THE OMAHA DAILY BEE.

E. ROSEWATER, EDITOR.

PUBLISHED EVERY MORNING.

TERMS OF SUBSCRIPTION.

Daily Bee (without Sunday), on year..$4.00
Daily Bee and Sunday, one year..... 6.00
Illustrated Bee, one year..... 2.50
Sunday Bee, one year..... 2.50
Saturday Bee, one year..... 1.50

DELIVERED BY CARRIER

Daily Bee (including Sunday) per week..17c
Daily Bee (without Sunday), per week..12c
Evening Bee (without Sunday), per week..6c
Evening Bee (with Sunday), per week...10c
Sunday Bee, per copy.....5c

Address complaints of irregularities in delivery to City Circulation Department

OFFICES.

Omaha—The Bee Building.
South Omaha—City Hall Building.
Council Bluffs—10 Pearl Street.
Chicago—1640 Unity Building.
New York—1508 Home Life Ins. Building.
Washington—501 Fourteenth Street.

CORRESPONDENCE.

Communications relating to news and editorial matter should be addressed: Omaha Bee, Editorial Department.

REMITTANCES.

Remit by draft, express or postal order, payable to The Bee Publishing Company. Only 2-cent stamps received as payment of mail accounts. Personal checks, except on Omaha or eastern exchanges, not accepted.

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 December, 1905, was as follows:

1	31,640	17	30,020
2	32,740	18	31,820
3	30,020	19	31,770
4	31,550	20	32,220
5	31,780	21	32,030
6	31,590	22	32,100
7	32,150	23	32,680
8	31,500	24	30,050
9	32,560	25	31,780
10	30,150	26	32,210
11	31,640	27	32,010
12	31,780	28	32,000
13	31,650	29	31,840
14	31,860	30	32,910
15	31,730	31	30,150
16	32,710		

Total 982,640
Less unsold copies 10,808

Net total sales 971,832
Daily average.....31,349

C. C. ROSEWATER,
Secretary.

Subscribed in my presence and sworn to before me this 31st day of December, 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.

If the county jail feeding graft is a bad thing, the sooner it is stopped the better.

Election riots in Hungary may indicate only that voters have been taking lessons in the art of self-government from New York and Philadelphia.

The vote on the Philippine tariff bill strikingly recalls the oft-quoted declaration of General Hancock that the tariff question is a purely local question.

Former Premier Balfour has evidently decided that it is better to bend with the willow than to stand with the oak while the liberal hurricane is sweeping Great Britain.

With M. Fallierres president of the French republic the world will again see an avowed radical striving to uphold the cause of reaction and arbitrary power in Russia.

The train schedule time to Old Mexico has again been reduced. The train schedule time of the long-promised Omaha & Lincoln Interurban has not yet been promulgated.

If express companies have recalled all franking privileges the logical result should be lower rate for transmitting packages, but logic and business do not always hang together.

With three feet of snow in the lumber district of Minnesota the sawmill men will have harder work to maintain prices next summer than to get their logs to market in the spring.

"Nylic," the employes' society of the New York Life Insurance company, is holding a secret meeting, but it will be careful not to transact any business that will not bear the light of day.

The late Marshall Field was not only a merchant prince, but also a captain of agriculture, and when looking for a farm ranch to develop he put his money into good Nebraska land. The moral is self-evident.

There is no dearth of candidates for places in the city council. Yet if we do not mistake the temper of Omaha people, they will, if they are to have a change, insist on a change for the better and not for the worse.

According to a former professor of theology of Brigham Young college, Mormon polygamy has been transferred to Mexico. If this be true it will be interesting to see how the successors of the Aztecs will handle the question.

The loyalty to Mr. Harriman evinced at all times by General Manager Mohler of the Union Pacific is another reason for Mr. Mohler's popularity. People admire a man who, no matter how high his position, steadfastly champions his chief.

It is announced that Judge Ben Lindsey of Denver is a nervous wreck as a result of his work of juvenile court propaganda. Those parents who have endeavored to control and direct the average family of young people will not be surprised.

