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	30,630
2	30,700	18	30,650
3	30,990	19	30,650
4	31,320	20	30,920
5	31,230	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	31,100	27	30,910
12	30,710	28	31,880
13	30,820	29	30,700
14	31,810	30	31,000
15	30,450	31	30,900
16	30,700		

Total.....962,840
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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.

The Black sea continues to be true to its name.

Why can't the Public Library board also employ a special attorney?

Henry Watterson's severest comment on Kentucky politics is his refusal to become a candidate for governor.

With a shortage in the tobacco crop Nebraska may expect greater difficulty in enforcing its anti-cigarette law.

Evidence tends to show that fighting at the Naval academy is all right so long as the fight is not made public through a funeral.

With the St. Louis police commissioners holding open meetings Governor Folk may discover that he did not find all the sources of "graft" while prosecuting attorney.

France should read its own history before going into spasms over the outbreak at St. Petersburg. Nothing will make a country—or a man—more charitable than introspection.

An ordinance regulating the screeching and screaming of phonographs and graphophones would be just as proper and timely as the ordinance regulating the speed of automobiles.

Omaha has built altogether too many magnificent hotels on paper, but its latest hotel project has a substantial foundation that promises to fill its longest-felt want in the near future.

Omaha will have another cause for thanksgiving should it come—the division headquarters of the Missouri Pacific—but no more cause than would the railroad that makes such a move.

The next great public improvement Omaha will have to undertake is a new court house, commodious enough to accommodate all departments of county government for two or three generations at least.

With the Presbyterian missionary board refusing to file claims for damages against China for the murder of missionaries at Lienchow there is evidence that the indemnity does not always follow the gospel.

Omaha can have a new hotel that will compare with the best hotels in cities of twice Omaha's size if the business men of Omaha are willing to put their shoulders to the wheel and push the project to completion. Now is the time to do it.

Surviving champions of chattel slavery in the United States may recognize one of their oldest arguments in the report of the Congo government commission—that the obligation of the negro to work alone transforms him from his savage state.

The fact that Lord Rosebery is opposed to home rule for Ireland is the least of the troubles of the British liberal party, for as a matter of history the greater number of radical changes in British and Irish laws have been made by the conservative party.

The first step toward merging the city and county governments will be taken with the beginning of the new year, when the city and county treasuries will be consolidated, and that is only a forerunner of the consolidation of several other duplicate municipal and county offices that can be more efficiently conducted under one head with a material saving to the taxpayers.

CANAL INVESTIGATION.

It appears certain that there will be a congressional investigation of the expenditures of the Panama Canal commission. There is a pretty general feeling that there has been extravagances in the expenditure of the $10,000,000 appropriated by congress and which is now about exhausted, requiring early action in order to meet pay rolls and other demands if the work is not to come to a halt. Congress will be asked to appropriate without delay an additional $16,000,000, which amount, it is said, will carry the work only to the end of next June. It is explained that out of this sum there will be taken $9,000,000 to pay on contracts which have been entered into and are now accruing. The sum asked for, it is pointed out, will meet all maturing contracts and pay all the operating expenses incident to construction for the next six months, that is, to the end of the current fiscal year.

It is stated that the congressional investigation will include the conduct of the commission's financial transactions, the manner of purchasing supplies, its contracts and the salaries paid. In regard to the latter it appears that there is considerable congressional comment of an unfavorable character. The view prevails to a large extent that some of the salaries are too high and while congress may not fix compensation by statute, as is done respecting other employes of the government, there are many members who believe it would be wise to limit the discretion of the commission in this particular. From a recent audit of the accounts of the commission it would seem that nearly two-thirds of the $10,000,000 has gone for the salaries of the commissioners, of the governor of the canal zone and his employes, of resident, visiting and consulting engineers, surveyors, supervisors and superintendents of various grades.

There is no charge of unlawful expenditures or any intimation of wrongdoing, but simply that there has been extravagance and it is felt to be necessary that a check shall be put to this at once, if the cost of the canal is not to reach proportions far beyond the highest estimates that have been made for its completion. It is understood that Secretary Taft courts such an inquiry as is proposed and that this is also the desire of the commission. It is probable that President Roosevelt will be found quite willing to have it made. At all events it seems assured that congress will institute an investigation and that there will be important changes from the present system and conditions. An eastern exchange urges that effective checks on the expenditures of the commission are imperatively needed lest the record of failure of the enterprise under the De Lesseps regime be repeated, and suggests that the commission ought to be abolished, a feasible plan of operations definitely adopted and annual appropriations made for specific work, as in the case of our river and harbor improvements.

