THE OMAHA DAILY BEE.

E. ROSEWATER EDITOR.

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THE BEE PUBLISHING COMPANY.

STATEMENT OF CIRCULATION.

State of Nebraska, Douglas County, ss:
G. C. Rosewater, general manager 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 June, 1906, was as follows:

1	31,720	16	32,460
2	32,610	17	30,800
3	30,750	18	31,980
4	31,950	19	31,810
5	31,880	20	32,000
6	32,070	21	31,940
7	32,010	22	31,850
8	31,800	23	32,270
9	32,410	24	30,340
10	30,680	25	31,720
11	32,300	26	31,800
12	31,820	27	31,850
13	31,810	28	31,780
14	31,820	29	31,700
15	31,870	30	32,250

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C. C. ROSEWATER,
General Manager.

Subscribed in my presence and sworn to before me this 30th day of June, 1906.
(Seal) M. B. HUNGATE,
Notary Public.

WHEN OUT OF TOWN.

Subscribers leaving the city temporarily should have The Bee mailed to them. Address will be changed as often as requested.

July is here, but not that oft-promised appraisement of the water works.

"The white man's burden" is falling heaviest just now upon the medical corps in the Philippines.

If the Dodge primary election law is in disrepute it is its pretended friends and sponsors who have discredited it.

From the trend of events in Russia that official "disgrace" of a life guard regiment may be borne as a badge of honor under a new regime.

Had the signers of the declaration of independence known of tetanus to follow the celebration, they would have delayed its adoption until cold weather.

The new Colombian minister is said to be a man of deep learning. Needless to say he did not favor war with the United States over the Panama incident.

Isolation of soldiers shows that Russian military authorities are behind the times—for the willing soldier is the one who is not given time to think of trouble.

If the heir presumptive to the German throne fulfills the hopes of his f... ly, Americans in Berlin will al... feel perfectly at home on July 4 hereafter.

Kansas populists have resurrected themselves to the extent of putting in nomination a complete state ticket. No populist side show to a democratic circus in Kansas.

Now that Kansas populists have nominated a ticket Candidate Harris may not be compelled to dodge that platform which was made like the celebrated coon trap.

Now that Belgium has won the grand challenge cup at Henley, British college oarsmen may include all but the United Kingdom in their remarks against Americans.

Naval officers who are to move their ships in the maneuvers without signals should make as many friends as possible. Such experiments are often followed by courts martial.

The democratic organ of the repudiated Fontanelles is reluctant to concede its defeat at the primaries—in fact, almost as reluctant as if the result were a democratic Waterloo.

That William J. Bryan is gaining caution with the passing years cannot be doubted since he would not trust himself to deliver an extemporaneous speech in London on the Fourth of July.

Advocates of asset currency have the difficulty of being compelled first to convert a majority of national bankers to the idea before they can have hope of success in their campaign in congress.

Omaha celebrated the Fourth with all sorts of explosives except oratorical explosives, but managed to furnish the orators for several celebrations in other places. Omaha is nothing if not unselfish.

The Omaha Grain exchange has won out again in its protest against a discriminating rate favoring Kansas City. All Omaha insists upon from the railroads is a square deal as against its competitors in the grain business and if it gets a square deal Omaha will have no trouble to hold its own as a Missouri river market for breadstuff cereals.

STOCKHOLDERS AND REBATES.

It is beginning to be realized how immense will be the benefit of the new interstate railroad law to the railroads themselves, even if the view extend to no more than the two points of rebates and free passes. It is, of course, impossible to state accurately the amount of railroad revenue sacrificed through rebating, but it is known to have been enormous. The sworn testimony in the various recent official investigations and judicial trials show how great are the sums which railroad officials have voluntarily paid back in one way or another to favored shippers or been compelled by powerful shippers to refund. But the cases that have thus been brought to light are relatively few and constitute only a drop in the bucket. One prominent railroad official in his testimony estimated that the annual loss of revenue in this country to the carrier companies has been not less than $200,000,000 and other competent witnesses expressed a substantially similar opinion.

Leaving out of the account the demoralizing effect of rebate discriminations upon business in general and their fatal injustice between the favored and the unfavored shipper, it is perfectly obvious that these vast sacrifices of revenue are sheer loss to the real owners of the carrier properties, namely, the stockholders. Yet, singularly enough, many of them have been apprehensive of the movement to prevent such discriminations through the instrumentality of public authority, although it has been demonstrated, and is universally conceded even by railroad men, that adequate remedy through their own voluntary action is impossible. The truth is that the apprehensions and prejudices of stockholders have been abused by rebaters and their confederates in commerce and industry who all the time were wrongfully profiting at the expense of stockholders on the one hand and the general public on the other.

Now that the powers of the national government have been enlarged and a sustained effort is to be made to enforce them against rebating, it is an auspicious sign that railroad stockholders are beginning to take a broader and truer view of their own interest and to see that it requires the provisions against rebates to be carried out in good faith by their representatives in charge of the carrier properties. Even if the whole question of overcapitalization be waived, the fact is deeply impressing stockholders that, if rebates are actually wiped out, as the law requires, there could be a material reduction of average freight charges and yet larger profits divided than shareholders have been receiving under the rebate system.

