THE OMAHA DAILY BEE.

E. ROSEWATER, EDITOR.

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THE BEE PUBLISHING COMPANY.

STATEMENT OF CIRCULATION.

State of Nebraska, Douglas county, ss:
C. C. Rosewater, secretary of The Bee Publishing Company, being duly sworn, says that the actual number of full and complete copies of The Daily, Morning, Evening and Sunday Bee printed during the month of October, 1905, was as follows:

1	32,100	17	30,650
2	30,700	18	30,650
3	30,990	19	30,650
4	31,320	20	30,920
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	30,880
11	31,190	27	30,910
12	30,710	28	31,800
13	30,820	29	30,700
14	31,810	30	31,000
15	30,450	31	30,900
16	30,700		

Total.....962,840
Less unsold copies.....10,951

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Daily average.....30,717

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.

As The Bee has remarked before, Omaha is doing quite enough real building in brick and stone to refrain from building air castles on paper.

"Is Omaha's milk ordinance a dead letter?" exclaims the senior yellow. Well, that depends as to what you call milk—and who does the milking.

Senator Platt says he desires to save the New York republican organization. The best way to do that is to let the rank and file work the needed changes.

Police Chief Donahue has forbidden the raffling of turkeys. What is the Thanksgiving gobbler to do with himself, if he has been stuffed for a raffle?

In reading the remarks of Ambassador Rosen on the czar it is well to remember that Russia has not yet decided who will name its diplomatic representatives in future.

Employes of the Bureau of Animal Industry in South Omaha are beginning to wake up. Somebody must have been stirring up the animals in and around the stock yards.

It begins to look as if the zemstvos congress were harder to manage than the czar, but Count Witte has not the same power behind him now that he had in the first contest.

A number of Americans will be wondering what kind of a "conservative" that is in Manitoba who proposes government ownership of telephones and other public utilities.

Former School Superintendent Dougherty, after having lost his job at Peoria, is still educating the rising generation—this time demonstrating that the way of the transgressor is hard.

Iowa is threatened with a war between school book publishers. The American Book company must have neglected to retain all the former Iowa school superintendents.

Those who have discovered that it cost more to inaugurate Roosevelt than any preceding president should remember that it is not cost but returns which interest the average American.

If the government succeeds in getting the dry dock Dewey to Manila it will again prove that there is nothing like trying alleged impossibilities except success in its accomplishment.

Nebraska has nothing but sympathy to offer South Dakota in its fight against the alleged fire insurance combine, although the weight of our legal precedents will be given to the other side.

That Missourian who was given a false gauge to measure the barrels of competitors of the Standard Oil company might perhaps have escaped temptation had he not lived in a state where everybody must "be shown."

No one has yet given any good reason why it should cost our taxpayers 45 cents a day for board for prisoners in the county jail and only 16 cents a day for board for prisoners in the city jail. It is time to stop the county jail rake-off.

Politicians down at the state capital must be encountering a drouth or they would not begin manufacturing candidates to run on the state ticket next year so early in the game. A whole lot of things can happen before the state nominations are made.

HOW TO ABOLISH PASS BRIBERY.

That the railroad pass has become the entering wedge for railway domination in politics and legislative corruption is admitted on all hands, but the eradication of the evil remains an unsolved problem. The most effective way for making the pass harmless would, doubtless, have been to require all railroads to give free transportation to public officials traveling on official business, but it is an open question whether compulsory free transportation could be enforced even by amendment of the state constitution.

The most effective means for the suppression of the pass evil would be the enactment by the legislature of a classified passenger rate law. Such a law can be enacted under the constitutional provision, authorizing the legislature to fix maximum passenger and freight rates within the state. This power has already been exercised in the enactment of the law that fixes maximum first-class passenger rates in Nebraska at 3 cents per mile.