WHAT SHALL WE DO WITH THE COURT HOUSE?

For a number of years past the Douglas county court house has been utterly inadequate to afford even cramped quarters for the various county officers and courts for whose accommodation it was originally designed, even after the basement, originally designed for storage only, was converted into compartments for the county clerk, surveyor, auditor and county board. Ever since Farnam street was graded to its present level access to the court house has been very difficult and the ascent into the court rooms on the second floor has imposed almost superhuman exertions upon elderly lawyers and people with impaired health.

Suggestions have been made from time to time for the construction of a tunnel from the Farnam street level to connect with elevators under the rotunda, but after mature consideration the project has been abandoned by reason of the large outlay involved. The rapid growth of Omaha and Douglas county and the constantly growing business that must be transacted in the court house forces the problem upon the county board—What shall be done to relieve permanently the pressure for more room and better facilities for ingress and egress?

The reconstruction of the present court house, which is of stone and iron up to the cornice and corrugated sheet iron above, is practically out of the question. Any proposition looking to the relocation of the court house would precipitate needless agitation and litigation and simply defer the erection of a new court house for years if the court should finally decide that a new court house square could be legally established.

The most rational solution of the court house problem would be the erection of a court house on the present site, constructed strictly as an office building, with rentable storerooms on the ground floor. Such a structure could retain all the features of a public building and yet yield a sufficient income from rentals of the ground floor to pay from 4 to 5 per cent on the investment. With commodious entrances into the building on each of the four sides of the square there would still be a sufficient number of stores to insure an income of from $40,000 to $50,000 a year, or from 4 to 5 per cent on $1,000,000.

Such a scheme would not contemplate the demolition of the present court house until after at least three sides of the new structure were erected and occupied. In other words, until after the Harney, Seventeenth and Eighteenth street fronts were completed for occupancy. The main front on Farnam street would have to remain substantially as it now is for several years, and most of the materials of the present court house could be utilized for the construction of the main front.

The proposition to issue bonds for the erection of a new court house would encounter very little opposition because it would involve no material increase in taxes, but should, on the contrary, enable the county eventually to accumulate a respectable sinking fund to liquidate the bonded debt.

BRITISH POLITICAL SITUATION.

Whatever the outcome of the so-called crisis in British politics, it will have no very great interest for other than the people of Great Britain. The question of fiscal reform, which has been persistently urged upon the attention of the British public by Mr. Chamberlain, formerly colonial secretary, is the issue, and the immediate cause of the existing situation is the dissension among the nominal supporters of the ministry regarding the fiscal policy. The situation is due largely to the undecided attitude of Premier Balfour, who has never taken any positive or clearly defined position on the question. While Mr. Chamberlain has been advocating a policy of fiscal reform about which there could be no misunderstanding, Mr. Balfour has shown timidity respecting the question and in this way injured himself as a party leader. He has seemed disposed to cater to each side and this compromising attitude has weakened him in the popular confidence. A short time ago he appealed to his followers to support his plan of tariff retaliation without putting a duty on imported wheat. In reply to this Mr. Chamberlain urged that retaliation was impossible without a general tariff, while preference to the British colonies was impracticable unless foreign wheat was taxed. This view is obviously sound.

The settlement of the issue can be brought about only through a general election which will determine popular sentiment. The agitation of the reform question, while it has served to draw out a good deal of public expression on the subject, has not to such an extent developed a popular feeling as to make it certain on which side a majority would be arrayed in a general election. It has seemed at times that the Chamberlain policy was losing ground, but there has been no wavering on the part of its champion and he earnestly desires that the question shall go to the people. Mr. Balfour, on the other hand, has hitherto shown no disposition to have it take this course. What now seems certain, if not inevitable, is the dissolution of Parliament, to be followed as soon as practicable by a general election. There appears to be no other way out of the so-called crisis and the indications are that it will very soon be adopted. There would ensue one of the most interesting campaigns ever known in the United Kingdom.