Morocco is said to be playing a waiting game in the conference in Spain in hope for a disagreement of the powers, but is prepared to lay down rules governing its conduct in case the powers agree on a program. Thus it is plain that the precedent established by the sultan of Turkey has not been wasted.

PHILIPPINE TARIFF BILL.

The bill reducing the tariff on sugar, tobacco and rice imported from the Philippines to 25 per cent of the Dingley rates, and admitting free other products of the islands, received a very much larger majority in the house of representatives than had been expected. The number of republicans who voted against the measure was hardly more than half the number which it was assumed would be found in opposition and the democratic support was somewhat larger than had been counted on, though the attitude of the minority leader gave assurance of a nearly full democratic vote for the bill.

The passage of the measure is a decided victory for the administration and doubtless is regarded with great satisfaction by the president and secretary of war. The former made a very earnest plea for the legislation in his last annual message and Secretary Taft has labored zealously to have the tariff in Philippine products reduced, urging at every opportunity that it was the duty of the government to do this and that it was essential to the industrial and commercial welfare of the islands. Republican leaders in the house adopted this view and in their speeches have insisted that the proposed reduction of the tariff on Philippine sugar and tobacco could not do any injury to the home interests, because the competition would be insignificant. They pointed out that sugar production in the Philippines can never reach very extensive proportions, while the tobacco grown there is not of a kind or quality that is ever likely to have a large demand in the United States. How effective such arguments have been the result sufficiently shows.

Whether or not they will equally impress senators it is impossible to say with any degree of certainty. There has been no intimation as to the sentiment in the upper branch of congress regarding the measure, but very soon after it goes to the senate something will be learned respecting opinion there. It is perhaps safe to say that this will be found generally favorable to the bill. There will of course be opposition, but there is reason to believe that a majority of both republicans and democrats will vote for the measure and that there will not be very much delay in reaching a vote.

Undoubtedly this legislation will have a good effect on the Philippines. It will tend to stimulate agricultural production there and to attract capital to the islands for this purpose. It will also, as has been said by President Roosevelt, be of importance from a political and sentimental standpoint. It will be accepted as evidence of a sincere desire on the part of the people of the United States to aid the people of the islands, particularly in the agricultural development of the archipelago. This can hardly fail to contribute to their contentment under American rule and make them more loyal to the government. As to what effect, if any, such aid may have upon American interests time alone can determine. It is manifestly the conviction of a large majority of the house of representatives that there is no reason to apprehend any injury from it.

NEW PRESIDENT OF FRANCE.

On February 18 Emile Loubet, president of France, will be succeeded by Clement Armand Fallieres, who was yesterday elected to the presidency by the national assembly. The new president of the French republic has long been prominent in public affairs. His political life began in 1876, when he was elected to the house of deputies as a republican. Since that time he has been minister of the interior thrice, premier once, minister of justice twice, of public instruction twice, and a member of the senate since 1890, becoming president of that body in 1899. A writer in Public Opinion says of him that "he is a man who will perfectly fit the mold of republican tradition, a mold which requires a statesman in no wise affiliated with the advanced parties." He is described as extremely simple, affable and kindly, firmly opposed to all forms of ostentation. Fallieres has a clean political record and his rank among French statesmen is second to none.

The president of France does not have a great deal of power or authority. His political influence is limited. The ministry is the controlling power, subject to the will of the parliament. Yet the presidency of the republic, with a term of seven years, is a position of great honor and distinction. President Loubet, who will retire next month and who has announced that his political career will then end, has made a record which will give him a distinguished place in his country's history.

INSURANCE REGULATION.

It appears improbable that anything will be done at the present session of congress in regard to federal regulation of insurance, but Senator Dryden of New Jersey will make an earnest effort to secure consideration of his bill making provision for such regulation. The measure he introduced in the last congress has been revised and the new bill is undoubtedly an improvement. It is said to have the indorsement of the president, administration officials, eminent constitutional lawyers in and out of congress and others.