In view of the fact that the railroads have complied with this law and in addition thereto have established classified rates for commercial travelers, clergymen, homeseekers, state fair and theatrical rates, the enactment of a classified rate law would not be a new departure, except insofar as it would compel railroads to carry the various classes of passengers named in the law at rates established by the legislature instead of voluntarily established by their own passenger departments. A passenger rate law embracing the following classifications and rates would not, it seems to us, be unreasonable:

Class 1. Ordinary passenger rates for a distance of 100 miles or less, 3 cents per mile. Passenger rates for 100 miles and over, 2½ cents per mile.

Class 2. Passenger rate for clergymen and school teachers, one-half regular rate.

Class 3. Round trip rate to state and county fairs, Chautauqua assemblies, municipal carnivals and celebrations and political state conventions, 1 cent per mile.

Class 4. Mileage rate for all state officers, members of the legislature, judges of the courts during their terms of office, county officials, city officials and all employes of the state, county or municipality traveling on official business, ½-cent per mile, payable from the treasuries of the state, county or municipality on vouchers signed by each person belonging to this class.

This would obviate any contention on the part of the railroads that they are compelled to carry public officials without compensation. At the same time it would do away with every excuse for granting free transportation to members of the legislature, or to delegates to conventions, either surreptitiously or publicly. The compulsory grant of transportation to accredited delegates to conventions at 1 cent per mile would not materially reduce the income of the railroads and, in fact, would not materially differ from long distance tourist rates over the transcontinental railroads.

In carrying passengers the short haul does not differ in any respect from the long haul. Trains are bound to stop at passenger stations and passengers load themselves and unload themselves at both ends without expense to the railroads. The ½-cent rate for public officials would make the pass almost worthless, even if no provision were made for their reimbursement by the state, county or municipality.

OUR FLAG ON THE SEAS.

In a recent address former Ambassador Choate said that he wished all the members of congress who have to vote on the question of a merchant marine could visit the ports of Europe and Asia and Africa and South America and search for the American flag. They would find it now and then on a warship or on a yacht that some of our great yacht owners might be conducting to the uttermost corners of the world, but as for its having any share in the carrying on of foreign commerce, that is yet a thing of the future. "Something has got to be done to restore our flag to the seas where it belongs," declared Mr. Choate, and he expressed the belief that the American people will not be satisfied until, for the great transmission of their thousands of millions of exports and imports they have to rely, not on the English or any other foreign flag, but on our own stars and stripes.

This voices a sentiment which is unquestionably gaining ground. More than ever before those of our people who give any attention to the subject are coming to realize that in order to attain and hold supremacy in the world's commerce we must have a merchant marine American in all that the term signifies. This is needed not only for our trade expansion, but also for that commercial independence which as a great industrial and producing nation we should have, and must have for successful competition with our rivals for the world's trade. We are necessarily at something of a disadvantage in competing for business with those countries which are able to carry their products to the markets in their own ships. They are naturally favored in the matter of rates and in the quickest practicable delivery of cargoes, while their ships are so many agencies advertising their goods. It is a rather humiliating fact that the American flag is rarely seen in a foreign port, except on a warship or a private pleasure yacht, that so far as foreign commerce is concerned it is almost unknown. And for this humiliating condition we pay to foreign shipowners annually from $150,000,000 to $200,000,000.

Mr. Choate was quite right in saying that our enterprising people will not be satisfied until they are relieved of the necessity of depending upon foreign ships and there is reason to think that this relief will come in the not very remote future. There is promise that the subject of a merchant marine will receive earnest consideration in the fifty-ninth congress and although no confident prediction can be made of any practical result, action looking to the creation of a merchant marine is by no means improbable. In scarcely any other respect could the coming congress do a greater service.

AMERICAN FOREIGN POLICY.

The only feature of the foreign policy of the United States which is at present of commanding interest relates to the independent countries of this hemisphere and it is likely to receive a good deal of attention in congress. When the Santo Domingo treaty is taken up in the senate, which probably will be early in the session, the question of our relations with the southern republics will doubtless be very fully discussed and what should be our policy regarding them declared.