Omaha is not the only western city that is periodically afflicted with high tax levies. In the city of Denver the assessed valuation of property this year upon which taxes will be collected next year is $116,212,943, and the combined city and county tax is $2,266,152—an increase of $347,594 over the preceding year. Last year's levy in Denver was 15 mills for all city and county purposes, in addition to which was levied 2 mills for the public school fund. This year the city government of Denver has levied a tax of 15 mills, exclusive of the county, and there is wailing and gnashing of teeth among the taxpayers and intense indignation over the decision of the Colorado supreme court by which the merger of the city and county governments of Denver was pronounced unconstitutional.

The World-Herald is again pursuing its old tactics to intimidate liquor dealers and druggists into dropping a $10 bill into its slot for an unnecessary publication of their liquor license notices. The Slocumb law requires these notices to be published in the newspaper of largest circulation in the county and the right of The Omaha Evening Bee to publish these notices has never been successfully assailed. No one can stop liquor dealers from contributing to the holdup organ under duress if they do not care to resist the imposition, but they should all take due notice that publication in The Bee is required by the law and alone complies with the law.

Omaha people will have to get up a little earlier in the morning to make the trip to Lincoln, but the people of Lincoln must still stay up all night to get to Omaha in decent time in the morning or put off their business here until after noon. An hourly suburban train service between Omaha and the state capital will be a feather in the cap of some railroad some day.

A Change of Masters.
St. Louis Globe-Democrat.

Government control of railroads is a new departure. Railroad control of the government was also new when it started.

A Message to the President.
Indianapolis News.

If the people could send a message to the president now as Sumner sent one to Stanton it would be the same message: "Stick."

Ring Down the Curtain.
Chicago Record-Herald.

What could be more pitiful than the showing that was made before the insurance investigators by the two United States senators from the great state of New York?

Valuable Information.
New York Tribune.

In one respect at least the recent report of engineers as to the time and cost required for a sea level canal at Panama is beneficial. It has revealed to the American people the magnitude of the difficulties which the canal presents.

No Cause for Knocking.
Kansas City Journal.

The cattle districts of the west are finding no fault with President Roosevelt's treatment of the Massachusetts politicians who called to see about placing hides on the free list.

Checks to Ambition.
Minneapolis Journal.

With the bosses down and out and the life insurance presidents in disgrace and Tom Lawson sued for criminal libel, the rising generation's field for ambition is sadly limited.

Rate Regulation in Canada.
Pittsburg Dispatch.

The Canadian minister of railways states that the Dominion has a rate regulating law similar to that proposed by President Roosevelt and that it has not infringed the rights of transportation corporations or the public. Senator Elkins' committee will, however, insist patriotically upon confining its investigation to American territory.

Hard Proposition to Stick.
Baltimore American.

Mr. Carnegie is exalting the poor as the "salt and salvation of the state." It is odd how perverse is the human point of view. While the millionaires are warning the poor against the evils of riches and going into ecstasies over the "great Goddess of Poverty," the poor are utterly unable to realize how money can possibly be the root of all evil.

Shouting Up the Wrong Tree.
Kansas City Star.

The object of the pressure now being brought to bear upon the president seems to be to induce him to recommend to congress a plan of rate regulation that would keep the power of redress for shippers in the hands of the railroads. The object of this movement foreshadows quite definitely its "finish" with a president like Theodore Roosevelt.

Seeking the Happy Medium.
Washington Star.

There is not much disposition to deny that insurance is an excellent institution, but, like most things of human devising, it is still imperfect. Two kinds of insurance have lately become prominent—that which did not bring in enough money to pay for itself and that of which the profits were out of all due proportion. A happy medium may soon be reasonably looked for.

Silver's Rise Upsets Things.
Springfield Republican.

The recent rise in the market price of silver bullion, if continued or maintained, will cause trouble with such monetary adjustments as have been made in the Philippines and Mexico. It will introduce a condition of undervaluation for the circulating silver coins and lead to melting and sale as bullion. The treasury officials at Washington are said to be concerned over the effects in the Philippines of the rise of silver.

THE WORLD'S MAIL SERVICE.

Much Room for Improvement in the American System.
Philadelphia Press.

America's postal service is a luxury which is not self-sustaining. In this respect it differs widely from the postoffice systems of all other great nations and many smaller ones. The latest figures at hand, published by the international postal bureau, show some extraordinary results for the year 1903.

