to use their rifles during strike disturbances, and, if orders for mobilization were given, to retort by insurrection, since "all war is criminal." The placards, which were posted up in several Paris districts, were signed by a score of revolutionary socialists or anarchists. The question asked in many quarters was where the money came from to pay for the distribution of such expensive posters. The government quickly removed the incendiary appeals, made several arrests, and gave stringent orders for the suppression of every anti-patriotic or anti-military demonstration during the departure of the conscripts. But there does not appear to have been any great necessity for the extensive precautions which were adopted. Indeed, the departure of the conscripts was made the occasion of uncommon patriotic demonstrations by the populace.

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The industrious censor in the service of the sultan of Turkey has recently turned his attention to guide books, and finds much in them that does not meet his approval. The extension of railroads in Asia Minor is now attracting some tourists to new scenes in that part of the empire, and two of the leading German publishers of guide books have within the last year added Turkey and the neighboring parts of the sultan's domain to their series. Nobody seems to know exactly why these books have fallen under condemnation. It may be because they are not enthusiastic over the merits of the average Turkish hotel, or perhaps the censor has taken to heart the words of Mahmud Pasha, who does not love his brother-in-law, the sultan, and thinks Turkey is going to the dogs. Mahmud wrote a few years ago: "Foreigners are coming to our country to contemplate the millions of wretched Turks who are drowning in the sea of oppression, and they seem to take as much pleasure in the spectacle as they would at a theatrical performance." At any rate guide books are under the ban, if we are correctly informed by the latest to be published. The war on these obnoxious publications is apparently confined to the custom houses, however, and tourists are informed on the fly leaf that when they cross the Turkish frontier or enter a Turkish port they had better slip their guide books into their pockets until they pass the scrutiny of the customs officers.

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A good many Frenchmen are still oppressed with the dread of the "yellow peril," and some of them believe that it has been enhanced by the Anglo-Japanese alliance. A writer in the Depeche Coloniale took this view recently in an article in which he spoke of the establishment of a British naval station at Singapore as an additional menace. The article has provoked a rejoinder from a British official who has been employed in Singapore for many years. He admits the vast importance of Singapore to the British empire, especially since the harbor has been fortified and since the colonial government has secured the property of the company that erected and developed the extensive docks and wharfage, offering accommodation to the shipping of all nations. Singapore has been promoted to the foremost rank among the largest ports of the world, and has been transformed into a powerful naval base. Its value to the British empire is, of course, considerably increased by the renewal of the Anglo-Japanese treaty, but he protests that only alarmists discern any impending danger to French colonies from the terms, spirit or probable interpretation of the treaty. No cause exists, or is likely to arise, for England to desire other than French neighbors at Saigon or any other part of French Indo-China.

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The condition of the Italian railway service has been notoriously scandalous for years. In Italy itself railway reform has long been prominent in national politics. Now, all Italians are wanting to find out just to what extent the new railway administration is free and how far it is at the mercy of successive cabinets. The Council of Railway Administration appointed some time ago their own law officer. It did so without reference to the minister of public works, and, indeed, in direct contravention of his known opinion; and it now maintains that its course of procedure was justified by the law of last April, which declared that the administration of the railways should be autonomous. The government, on the other hand, has formally annulled this appointment, asserting that according to the law the administration of the railways can only act with the authorization of the minister of public works, whose consent is necessary to all its acts. The autonomy of the Railway Council, its freedom from interference on the part of the government, and its independence of political considerations amount therefore to this—that it is permitted to manage its own affairs only with the approval of the ministry of the time being.

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About a year ago work was begun on a railroad in upper Egypt from the Red sea to the Nile. Little has been said about it, but it is now reported that about 180 miles of track have been laid, leaving about 130 to complete the road, whose Red sea terminus is not at Suakim, which has always been the port from which the caravans have crossed to Khartoum, but at a point thirty miles farther north, where a better harbor is being built. This has been called Barud, but will be named Port Soudan. Thence the road pursues a southwesterly direction to the point where the Atbara falls into the Nile. Work was begun at both ends at once. There is very heavy work on the road and many bridges, for though there is little rain, when it comes it comes in torrents. The railroad may be said to be a competitor of many of ours, for a chief reason assigned for building it is to encourage cotton growing in the Soudan by giving a cheap outlet to the sea.