This government is now acting in the capacity of a receiver of the customs revenues of Santo Domingo, having assumed this position in order to protect that republic against threatened aggression on the part of foreign governments having claims against it. President Roosevelt has spoken in justification of this action, which thus far has unquestionably had good results from the financial point of view. But it is an extraordinary position for our government and if approved by congress, in the ratification of the pending treaty, will establish a precedent which in the judgment of many might in the future prove troublesome. Some of the South and Central American republics are almost as badly off as Santo Domingo in the matter of foreign indebtedness. If the United States should take upon itself the responsibility, on the invitation of any of these republics, of collecting and disbursing revenues, it is not difficult to see that our government might become involved in very troublesome complications.

This question of our relations with and policy toward the independent countries of the western hemisphere is manifestly one of very great importance. We shall of course strictly maintain the Monroe doctrine and protect those countries against foreign aggression that aims to deprive them of any part of their territory or interfere with their political institutions. This does not require, however, that we shall look after their pecuniary obligations and assist them to pay their debts to foreigners. We desire to cultivate the most friendly relations with all the countries of this hemisphere, but we ought not to burden ourselves with cares and responsibilities that might prove very oppressive and troublesome. It is such considerations that will doubtless receive attention when the Santo Domingo treaty is taken up in the senate and it will not be at all surprising if that convention shall fail of ratification, notwithstanding the obvious fact that it would place that republic in a very unfortunate position, since in withdrawing the help of the United States and restoring the former order of things another opportunity would be given to the fomenters of discord and revolution.

President George R. Peck of the American Bar association delivered a lecture on the real tragedy of life, in which he expressed his conviction that "every soul is stamped by inexorable law with certain characteristics from which it cannot escape, and which, whether good or evil, dominate it with an iron sway." Mr. Peck might just as well have called his lecture predestination. In other words: If you are foreordained to be hanged, you are forever safe from being drowned or struck by lightning.

One of the eminent orators at the Bar association meeting has discovered that the old common law, which was supposed to be the bulwark of individual liberty, has ceased to serve in that capacity. If so, it took twentieth century lawyers to twist the common law around to a complete perversion of its purpose.

Our old friend, Edgar Howard, appears to be making a circuit, having transferred himself from Papillion to Columbus, and now invaded Fremont with his newspaper enterprises. The next thing we know he will be publishing an unadulterated simon pure democratic organ right here in Omaha.

The National Patrons of Husbandry have resoluted that grangers found to be dealing in liquor or having a saloon shall be dropped from the roll without notice, but grangers found to be patrons of the saloon husbandry may remain on the roll of honor. On that the vote was unanimous.

The Postoffice department will be $15,000,000 short at the end of this year. It could just as well have been $15,000,000 long had its expenditure for railway mail transportation been on the same terms as are granted by the railroads to the express companies, but—

With the introduction of entrenching tools in the army the serviceableness of the soldier will be measured as much by his ability to dig as his ability to shoot; yet a few years ago the "shovel soldier" was frowned upon by his more spectacular brother officer.

Root of Political Evils.
Boston Globe.

Privilege is the root of all evils in politics and business. It is one of the oldest sources of wrong in the world and has wrought more ruin than all the piked mobs of the unprivileged, who, blinded by poverty, ignorance and injustice, have stormed the citadels of privilege and power. All experience shows that human nature is too frail to bear the strain of privilege. The sense of might overwhelms the sense of right.

Where Could They Get It?
Louisville Courier-Journal.

"Americans do not want cheap insurance," says Paul Morton. Fortunate if true; for if they did want it, where could they get it?

Cooled Off.
Chicago Record-Herald.

Reports from the Isle of Pines say the people are disposed to be peaceful. This is usually the attitude of the boy who begins to realize that he is likely to get a spanking.

Preaching and Practice.
Washington Post.

The administration is also showing its opposition to existing railway rates by marching the Sixth battery of field artillery from Fort Leavenworth to Fort Sam Houston, a distance of about 1,000 miles.

Plant of Slow Growth.
New York Tribune.