Great Britain's postoffice was operated that year at a net profit of about $22,500,000. This includes the profit on telegraphs, a royalty on telephones and the profits on foreign mails. Russia, Germany and France followed in the order named, with a surplus ranging from nearly $14,000,000 to $15,000,000. Japan, Spain, Italy, Hungary and Belgium all made money in the postoffice business. The United States operated its postal system at a net loss of about $4,200,000, by far the largest deficit reported by any country.

The big cities of the United States are money earners for Uncle Sam, the Philadelphia office, for example, making a large net profit. Remote regions of the west and southwest do not contribute enough to pay for their own mail facilities, and this eats up the surplus accumulated in the populous centers. But the largest deficit comes from the very extensive free rural delivery, which has been pushed with great vigor by both the McKinley and Roosevelt administrations. The country does not expect this service to pay for itself at present, although in time it may easily do so. It should be noted also that no other government carries such a vast volume of printed matter as the United States.

In the matter of quick mail delivery, London surpasses any American city. The population of Great Britain is dense outside the metropolis, so that the cost of distribution is far less than it is in the United States, where distances are on a grand scale. But no country surpasses this in the excellent mail service enjoyed by hundreds of thousands of persons living upon farms and many miles from any railroad. While this is so, the nation as a whole can well afford to spend more money in handling the mails than it receives.

MOVE TO ABOLISH PASSES.

A Reform Sneered at Leaps Suddenly Into Respectability.
Chicago Tribune.

It is curious and interesting to note how a "reform" which has been pushed aside, sneered at and tabooed when urged by nobodies leaps suddenly into respectability, and even into the realms of practical political issues when taken up by some accredited spokesman. The reform itself is no more worthy in the mouth of its new champion than it was in the mouths of inconsequentials, but its "prospects" are immensely improved.

This will perhaps prove to be the case respecting the demand often made for the abolition of railroad passes in this state. Writers have denounced such passes, and scattering legislators, representing more virtue than power, have offered prohibitive bills at Springfield, but all to no effect. The governor, however, is now reported to have espoused the cause, and if the report be true that cause promises to fare better. He is said to have announced, at a recent banquet in the capital city, his purpose to try to secure from the next legislature a law preventing the use of railroad passes in Illinois by any persons save railroad employes. Taken at its face this announcement lifts anti-pass legislation into the rank of immediate political issues to be dealt with by that legislature.

It is asserted that the railroads themselves would welcome such legislation. This may or may not be true. They would collect more money in fares if passes were abolished, but they might at the same time sacrifice official favoritism, which would be more valuable to them.

The people of Illinois, however, would welcome with practical unanimity an effective and comprehensive anti-pass law. They know that the user of a railroad pass is primarily a parasite on the traveling public—that his fare is paid by the ordinary passenger. They know that the object of giving passes to public officials and their friends is to influence official conduct concerning railroad questions. They know that the prevalent habit on the part of legislators of accepting and using railroad passes is one of the baldest and most disgraceful forms of petty graft and indirect bribery existent today. They know that, aside from its influence upon legislative action, the habit inevitably dulls the sense of official rectitude in every man given to it.

Governor Deneen himself says he has abstained from using passes. The fact is to his credit, and the number of public officials belonging to his class is increasing. Some of the states, and notably Wisconsin, have adopted stringent legislation in aid of such abstention. Illinois will do well to align itself alongside those states.

ROUND ABOUT NEW YORK.

Ripples on the Current of Life in the Metropolis.

Philanthropy of the practical sort is brought into a favorable light by the success of the Mills hotels in the metropolis. The Mills hotels Nos. 1 and 2 provide clean, decent and cheap lodgings and food at moderate cost. Both institutions pay about 3 per cent on the investment. Mr. Mills has projected hotel No. 3, which will be similar to the others, and will be conducted on the same plan, but will be much larger. It will be in the heart of the theater district, at the northeast corner of Thirty-sixth street and Seventh avenue.

The new hotel will have 1,200 rooms and be fifteen stories high, absolutely fire proof. The rooms, with the exception of the corner ones, will be six feet by eight feet six inches. The corner rooms will be larger, and the prices will run between 20 and 30 cents a night, with a slight extra charge for corner rooms.

The prices of the meals to be served will be the same as in Nos. 1 and 2. There will be the regular dinner at 15 cents and the meals a la carte. Coffee and two rolls will be served for 5 cents. The dining room will have a seating capacity of 400. There will be a private laundry, where guests may do their own washing. The site of the hotel is 100 by 175 feet and the price paid for the ground was $500,000. The hotel building is to cost $1,000,000.