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The latest projected search for a treasure ship is being organized in Rome. In the bottom of Lake Nemi are some curious antique galleys. According to a tradition they represent one of Caligula's mad freaks, and exploration confirms this report in a measure, for leaden pipes recovered bear that emperor's name. That is not proof, but it shows at least that the pipes were cast in his day. And the description of Suetonius is recalled—not referring to these galleys, indeed, but to the pleasure craft in which Caligula used to sail along the coast. They were of cedar, the poops inlaid with precious stones and the sails painted. There were baths on board, galleries, spacious chambers, vines and fruit trees of every sort. Those at the bottom of Lake Nemi are big enough for such luxury. An exact measurement of the smallest has been taken; it is 200 feet long and sixty feet wide; the depth could not be ascertained. The large one is supposed to be more than 250 feet in length. Many efforts have been made since that of Cardinal Colonna in 1481 to raise the galley, but without success.

Grover on William's Preserves.
Chicago Inter-Ocean.

On his return from his trip around the world William Jennings Bryan will be occupied for some time in removing the favorable impression which Mr. Cleveland has made in Nebraska.

POLITICAL DRIFT.

Tammany fears that the protest against its banner is not a riot, but a revolution.

Speaking of whirlwind campaigns, the mayor of Philadelphia covered forty miles last Saturday night.

The ghost vote so frequently mentioned in the Philadelphia campaign doubtless includes the 1,200 persons sent to the cemeteries by bad city water.

The solemn dullness of the Ohio campaign has been lightened by the report that the liquor interests are fearful lest democratic success will tighten the lid.

Senator Gorman says he will retire from politics if the Poe amendment wins next Tuesday. If the amendment fails he retires involuntarily. Whichever way the cat jumps the senator is "up against it."

Very little news about the San Francisco campaign is put on the wires, yet the battle there is several degrees warmer than New York's or Philadelphia's. 'Frisco should string a special wire and tell its troubles to the rest of the country.

Speaker Cannon promptly nails the report that he is against railroad rate regulation. He says: "I stand by the house committee and the house in its action in passing the (Esch-Townsend) bill and if I am reelected speaker wil lsubstantially constitute the committee on interstate and foreign commerce as it was during the last congress.

"I see be th' pa-aper," said Mr. Dooley, referring to the New York contest, "that Hearst do be makin' a g-r-r-eat campaign. Vothers from th' Sandy Hook to Ballyhoo have all shopped their work and a-r-re sthampedin.' 'Tis mesyif thinks the secthry will be called to cast th' unonymous vote." "What pa-aper d'ye be afther readin'?" asked Mr. Hinnessy. "'Tis th'American," said Mr. Dooley. "Oh!" said Mr. Hinnessy.

Dr. Edward F. Brush, who is running independently for mayor of Mount Vernon, N. Y., has a log cabin mounted on a farm wagon and from this addresses the voters nightly. The novel outfit is drawn by two white mules and its coming is heralded by the ringing of a bell. Dr. Brush urges his hearers to send republicans and democrats in the council in about equal numbers, as he does not approve of one party having complete control.

It seems that the New York City of Elmira is enjoying a vacation of politics. Both the republicans and democrats chose Zebulon R. Brockway as nominee for mayor and the republicans endorsed the democratic incumbent for a new term as recorder. Then the people insisted that the use of money to buy votes should be left out of the campaign and both parties agreed to spend no money except for cab hire and to pay watchers in the voting booths.

A MAJESTIC STRUGGLE.

New York's Battle as Viewed by a Provincial Scoffer.
Washington Post.

Though barred by cruel fate from participation in this inspiring contest, a thrill of exultation pierces the soul of outside Americans as they hear the clarion cries of McClellan, Jerome, Hearst, Ivins, Osborne, Devery and other statesmen in the thick of the battle. The fate of an imperial city trembles in the balance—nay, the destiny of the union is involved. The New York papers say it, and we believe it. In ignorance and trembling apprehension, we clutch the latest intelligences from the battleground, and sniff the breezes for smoke from the embroiled field. The issues involved are tremendous, big with portent. We don't grasp their purport, but that is because we are rank outsiders. Only citizens of the regal city can comprehend the fateful measures which rock the union. For us, the fragments and the awful suspense; for them, the joy of carnage and the understanding of it all.

Mr. Grover Cleveland, a man quite well known outside of New York, warns New Yorkers against hysteria, and tells them that their city is a paradise of demagogues. This is Greek to us. New York hysterical? New Yorkers the easy prey of demagogues? We don't understand. And what is the meaning of the cryptic question, "Where did Murphy get it?" Something affecting the welfare of the country is involved, no doubt, since many men and newspapers of the highest prestige are debating the question.