It is an uphill fight in Russia against the vested wrongs of ages and against the turbulent and elemental passions of the mob, but there is reason to think that little by little it is being won for reason, order and liberty.

Setting the Time Limit.
New York Evening Post.

The coal deposits in the Philippines, according to General Humphrey, will supply the needs of the army and navy in the east for 348 years. This is the nearest any government officer has yet come to fixing a date for our withdrawal from the islands.

A Future Probability.
St. Louis Globe Democrat.

Some of the railroad presidents are assisting President Roosevelt in maturing his project for government regulation of rates. Some day the public may expect to see the advertisement on the great X. Y. and Z. railroad, the original square-deal line to all points.

Prosperity's Signboard.
San Francisco Chronicle.

The bank clearings of the United States for the month of October this year have exceeded those of any previous October, and business failures for the month were at a very low minimum. These and other signs point to the continuance of the existing general prosperity of the country.

Progress in Wireless Telegraphy.
St. Louis Republic.

The wireless telegraph station at Galveston was in communication a few nights ago with similar stations at New Orleans and Southwest Pass, and also with the steamship Havana, 800 miles at sea. These, with other long-distance wireless messages, may indicate that we are a good deal nearer to efficient telegraph service across the Atlantic without cables than we were to that service with cables when the first message over Morse's forty miles of wire announced the nomination of James K. Polk for president.

Waste of Stationery.
Chicago Chronicle.

President Roosevelt wasted the stationery and some valuable time in replying to the letter of Henry M. Whitney. A man who was honored with a private interview with the president and then blabbed about it, to the president's embarrassment and disadvantage, was utterly unworthy of any further notice. It is one of the elementary rules of good society, among equals even, not to retail the remarks of a host, and when the host is a superior and an exalted public officer the inhibition is so imperative that no man with any decency would take any risk of violating it.

Jugglery in Rate Statistics.
San Francisco Chronicle.

The railroad companies are busy making tables showing how much more cheaply freight is hauled in this country than in Europe, but they insist on lumping all their classifications together. Those familiar with the subject know that grain and some other products are hauled at exceedingly low rates between competitive points, but how about the freights which come in the higher classifications? Is there any pretense that rates upon these classes are as low as in Europe? If so we have not seen the figures on which the claim is based. Why this reluctance to furnish the data for comparison?

Cowardice of Self-Interest.
Kansas City Star.

"What do you suppose the carriage cost me?" said Louis XV of Choiseul.

"About 6,000 livres, sire."

"It cost me 30,000."

"Then it is robbery and we must have an investigation."

"No, no, no," the king interposed in a fright. "Let it be; let it be. We must have no reforms. There are too many people interested in keeping things as they are."

There is a world of philosophy in this incident of eighteenth century France. Aren't a good many big railroad shippers so nearly in the position of Louis XV that they might repeat with him: "We must have no reforms; there are too many people interested in keeping things as they are!"

POLITICAL DRIFT.

The wise men of Buffalo have just discovered that the city was touched for $50,000 four years ago.

Senator Platt was carried in a chair to the insurance inquisitors, yet he claims to be able to boss the politics of the Empire state. New York must be an easy mark.

Governor Deneen of Illinois is out looking for trouble. He proposes to recommend the passage of a law prohibiting the issuing of passes except to employes of railroad companies.

Editor Howell of the Atlanta Constitution challenges Editor Smith of the Atlanta Journal to a joint gabfest throughout Georgia. Both are candidates for the democratic nomination for governor.

The contest for mayor of New York is becoming wearisome. Nothing has developed so far indicating a material change in the result as first announced. What little remains of public interest is classed as Hearsteria.

A democratic candidate for the legislature in New York state candidly admits that he spent 30 cents for "four drinks of squirrel whisky for four voters" and 20 cents for "three drinks of corking whisky for three voters." He was defeated.

Mr. Berry who was recently elected treasurer of Pennsylvania on the democratic ticket, is a prohibitionist. Governor Pattison, the democratic governor-elect of Ohio, is a strict temperance man and has promised to enforce the laws.