The condition of the air in the subway is the subject of a special report by George A. Soper, consulting sanitary engineer. Mr. Soper admits that there is an odor at all times in the subway. This is due, he says, to the newness of the subway, and arises from paint, cement, lubricating oil, hot boxes and chemical deodorants.

Mr. Soper dwelled at length upon the question of dust and showed plainly that there was a large amount of it present and that it was a matter of grave importance. This dust, when analyzed, shows 62.78 per cent of metallic iron. A microscopical examination shows that the fragments range in size from those that can almost be seen by the naked eye to those one twenty-five thousandth of an inch in diameter. This pulverized iron is mostly due to the grinding of brake shoes. The amount of iron consumed in the wearing of brake shoes amounted to one ton per mile per month.

Mr. Soper points out the importance of this, because this dust affects the health of the people. It contains 1 per cent of oil and is, therefore, very adhesive.

In the foreign quarters of New York's great East Side it is no uncommon thing to see a crowd of excited men and women huddled in front of a building, clamoring in a jargon of harsh dialects for their money. Women are wringing their hands, men, with distorted faces and hysterical gesture, are pressing against the closed door and impotently shaking their fists at the window, where a sign in foreign language proclaims the place to be a bank. It is a picture calculated to excite the sympathy of the onlooker, but it is soon over. The police clear the sidewalk, the crowd of distressed depositors melts away and the episode is forgotten.

One could scarcely call it a run on the bank, for bank and banker are gone. Considered as an affair of modern banking business, it is of no consequence. Possibly not more than $10,000 is involved altogether and it has no significance in the great game of high finance. It is simply one of the petty crimes of low finance, repeated frequently in every city of the United States, where there is a large foreign population.

In New York City these petty crimes of finance have been going on and increasing steadily ever since the great steamship companies began to land multitudes of Hungarians and Italians at Ellis Island. These crimes concern only the simple immigrants who have been duped and plundered by their own countrymen, and evidence necessary for conviction is so difficult to obtain that investigation usually goes no further than a mere record of the fact on the police blotter in the precinct where the crime occurs.

Yet so persistently is the work of a band of conspirators carried on that the immigrants of the great East Side are swindled out of more than $1,000,000 every year. There are, all told, between 700 and 800 banking places in New York conducted in the foreign language and patronized largely by the immigrant class. A few of them are operated along legitimate lines, but more than 300 exist in open violation of all state and national laws governing the banking business, and without the first principle of method or law to justify their existence.

It is hard for a layman to realize, says Leslie's Weekly, the vast extent of the improvements now being made by the New York Central company in the heart of New York City, which will enlarge the terminal facilities and replace the present fine station with a magnificent structure to cost in the neighborhood of $17,000,000. The total cost of the terminal improvements, including excavations for yards and practical reconstruction and electrical equipment of the tracks to Croton and North White Plains, will approximate $40,000,000. Over 2,000,000 cubic yards of material, most of it rock, must be removed. This immense quanity is being conveyed on flat cars through the four-track tunnel beneath Park avenue (which is, and will be, the only means of entrance and exit to the terminal), and used to fill marsh ground for storage yards at Highbridge and to widen the roadbeds to the north. The capacity of the Park avenue tunnel will be greatly increased, because the new treminal plans include train yards below the surface; so that it will not be necessary to take the "empties" through the tunnel to the Mott Haven yards to be overhauled. The installation of electricity as motive power will also enable trains to be run under closer headway. The average depth of the excavation will be thirty-five feet below the street. This huge hole is necessary because the tracks will be carried on two levels, one above the other, the whole to be below street grade. The upper level will handle express and the lower suburban traffic.

One of the most interesting places in New York is on State street. In the lower end of the row, under the auspices of the Protestant Episcopal Society for Seamen, is a home for sailors, where they may spend their shore leave. There is a commodious reading room exclusively for their use and a bank which handles the savings deposited by Jack Tar when he lands in port. During the past year $110,000 was deposited by sailors and sent to their homes in various parts of the world, in sums ranging from $2 to $500. The work of the bank is mainly to prevent Jack from falling into the hands of land sharks when he comes ashore with his pay, and this bank offers him a chance to deposit his surplus until he really needs it.

Practical Temperance.
Buffalo Express.