The bill defines policies, or insurance contracts, as instrumentalities of commerce and provides for the regulation of the business through the medium of a comptroller of insurance and along lines similar to the control exercised over national banks, the bureau for this purpose to be in the Department of Commerce and Labor. The bill makes ample provision for publicity. The comptroller is given authority and power to inquire into the details and facts of the management of all corporations engaged in interstate insurance and he may have the companies examined by special examiners whenever necessary or expedient. To this end he may invoke the aid of any federal court to require the attendance and testimony of witnesses and the production of books, papers and documents. Heavy penalties are imposed for failure to comply with the requirements of the measure. There is a bill in the house of representatives which provides for federal regulation and supervision of life insurance business in the District of Columbia and the territories, where it is claimed there is no doubt as to the right of the national government to exercise such authority as the bill provides for.

Thus there is promise that this very important subject will receive congressional attention, though the indications at present are not favorable to any action being taken.

THE UNION PACIFIC AND OMAHA.

The handsome testimonial tendered by the business men of Omaha to General Manager Mohler of the Union Pacific is to be regarded at the same time as a tribute to the man and an evidence of appreciation of the more friendly policy, which has recently been pursued by the great railroad company over which he presides in its relations to Omaha.

It is exaggeration to assert that any one railroad or all the railroads have made Omaha what it is. Omaha has handed back to the railroads full value for all favors it has ever received. Yet there are mutual interests which open up many fields of co-operation and, of the railroads which center here, the Union Pacific more than any other has its interests undivided as between Omaha and its commercial competitors.

As the Great Northern is devoted to the development of trade territory on which the Twin cities to our north thrive, the Union Pacific opens up trade territory that belongs exclusively to Omaha as far as the Rocky mountains and even farther. A friendly management of this road, therefore, is more important than of other roads, although the friendly management of all the railroads entering our city is greatly to be desired and encouraged.

It devolves upon the Union Pacific, as the pioneer transcontinental route, to keep to the forefront and set the pace. Its establishment of great machine shops and car works at this point, its erection of new headquarters building to house its general offices, and its enlargement of local freight and passenger terminals, cannot fail to emphasize the importance of Omaha on the railroad map and to influence the other railroads to recognize the value of Omaha as a trade center, with substantial contributions to the city's material prosperity.

In welcoming the co-operation of the railroads in everything that is to our mutual benefit, we must not forget that occasions are sure to arise when interests will clash and we must be ready to stand up for Omaha as against the railroads whenever needs be. So long as the railroad managers are made to feel that they have more to gain by working with us than against us, the spirit of co-operation is more likely to be manifested. It is as an object lesson of this truism that the Mohler testimonial banquet should prove of service to all concerned.

It does no harm to recall that the great Spanish explorer, Coronado, is supposed to have penetrated into the confines of Nebraska in the year 1541, but to all practical intents and purposes Nebraska was not brought into contact with the civilized world until the enactment of the Kansas-Nebraska act in 1854—scarce fifty years ago—and its marvelous progress and wonderful achievements have all been wrought within the period of a short half century. The inspiration of what has been accomplished by the pioneers in the development of Nebraska and the upbuilding of Omaha as its crowning city must set the measure of the work cut out for the present generation if it is to compare at all with its forefathers.

The dedication of the new agricultural hall at the University of Nebraska farm marks another step forward in the growth of that institution, but it also emphasizes the handicap under which the university is resting from the fact that its buildings are divided between campus and farm, which are separated by several miles. The tendency in other state universities is toward concentration rather than segregation. It is only a question of time when our university will have to grapple with the problem of space—a problem which ought never to arise in the boundless west.

Fortunately for the responsible parties, Kansas discovered its treasury shortage during a term of prosperity in that state. Just what would have happened had the lapse been found in days of depression cannot be imagined, but today it will doubtless be forgotten before the court gets around to the case.

One of the attorneys in the license mandamus cases intimates that unless the court sustains the position of the police board all the present police commissioners will resign. Of course, no judge on the bench true to Omaha would want to be responsible for such a threatened disaster.