Irvine L. Lenroot, a native of this state, announces his candidacy for the governorship of Wisconsin to succeed Governor La Follette. Mr. Lenroot was speaker of the lower house of the legislature for the last two terms and is a staunch supporter of the policies of La Follette.

The charge that voting machines conduce to straight-ticket voting gets a jolt from Buffalo. In the recent election democrats were elected by majorities ranging from 9,900 for mayor to 506 for municipal judge. But this was not all. Ryan, a democrat, for poor overseer, was defeated by 1,200, showing a difference between the leading and the losing democrats of nearly 12,000 in a total vote of 60,000.

OTHER LANDS THAN OURS.

A prominent Russian journalist is quoted as saying that Count Witte's policy is an artful one. He would like to bring about a split in the opposition camp, and to convince the moderates that the socialists, whom he treats as anarchists, are their enemies. An intestine struggle by which the liberal forces would be exhausted—the moderates against the democrats and revolutionaries—would enable him, to restore order, and, at least partly, to destroy the revolutionary organization, while reducing the pretensions of the radicals. He describes Count Witte as one of those statesmen pursuing two objects who are called to power in Russia at critical moments. When it becomes necessary to grant certain liberties, the czars, he says, from Nicholas I downwards, have employed either men with liberal ideas—soft-spoken men who make promises but do not intend to keep them, and who are as cunning as foxes, like Sviatopolk-Mirski—or energetic men ready to resort to oppression and terrible as wolves, like Plehve or Ignatieff. Witte, he declares, combines both qualities. He resembles at the same time the fox and the wolf. Witte, he says, is more dangerous than Trepoff for the Russian socialist and Russian liberal ideas.

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The law passed by the Japanese parliament last July, which empowered and invited the Land bank to make advances to the proprietors of mines at moderate rates of interest, not exceeding 8 per cent per annum, is proving effective. According to the Belgian Moniteur des Interets Materials, advantage has already been taken of the new legislation; when fully applied, it is estimated that this will increase the annual output of gold and silver by about 5,000,000 yen. It was really the outbreak of the war with Russia which moved the government to turn its serious attention to the matter; and during 1904 the annual output was increased 50 per cent. The advances of the Land bank are made upon the advice of a committee, which inquires into the organization of each mine, the quality of its output, etc.; the capital advanced is to be returned in yearly payments within a period of ten years, the Bank of Japan (acting upon the advice of the Imperial mint) buying up the gold and silver produced. The mines of Formosa are also increasing their production every year; while in Corea, the Osaka mint is already actively buying up Corean gold dust; when modern methods shall have been introduced for the exploitation of the goldfields this country also may take an important position as a gold producer.

For the twelve months ending February, 1905, the output of the gold mines in Japan amounted to 9,000,000 yen. The goldfields in Formosa yielded 3,000,000 yen—making the total yield from Japanese territory 12,000,000 yen (about $6,000,000).

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During the last summer King Leopold of Belgium has taken the stump. Contrary to his usual custom, he has appeared in public as the strenuous advocate of an idea. Upon every possible occasion during the late celebration of Belgian independence he tried to impress the people with the fact that the development of Antwerp is the development of Belgium; that the future of Antwerp is the future of the nation. Even the socialists assented to the proposition to this extent, but when the king declared that Antwerp must be fortified they balked, and on this point a deadlock has arisen. Thus arises a condition in Belgium similar to that in Spain. The Spanish naval secretary wishes large appropriations with which to make Spain a first-rate naval power. The king of the Belgians demands heavy expenditures which will make Antwerp impregnable. And in both countries the economic prosperity of the country is hampered by questions which are hardly justified by the size and importance of the states. There can be no doubt, however, that sooner or later the Antwerp improvements will be undertaken with or without the military provisions.