The Chicago & Eastern Illinois Railroad company is the latest transportation company to enforce rules against drinking liquor while on duty. Several old employes have been dismissed and officials have notified trainmen in general that the taking of a drink during working hours will be followed by summary removal if the employe is found out. The transportation companies are engaged in the most practical temperance reform movement that has ever been instituted, in spite of the fact that their action is inspired solely by a desire to get better and safer service from their employes.

POINTERS FOR A SENATOR.

Norfolk Press: When Senator Millard comes home in the spring he will be surprised to see what a big fall-planted crop of senatorial candidates Nebraska has.

Bancroft Blade: Senator Millard is getting busy down in Washington, and whether he is to be or not to be is a question that he alone will decide by his vote this winter.

Rushville Recorder: Senator Millard's attitude on the railroad question is too conservative to be progressive. He means well, but at his time of life he is apt to be too cautious. His constituents want to know where he stands.

Schuyler Free Lance: United States Senator Millard is in hot water on the railroad question. He is a corporation man from head to toes, but wants a second term, and so dares not vote his real sentiment. The railroad rate question is bound to be before the next congress and he must go on record, and so he sweats. Well, he can just as well vote his sentiments openly as to dodge.

Central City Nonpareil: Senator Millard has side-stepped and temporized with the railroad rate question about long enough. It's time for him either to fish or cut bait. What President Roosevelt needs right now are senators who will be outspoken and aggressive in their support of him. The time has come for decisive action and silence and evasion can no longer be taken for wisdom and superlative statesmanship. Speak up, senator.

Fremont Tribune: Senator Millard wants to have a cabinet position created for the purpose of dealing exclusively with the transportation of the country. This suggestion is not likely to meet with much favor, since it would mean a multiplicity of bureaus that would quickly get the government top heavy. The Department of Commerce and Labor could easily care for that business, at least until after we get a secretary of mines and mining, which has prior claim to a separate department.

Columbus Telegram: The Lincoln Star joins the Telegram in demanding fair treatment for Senator Millard. The Star admits that perhaps the senator may have fairly won the disapproval of democratic newspapers, but insists that the volume of criticism being hurled in his direction by the republican press is out of place and wholly uncalled for. The Star is correct. Senator Millard has done nothing to earn the honest censure of any Nebraska republican. It is true that in the senate he has represented railroad interests first, last and all the time. But how can any Nebraska republican have the audacity to censure him for being true to railroad interests? There is not in all Nebraska a republican editor who dares assert that Millard was not elected to the senate by the railroads. That being the case, how can he be expected to do that act which would not be approved by the railroad political agents?

NO COMPROMISE.

Battle for Rate Regulation Proceeding on Original Plans.
Washington Post.

All this loose talk now current to the effect that the president has lost heart in his fight for governmental regulation of railway rates fails to impress us with anything like force. The proposition involved is so inconsistent with Mr. Roosevelt's well known character and so contradictory of all his acts and words during the last two years, it would be actually disrespectful to entertain it seriously.

The most casual glance over the past history of the propaganda reveals President Roosevelt as the father, the high priest and the prophet. He has declared his rooted and unchangeable intention in almost every state, before untold thousands of his loyal fellow citizens, who believe in him and will follow him at all costs. To say, now, that he is weakening in a cause which he has made peculiarly his own and to which he is wedded by every vow and bond that brave men hold dearer and more sacred than life itself, is to say that which no one who knows Theodore Roosevelt's indomitable soul will insult him by believing.

But the country does not want and will not contentedly accept anything even remotely in the nature of a compromise. This is an issue already joined. The American people have taken sides in good faith. President Roosevelt has thrown down the gage and rung defiance on the shield of the railroad magnates waiting in their tents. Just as Ivanhoe or Belvidere on the field of Camelot once challenged all to fair contest in the lists, so has the president drawn his visor down and laid his lance in rest. But here is a colossal thing. Compared with it and the incalculable interests at stake the clashes of those ancient knights and champions seem mere pouting matches of grown children over nosegays and feminine caprices. Theodore Roosevelt stands for the welfare of nearly 100,000,000 of human beings. He has vowed himself to their cause. He is committed in a thousand ways to their protection and advancement. He has passed the word of a soldier, a statesman and a liberator. Let no one tell us that on the eve of battle he has begun faint-hearted parley with the foe!