Senator Fulton is taking up the cudgels on behalf of the railroads in the matter of freight rates. One would have imagined that the routine duties of the only congressman from Oregon not under a cloud would keep him busy without volunteering for the railway defense.

A state association of Nebraska opticians has been organized with a view to focusing its influence upon the next legislature in behalf of legislation to elevate the profession. With an optical lobby already visible by the aid of a telescope on the legislative horizon, ambitious lawmakers should protect themselves by having their eyes tested in advance.

Two Nebraska congressmen contributed their votes to the opposition against the Philippine tariff bill on its passage in the house. Each of them, however, hails from a district in which a beet sugar factory is located—which furnishes the full explanation.

Pausing for Breath.
Kansas City Journal.

Poultney Bigelow will reply later on. A man who has been sat upon by Mr. Taft requires a little time to recover his breath.

A Long Felt Want.
Cleveland Leader.

It has been proposed to chloroform all men who have reached the age of 60. It has also been proposed that we chloroform incorrigible criminals. And now we are asked to chloroform incurable invalids. Let's chloroform a few reformers.

Friendly Turn for Sound Money.
St. Louis Globe Democrat.

As a neighborly service the United States mint at Philadelphia is coining for Mexico $4,000,000 gold into ten-peso pieces. Uncle Sam charges only the cost price of the work, and is glad to do the friendly turn in the cause of sound finance.

Petition of Great Weight.
Springfield Republican.

In the petition line, the forty-five volumes of names sent to the senate against the seating of Senator Smoot must rank as a great achievement. It sets the pace, however, and hereafter no petition is likely to be considered weighty that does not weigh a ton.

China's Cure for Frenzied Finance.
Brooklyn Eagle.

Just listen to this: Banks don't fail in China. Cause why? They cut the bankers' heads off if they fail. Not for the world would we suggest such a discipline here, yet whenever an American bank does go under, how willing the depositors and stockholders would be to miss the banker, if he would leave his earnings where they could get at them.

Value of Publicity.
Kansas City Star.

If grown men and women are not to live in a fool's paradise; if they are to know the weaknesses of the time and how to direct their remedial efforts, they must be kept reasonably well informed of the evil as well as the good. Men will always be found to take deparate chances with their reputations, but the danger of being discovered in wrongdoing is a wholesome restraining influence on a majority of the race. A concrete instance of the effectiveness of publicity is the development of public sentiment that has forced the reorganization of the big life insurance companies. Had it not been for the newspapers there would have been no investigation and had not the results of the inquiry been printed there would have been no overturning. On the whole, it may fairly be inferred that human nature is so constituted as to gain in wisdom and morality by contact with the world—a contact which the newspapers supplies.

DOING THE OSTRICH ACT.

Opponents of the Square Deal Furnish a Sorry Spectacle.
Indianapolis News.

Nothing more curious has been seen for many years than the persistent effort to make it appear that the president's popularity is declining. We understand perfectly that there are many corporation agents and politicians and some newspapers that would like to see the president's hold on the people broken. But we believe that these eminent authorities are merely trying to create a condition by pretending to see it already in existence. It is significant that all this talk comes from New York and other eastern centers, and from Washington. New York knows practically nothing of how the rest of the country feels, while Washington is the worst place in the country to go to find out what the people really think.

We should remember that the professional politicians have always been hostile to Theodore Roosevelt, and that the whole monopolistic influence is bitterly antagonistic to him today. And now that the president has on his hands the biggest fight he ever had, these old enemies feel that they can pool issues, defeat the legislation asked for by both the president and the people, and show at the same time that the president is not, after all, a formidable figure. We believe that that is the game now on foot. He is as unpopular with the Aldriches and Platts and Depews as he always was, and he is quite as popular with the masses as he was a year ago. The situation was, in our opinion, accurately outlined in a Washington dispatch to the News of Tuesday.