We are profoundly moved, also, by the chaste allusion of Mr. Jerome to certain of his honorable opponents as "vipers." This pictorial phase doubtless suggests more to the initiated than to outsiders. And Mr. Hearst's description of certain gentlemen as "thieves and boodlers" may mean much, though on its face it resembles the billingsgate of sordid campaigns in ordinary cities. Mr. Osborne, candidate for district attorney, makes the statement with some earnestness that "Jerome is a fool," thereby adding a humanizing touch to a campaign that is al too full of abstract and lofty matters. Moreover, Mr. Devery, a soothsayer, publishes this abstract statement: "Hearst is a fakir; Ivins is a hoop-jumper; Jerome is square." There are sundry other references to "the doctor," "Pat," "Charlie," "the grocery," and "the insurance push," which baffle the ignorant and provoke the curious.

But we hope for the best. The campaign will end well, we feel sure. The mighty city will survive, and the Union will be preserved. We strive to comfort ourselves with the thought that perhaps, after all, the great leaders in New York are made of common clay, and that their statesmanship, while undoubtedly of a high order, may be tinctured with the coarseness and vulgarity that are rampant in less renowned and populous cities.

BREEZY TRIFLES.

Tammanyite—That's a fine mess of corruption they have unearthed in your town.

Philadelphia Machine Man (deeply mortified)—I admit it. You fellows can hide your shells a thousand times better than we can.—Chicago Tribune.

"I want to make sure of providing for my family," said the conscientious man. "Would you advise me to take out an insurance policy?"

"No," answered the cold-blooded person. "Be a director in the company."—Washington Star.

Knicker—Strange they didn't name the baby after its rich uncle.

Bocker—No; he looked at it, and said he'd give them $10,000 not to.—Harper's Bazar.

"Senator," asked the sweet girl, "do you believe there can be any such thing as 'honest graft'?"

"My dear young woman, graft is a thing that I never talk about when I am trying to avail myself of the benefits of physical and mental relaxation. I make it a rule to try to leave my business at the office."—Record-Herald.

The moment the nurse turned her back the rich baby ran over and kissed the poor baby frantically.

"It's such a relief to get hold of somebody who isn't sterilized," he exclaimed, in baby talk, for he spoke no English.

"I understand, old man," rejoined the poor baby, indulgently.—Brooklyn Life.

The three Fates had just met in conclave.

"Yes," they proudly boasted, "we are the original sewing circle."

Declaring a bit of gossip was too killing for anything, Atropos cut off a thread.—New York Sun.

"Another thing, colonel," said the interviewer, "I'd like to have you tell our readers how you got your start in life."

"Fell downstairs at the age of 6 months," replied the colonel.—Cleveland Plain Dealer.

"No, Harold," said the fair, proud girl, "I can never be yours."

"Never!" he cried, in anguished tones.

"Never," she answered coldly.

His mood changed.

"Oh, very well," he sneered. "There are others."

"Yes, Harold, I know there are," she said. "And I accepted one of them this afternoon."—Minneapolis Journal.

AT THE CHRIST'NIN'.

T. A. Daly in Philadelphia Catholic Standard.

'Twas the god-father stuttered, or mayhap the priest;
But, be that as it may, it is certain, at least,
That the wan or the other was surely to blame
Fur presintin' the lad the quare twisht to his name
For there at the christ'nin',
Wid iv'ry wan list'nin',
Now didn't his riverence, Father O'Flanigan,
Wid nervousness stam'rin',
Bechune the child's clam'rin',
Baptize it "Cornaylius Ha-Ha-Ha-Hannigan!"
Wid these words from the priest, shure, the cute little rogue
Up an' stopped his own mouth wid his chubby kithogue,
An' the dimples broke out an' prosaded to chase
All the tears an' the frowns from his innocent face.
For, faix, he was afther
Absorbin' the laughter
Stuck into his name by good Father O'Flannigan!
Now that's the thruth in it,
An' so from that minute
Shure, iv'ry wan called the lad "Ha-Ha-Ha-Hannigan."
Now, the "ha! ha! ha!" stuck to him close as his name,
For the sorra a tear could be drownin' the same.
Not a care ever touched him from that blissid day
But his gift o' the laughter would drive it away.
Wid jokin' an' chaffin'
He niver stopped laughin',
Or if he did stop he immajiate began again;
An' iv'ry wan hearin'
His laughter so cheerin'
Jisht j'ined in the mirth o' young "Ha-Ha-Ha-Hannigan."
Shure, the throubles o' life are so palthry an' small
'Tis a pity we let thim disthurb us at all.
There is niver a care but would l'ave us in p'ace
If we'd only stand up an' jisht laugh in its face.
Faix, life were a pleasure
If all had the treasure
Conferred so unthinkin' by Father O'Flannigan;
If all could but borrow
That cure-all for sorrow
Possessed by "Cornaylius Ha-Ha-Ha-Hannigan!"

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