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M. Schwob, an eminent French journalist, has made a sensation in Paris by an article declaring that the Germans have already made an economic conquest of Antwerp as a preliminary to the actual occupation which they meditate in the event of war. "Is it true," he asks, "that France is thus threatened by a turning movement which is in close harmony with the habits of our neighbors? While they parley with us about Morocco, are they reserving on our own frontier far more formidable incidents which will be provoked at the desired moment?" He then goes on to say that a fifth of the members of the Chamber of Commerce at Antwerp are Germans, the president of German origin and the vice president a recently naturalized German. All its committees are invaded by Germans, eight having German chairmen, three others German vice chairmen and two a completely German official staff. It is the same with the arbitration chambers. In addition to the 320 German firms in all branches of trade, out of a total of about 1,550, M. Schwob says it is impossible for him to enumerate all the business houses which they control indirectly. In the shipping trade of Antwerp they are represented by 1,100 vessels of a tonnage of nearly two and a half millions, as compared with 155 French ships of a total tonnage of 300,000. Germans also, he says, monopolize interior navigation, are gradually getting control of the banking business and securing a footing in all the great industrial concerns, railroad systems and colonial enterprises. Moreover, they are increasing in all literary, artistic and sporting circles and are boasting openly that Belgium will soon form a part of the German confederation.

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Speaking of the socialistic movement for universal suffrage in Austria, the special correspondent of the London Times in Vienna says that there can be no mistake about the reality of it and that any attempt to thwart it by its opponents is likely to prove pretty dangerous to them, whatever be the nature of the safeguards. It is his opinion, he adds, that the only serious opposition to a satisfactory reform of the suffrage will come from the German "liberals," who consider themselves the chosen representatives and exclusive promoters of civilization in Austria. They demand that no reform of the franchise shall diminish the number of German deputies in Parliament and threaten to oppose and obstruct every attempt to make Parliament more truly representative. As an example of their spirit he quotes a recent incident at the university where German students treated an eminent professor of Czech extraction with scandalous disrespect and attempted to force non-German students to stand bareheaded while they sang the "Wacht am Rhein."

Many Needs of the Navy.
Cleveland Plain Dealer.

It is about time to call a halt in naval construction, at least long enough to strengthen some of the manifest weaknesses of that service. The country has not enough men for the ships it now has and for several years the supply of officers will be short. The engineering department is in a deplorable condition. The navy needs better yards and docks. It needs auxiliaries in the yards and docks. It needs auxiliaries in the shape of torpedo boats, destroyers and submarines. So, at least, say many in the navy itself, whose opinions are not unworthy of respect. It needs, in short, many things besides 18,000-ton battleships, and all these things cost much money.

ROYAL

The Absolutely Pure
Baking Powder

Made of Cream of Tartar, and Free From Alum or Phosphatic Acid

Royal Baking Powder renders bread, biscuit, cake and all flour foods finer and more healthful.

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Baking powders made from alum, phosphates and other harsh, caustic acids are lower in price, but they are injurious to the stomach.

"The injurious effect of alum on the mucous coat of the stomach is positive and beyond dispute; it is both an irritant and an astringent. The use of alum in any article of food or article used in the preparation of food should be prohibited."

JOHN C. WISE, M.D., Medical Inspector, U. S. Navy.

THE POSTAL DEFICIT.

Threatened Increase in Second Class Mail Rate to Cover It.
San Francisco Chronicle.

According to official statements emanating from the Postoffice department the postal deficit for the last fiscal year amounts to $15,027,000. Congressman Overstreet, chairman of the house committee on postoffices and postroads, is said to be preparing to increase the rate on second-class matter in order to cover the deficit, on the preposterous representation that the government is now losing at least 4 cents per pound on all such matter carried through the mails. Second-class mail matter comprises newspapers and all periodical publications deliverable to regular subscribers, certain fraternal and educational periodicals which have no subscribers and certain transient publications. The present rate is 1 cent per pound, or, expressed in bulk, $20 per ton.