It is possibly true that the president is not quite so commanding a figure as he was immediately after his success in bringing about peace between Russia and Japan. It would be surprising if he were. But, broadly speaking, he is quite as popular as he ever was—outside of political and Standard Oil circles. If the people were today called on to choose between Theodore Roosevelt and the senate of the United States the vote would be practically unanimous in favor of the former. Even though the president be not quite so popular as he was at certain other periods of his career, he still is the most popular man in the United States. The "rising tide" against him has certainly not struck Indiana. Throughout the middle west, the west and the south, he is still in high favor with the people. Yet the "knocking" publishers actually send their representatives to Washington to find opposition to the president, apparently not realizing that there has always been opposition there. Let them try Indianapolis, Cincinnati, Chicago, Minneapolis, St. Paul and other such cities, and they will find that, except among some of the professional politicians and patronage mongers, Theodore Roosevelt is as strong as he ever was.

We think it is important that this point should be made clear, because the fight now being made, under cover, against the president, is really a fight on the people. The men who oppose rate legislation, pure food legislation, proper control and restriction of monopolies, free trade with the Philippines—all of which would greatly benefit the people—are exerting themselves to destroy the influences of the president. And their activity is prompted by their wish to defeat this legislation. It is not the man Roosevelt they are fighting, but rate legislation. The people should understand this, for, in spite of his mistakes, and notwithstanding very obvious defects, Theodore Roosevelt is the best friend—Sometimes it seems as though he were the only friend—of the people in Washington. Our correspondent suggests that, if the president loses his fight for rate regulation, the people will put the blame on him. We very much doubt this. If they do they will make a mistake. Rate regulation will be defeated, if defeated at all, by the senate of the United States, and we do not think it will be able to escape responsibility.

MAXIMUM RATES IN MINNESOTA.

State Board Gets Busy and Formulates a Schedule.

The Railroad and Warehouse commission of Minnesota declares that freight rates in that state are excessive and unjust and that competing points are favored at the expense of communities having only one outlet. In order that a square deal may be had the commission has formulated a maximum merchandise tariff and notified railroad companies interested to show cause by February 1, why it should not be adopted as a basis hereafter.

The Minneapolis Journal says the proposed tariff is a sweeping reduction of present rates. The commission took an average of the present distributing rates on first-class freight, made for given distances by seven roads—the Northern Pacific, Great Northern, Soo, Great Western, Milwaukee, Omaha and Minneapolis & St. Louis. The proposed tariff makes a reduction from that average of 8.33 cents, or 28 per cent on a fifty mile haul; 7.66 cents, or 20 per cent, on a hundred-mile haul; 8.68 cents, or 16⅔ per cent, on 150 miles; 3.78 cents, or 7 per cent, on 200 miles; 8.13 cents, or 13 per cent, on 250 miles, and 6.98 cents, or 10 per cent, on 300 miles.

It must not be understood that the schedule is iron-clad. It is a maximum rate for given distances and lower rates may be put in wherever necessary. The basis is drawn to cover distributing tariffs from Minneapolis, St. Paul, Duluth and all other terminal points in the state. Distance rates between local points might be made 5 per cent higher.

Marvin Hughitt, jr., freight traffic manager for the Northwestern, said time would be needed to study the schedule. He did not believe it gave a remunerative rate in cases where a road has to make a long haul to compete with a short line which fixes the rate.

The proposed tariff is still 15.9 per cent higher than the Iowa distance tariff, taking the average on distances up to 400 miles. For that reason it is considered very fair by the commission. It is also believed to be more scientific than the Iowa tariff.

The rates on lower classes of freight are not touched on, but they are graded from first-class rates, and a reduction on first-class means reduction in kind on all classes of freight in less than car lots.