PERSONAL NOTES.

One of the worst of the allegations brought against the king of the Belgians is that he detests smoking.

It is to be hoped the artist who extracted $1,000 from the visiting prince did not do this while the royal patient was under gas.

Pittsburg society is scandalized over the fact that a woman member of a fashionable golf club was caught cheating. And so the equality of the sexes keeps on gaining ground.

Andrew Carnegie will be the chief guest at the 248th anniversary exercises of the Scots' Charitable society on December 4. It is the oldest charitable organization in America. Mr. Carnegie has not been in Boston for twenty years.

D. E. Salmon, who resigned as chief of the bureau of animal industry of the Department of Agriculture, has been offered a place by the government of Uruguay, which proposes establishing a system of beef inspection and desires Dr. Salmon to take charge. The salary will be large and he will probably accept.

Occasionally a coroner gets his due from the corpse he sits on. On of the melancholy tribe at Stillwater, after viewing the body of a man tossed aside by a locomotive, pronounced the victim "quite dead." "You're a liar," yelled the would-be corpse, and, jumping to his feet, swatted the coroner good and plenty. The sitting was indefinitely postponed.

President Roosevelt has received twice the number of honorary degrees ever given any other president. Two doctorates have been conferred upon him this year. His bachelor of arts was conferred upon him twenty-five years ago by Harvard. In addition he may now write after his name eight LL. D.'s and one L. H. D. He is the first president to receive the latter degree.

The promotion of Brigadier General Weston, chief of the subsistence department, to become Major General Weston in command of the northern division of the army, with headquarters at St. Louis, removes from the official and social circles of Washington one of its most popular and picturesque characters. For his genial wit and readiness of retort this little Irishman has been dubbed the Charles O'Malley of the army.

PASSING PLEASANTRIES.

Inspector—Is there anything the matter with your gas?

Lady—Yes, sir! It has a very bad case of quick consumption.—Detroit Free Press.

"Mr. Dumley has a very small head, don't you think so, pa?"

"It does look small, my son, but there's no doubt it's much too large for its present purpose."—Cleveland Plain Dealer.

Jack—I suppose there is nothing that pleases a woman more than the devoted attention of the man of her choice?

Bess—Except, perhaps, the devoted attention of the man of some other girl's choice.—Philadelphia Press.

"Yes," declared Dr. Poundenyell, reflectively, "I like to think that in the next world we shall be allowed to pursue the same vocations we do in this. I believe we shall."

"Gee!" said Mr. Smith, irreverently. "How'd you like to be the ice man?"—Cleveland Leader.

"What will you say when your constituents ask you for an explanation?"

"I don't know," answered Senator Sorghum. "There's no use of worrying about what I am going to say. They won't believe it, anyhow."—Washington Star.

"I've got a good order from Bingle, down in Punkville," said the traveling man; "but I can't find out anything about his financial standing. Have you looked him up in Bradstreet's?"

"Yes," answered the credit man, "and Bradstreet locates him on Easy street. Send him the goods."—Chicago Tribune.

"Senator," said the interviewer, "it is rumored that you intend to retire from politics."

"Well, well," replied the senator, "it's queer how rumors start. I suppose this one grew out of the fact that I attended church with my wife last Sunday."—Philadelphia Ledger.

"What did that palmist bring out when she examined your hand?"

"Just one dollar and a half."—Milwaukee Sentinel.

TRANSFORMATION.

New York Sun.

'Twas just before Thanksgiving day,
And little Willie White
Was sound asleep, all tucked away,
As usual, for night;
And he had swum a charming race
In apricots and cream,
When through his visions rushed apace
This most atrocious dream:

It was a monstrous turkey cock
Who stood upon the spread;
His eyes were like the court house clock
And dreadful turkey-red!
He had a sharp and wicked bill,
His neck was wet with gore,
And thus to frighten little Will
He spake these words—no more:

"Behold, I am the wraith of him
Who dies a death unjust;
For greedy boys torn limb from limb
That they may eat to bust!
Oh, Willie White, beware! Ere yet
Another night you see,
'Tis written down—so don't forget—
That you shall change with me!"

Then Willie shrieked amid his sleep,
And tremblingly awoke;
But when his flesh had ceased to creep
He deemed it all a joke.
Alas! the words indeed were truth,
For ere tomorrow night
The turkey had become the youth—
A gobbler Willie White!