To assert that the government is losing $80 per ton on the transportation of such mail matter is ridiculously rash and groundless. Most of it consists, of course, of daily newspapers, the great bulk of which is carried only short distances. Indeed, most of all kinds of second-class mail matter is subject to short hauls in transit. Can any sane person who gives the subject intelligent thought be brought to believe, then, that the government must levy $100 per ton for the carriage of such matter in order to keep its accounts balanced? It is begging the real question to make such an assertion.

If the government is now paying $100 per ton for the carrying of mail matter on which the present rate realizes only $20 per ton, the source of trouble is obvious. It is proof positive that the transportation companies are receiving a rate for carrying mail matter which is outrageously excessive. Can any thoughtful citizen draw any other conclusion from the statement? The deficit in the postal appropriations is plainly due to excessive compensation for the rental of mail cars and the carrying of the mails generally, and not to the carrying of any class of mail matter at too low a rate. The only intelligent remedy for the extinguishment of the postal deficit is, therefore, a corresponding reduction in the cost of mail transportation, which is the only feature in the railway service that has not been subjected to a radical reduction during the last two decades. Possibly Overstreet has an imaginary grievance against periodical publishers, who have unanimously favored the reduction of the compensation allowed the transportation companies for carrying the mails to the level of the special rate granted by them to the express companies, and his threat to raise the rate on second-class mail matter may be merely designed to intimidate them. If so, it is sure to fail.

BRIEF AND BREEZY.

"Do you want me to tell you the secret of success in life?" asked the serious-minded man.

"What's the use?" said the frivolous woman. "I couldn't keep it!"—Detroit Free Press.

Foot Ball Coach—You want a new yell? What's the matter with the old one?

Foot Ball Captain—Not enough consonants. The vowels take all our wind.—Chicago Tribune.

Jenks—But does this medicine really cure deafness?

Clerk—Eh?

Jenks (shouting)—I say, does it really cure deafness?

Clerk—Well, I should say so! I've taken it regularly for twenty years.—Philadelphia Press.

"I haven't seen your boy for some time. At college now, they tell me. Lemme see. If I remember right he greatly resembles you. Has your shape of nose exactly, hasn't he?"

"I dunno. I ain't seen him sence th' last foot ball game."—Cleveland Plain Dealer.

"My grandfather was a butcher," declared Miss Sly, in the midst of a discussion on ancestry.

The other girls gasped.

"It's so, though," she declared. "He slaughtered lambs on Wall street."—Detroit Free Press.

Inquisitive Person—Percollum, what was the first story you ever got anything for?

Literary Person—As nearly as I can remember, it was the romance I tried to work off on my mother the first time I had played hooky at school and gone fishing. I got a devilish good spanking for it.—Chicago Tribune.

THE WAY HOW.

Baltimore American.

If you want to get on in this practical world,
Get busy;
If you don't want from current to current be swirled,
Get busy;
One can't drift down stream now with lazy sails furled,
In a soft cushioned corner most comfortably curled,
Without on a sudden on rocks being hurled,
So get busy.

Don't stop to smile proudly or pause to drop tears,
Get busy.
Realize on your hopes and discount all your fears,
Get busy.
It takes every minute to make up the years,
Then seize every minute's chance as it appears,
Watch for opportunity as it occurs,
Get busy.

For fortune's a woman—would you win her smile?
Get busy.
To win this coquette and elude every wile,
Get busy.
To hunt up the dreamer, it isn't her style;
She prefers leading chases for hunters of guile;
So if you would catch her and capture her pile,
Get busy.

When Columbus saw worlds in reach, what did he do?
Got busy.
And how did Napoleon an empire push through?
Got busy.
While many were talking and making ado
Over plans for great futures, how did the smart few
Absorb all worth having that came into view?
Got busy.

Taxation Without Representation

That is what the Railroad Rate is. We fought England rather than pay an unjust tax. The Railroad Rate is more unjust, greater and more arbitary than any tax levied by the state. What are we going to do? Read "The Railroad Rebate" by Ray Stannard Baker, in December McClure's, and learn how and why you pay this tax. McClure's out to-day. 10 cents—$1.00 a year. All news stands.

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