The following table gives the rate for each distance. The first column gives the average of present rates on seven roads. The second gives the Iowa distance tariff rates, and the third is the proposed maximum tariff framed by the commission:

Miles.	Aver. Rate.	Iowa Dist. Tariff.	Proposed Minn. Rate.
10	12.3	14.8	12.98
15	15 1-7	15.6	13.96
20	17 1-7	16.4	14.94
25	20 3-7	17.0	15.92
30	22 3-7	17.6	16.90
35	24 3-7	18.2	17.88
40	26 6-7	18.8	18.86
45	27 6-7	19.4	19.80
50	29 1-7	20.0	20.82
55	29 6-7	20.4	21.80
60	30 4-7	20.8	22.78
65	31 4-7	21.2	23.76
70	32 6-7	21.6	24.74
75	34	22.0	25.72
80	35 1-7	22.4	26.70
85	34 3-7	22.8	27.68
90	35	23.2	28.66
95	37	23.6	29.64
100	38 2-7	24.0	30.62
110	40 3-7	25.6	32.58
120	44 1-3	27.2	34.54
130	43 1-3	28.8	36.50
140	46 2-6	30.4	38.46
150	48 1-2	32.0	40.42
160	49 2-3	33.6	42.38
170	50 1-3	35.2	44.34
180	53 5-6	36.8	46.30
190	53	38.4	48.26
200	54	40.0	50.22
210	56	41.6	51.20
220	57	43.2	52.18
230	59 3-4	44.8	53.16
240	62 3-4	46.4	54.14
250	63 1-4	48	55.12
260	63 1-2	49.6	56.10
270	63 3-4	51.2	57.08
280	64 1-2	52.8	58.06
290	65 1-4	54.4	59.04
300	67	56	60.02
310	67	56.5	61.00
320	67	57	61.98
330	67	57.5	62.96
340	67	58	63.94
350	67	58.5	64.93
360	67	59	65.90
370	67	59.5	66.58
380	67	60	67.86

STICKNEY ON RATE REGULATION.

One Railroad President Who Stands by President Roosevelt.
Minneapolis Journal.

President Stickney of the Chicago Great Western railway had lots of fun the other day in his speech before the Minnesota Municipal league with the investigation conducted by the senate last summer on the question of rate-making and government regulation of rates.

Mr. Stickney believes in government regulation. He is one of the few railroad presidents who are longheaded enough to know that government regulation is sure to come. He was not asked to appear before the commission and his well known views on the subject will probably explain why he was not called for by that one-sided committee. He says, however, that he has had the report of that hearing carefully analyzed by "an experienced lawyer," who has prepared a brief of its contents. There is a strong suspicion that Mr. Stickney is the "experienced lawyer" himself, for it would take an experienced railroad man rather than an experienced lawyer to make the most out of that report.

He shows the inconsistency and absurdity of some of the contentions of the railroad men, citing for instance, the claim of a president and traffic manager that government regulation "would result in stability of rates," and remarks that in his judgment and according to the testimony of manufacturers and business men generally stability of rates would be the best thing that could happen.

He cites the testimony of railroad financiers to the effect that government regulation would be disastrous to railway securities, and then he proceeds to comment upon the recent trend of the market, where in spite of a short money supply and almost unprecedented interest rates stocks advanced, many of them, to new high points right in the face of the probable passage of a rate regulation bill by congress.

He discovers in this report also a favorite bogie man who has done service for a great many years—ever since, in fact, the granger movement with its pressure for reduced rates began. The public has been told before that government intereference in railroad rates is going to stop railroad building. This is an argument against rate regulation, and yet the very men who made that argument before the committee are, as Mr. Stickney says, planning to build more railroads during the coming summer than can possibly be accomplished with the labor which is likely to be available.

Here is a railroad man who, along with a very few of his class, recognizes the fact that the real danger to the railroads lies not in the success of the president's policy, but rather in its possible failure.

PERSONAL NOTES.

Dr. S. T. Tamura, a native of Japan, has been appointed mathematician in the department of terrestrial magnetism of the Carnegie institution, with which he has been connected as assistant for the last two years.

There will be a notable meeting in New York on the 23d of this month, when Booker T. Washington, Joseph H. Choate, Mark Twain and Robert C. Ogden will discuss southern problems at Carnegie hall. Mr. Choate will preside.

Through the efforts of Admiral McCalla a bronze tablet has been placed on the house occupied by the chaplain at Mare island navy yard announcing that the house was occupied by Farragut, 1854-58, while he was the commandant of the yard. He was the first commandant.

Announcement of Henry Labouchere's retirement from Parliament roused no regret among "advanced" members of the fair sex in Great Britain. He had no sympathy for political women. It was he who referred to the aristocrat dames of the Primrose league as "Primrose Pollies."

John D. Rockefeller's wealth equals the annual budget of fifteen European states. His fortune in dollars would form a double circle around the earth, and if his wealth would be transformed into pieces of silver it would weigh as much as two fully armored and equipped cruisers, if the calculation of the Almanac Hachette for 1906 is correct.

John Burns, the English cabinet member, has a gift of happy and pungent phrase. In "Who's Who," he writes that he "came into the world with a struggle struggling now, and prospects of continuing it." This was penned, of course, before his selection for cabinet office, but this fact does not affect its truth. The description of his education is equally characteristic, "Battersea and at night schools, and still learning."

M. Casimer Perier, who resigned the French presidency, has just received a rare decoration, the gold medal of the Assistance Public, which is vastly more rare than the Legion of Honor has become in these later times. Mme. Loubet is one of the few living recipients. Since his withdrawal from polititcs into private life, M. Casimer Perier has devoted himself with great energy and devotion and almost exclusively to works of benevolence, and the gold medal conferred upon him is a tribute richly earned by years of work and example.

Something has happened to Russell Sage's lucky stars. Just as Uncle Russell had got everything ready to save a neat matter of $30,000 by having his personal tax assessment wiped off the city's books his horoscope goes to the bad, and all because he visited Wall street recently to take advantage of that 125 per cent rate on call money. Everything was all arranged to permit Uncle Russell to swear off his taxes this year by proxy. Sympathetic members of the board had decided that it was really too bad to tax him on $2,000,000 personalty merely because he was too ill to swear it off. After this decision was reached the commissioners read in the papers that Uncle Russell had hopped out of bed, trotted down to Wall street and had put out $20,000,000 or so at high rates, so they resolved that if Uncle Russell wants to swear off his taxes he will have to appear in person.

SMILING REMARKS.

"Why does that member of congress assume to be unfamiliar with the phrase 'stand pat?'" asked one statesman.
"Because he's bluffing," answered the other.—Washington Star.

"I never could see the sense in the phrase 'a cool million.' How does it differ from any other million?"
"It's in the form of a draft, I suppose."—Philadelphia Press.

"You see, dear," said Mrs. Justwed, "I've made one batch of good biscuits and one batch of poor ones. Now, this is the third, and it ought to decide whether I'm a good cook or not."
"Yes, I see," said Mr. Justwed, chewing frantically, "this is the rubber."—Cleveland Leader.

The professor was calling on the doctor, who resides in an apartment house.
"You ought to frame a copy of the Ten Commandments," he said, "and hang it up in one of your rooms."
"Why so?" asked the doctor.
"Because the building seems to need a fire escape of some kind."—Philadelphia Ledger.

Cain had introduced his wife to the rest of the family.
"Where did you get her?" asked Adam, suspiciously.
"I decline to answer," responded Cain.
Thus, as there was no higher court to compel him to answer, he cleverly avoided getting himself into a serious theological mixup.—Chicago Tribune.

KIDS.

New York Sun.

I wonder why some pas have none,
And others have so many.
It seems the poor pas have the most,
And rich ones haven't any.

The richest man I know in town
Has just one small boy only;
But pa says, Gad! he pities him
In that big house so lonely.

It seems to me 'twould be so nice
If kids all come out even;
And when I asked pa why they don't,
He said, "Be quiet, Stephen!"

Then fam'lies all'd have bills like pa,
For us five kids together,
He says, would bust a cattleman.
We wear out so much leather.

But when the circus comes to town
Pa's glad he has so many,
For he has more fun takin' us
Than if he hadn't any.

My pa says that some day he'll be
Too old to go on workin',
And then he hopes that none of us
Our duty will be shirkin'.

You bet we won't! We all love pa,
But wouldn't it be funny
To have your father hangin' 'round
And askin' you for money?

I've most a quarter in my bank
To buy a bullet moulder,
But now I think I'll save it up
For pa when he gets older.