THE CONGRESSIONAL PRIMARY.

The selection of an uncontested delegation for Douglas county to the republican congressional convention for the Second Nebraska district assures the renomination of Congressman John L. Kennedy, although the other two counties, which together with Douglas make up the congressional district, are yet to hold their conventions. Douglas county is so preponderant in this district that, with it united on a single candidate, it is not necessary to wait for the other counties to speak. In this case, however, Sarpy and Washington counties will in all probability acquiesce in Mr. Kennedy's renomination without dissent. His endorsement for a second term will only be following out the established precedent which accords to a representative in congress a renomination at the hands of his party in recognition of satisfactory service during his first term.

The fact that the nomination will have been secured without a preliminary fight and without embittering any competitors ought to leave the nominee in position to make an aggressive and successful campaign for the election. The Second Nebraska district is a republican district and should continue so, especially when the administration is entitled to the support of a republican majority in the next house to enable it to continue the progressive policies begun in the present congress. The congressional primaries held here, therefore, may be taken to be equivalent to notice to Congressman Kennedy to proceed with his campaign.

THE PURE FOOD GUARANTEE.

Despite the inefficiency of most laws enacted for that purpose, it is going to be possible for consumers to have assurance of the purity and wholesomeness of the prepared food products and medicines, a thing that has hitherto been impossible, no matter what price people were willing to pay. Trade guarantees, for the most part, have been worthless, and, in fact, the most positive representations as to quality frequently have gone with the most deleterious articles.

From the day the pure food law goes into effect every food commodity that enters into interstate commerce has to be specifically guaranteed to be precisely what it purports to be. The compulsory guarantee under the law covers such points as these: That the food, or medicine, whatever it may be, has not been mixed or packed with any substance so as to reduce or lower or injuriously affect its quality or strength; that no substance has been substituted wholly or in part; that no valuable constituent has been wholly or in part abstracted; that it has not been mixed, colored, powdered, coated or stained in a manner whereby damage or inferiority is concealed, and that no poisonous or other deleterious ingredient has been added which may be injurious to health. And any wholesale or retail dealer who sells food articles, false, so guaranteed will do so at peril of imprisonment and heavy fine.

But the practical effect, although nominally relating only to food products made in one state and sold in another, will necessarily be to warn the consumer as to every article on the retailers' shelves, without regard to place of its origin, because if it were of pure quality it would certainly bear the government stamp and guarantee. The mere fact that a food preparation is unbranded under the national law, even if there were not a line of state inspection law, will be a warning for the jobber against the manufacturer, the retailer against the jobber and the intelligent consumer against the retailer.

NOT A MONEY CAMPAIGN.

It is a welcome assurance which comes directly from the republican congressional campaign committee that this "will not be a money campaign," and that "there will be no effort to get contributions from corporations." Notwithstanding the senate bill forbidding political contributions in any election in which national officers are voted for and the bill requiring publicity in campaign contributions failed of enactment, the announced policy of the committee is in conformity with overwhelming public sentiment and with the demand for reform in political methods.

It has been discovered, too, that not a few of the states have now and long have had laws on their statute books which forbid and punish the diversion of corporation funds for the purpose of influencing elections and legislation, although those laws had long remained for the most part a dead letter. The law of New York, as amplified by the last legislature, provides sweeping prohibitions and drastic punishment for violation, and public opinion is now such as to call for enforcement everywhere of all such laws. Even more effective upon the whole is the universal awakening of public conscience which will cause a multitude of corporation officers and agents, who may heretofore have made contributions of corporation funds according to prevailing custom without intent to violate law or do wrong, to refrain from doing so, even should they be solicited.

The operation of these influences, it is to be reasonably hoped, will this year have large effect upon all political parties, for the evil of corporation money has been common to all parties, not only in national, but also in state and municipal elections. It will be a great step towards honest government for the people to exclude from the campaign the agency of corporation money, the tendency of which, in addition to its direct corruptions, must inevitably be to pervert government to the ends of special interests.

It of course by no means follows that campaign committees and party associations should be deprived of the financial means of promoting the causes they represent. There are legitimate campaign needs requiring expenditure of no small amount of funds. Publicity by the spoken and written word, on the stump and through the press, is costly and necessary party organization, for interesting electors and bringing them out for registration and voting cannot be provided without expense. Contributions therefor, representing the voters' convictions touching public policy, are not only proper, but honorable and salutary when rightly safeguarded for which one of the best methods is that of complete publicity.

It is gratifying to know that Tom Tibbles is riding the political circuit as a living object lesson that the populist party is not dead. When Tibbles makes his appearance at the populist state convention called to meet at Lincoln on invitation of the fusion democrats, he may be expected to make himself heard, as there are no signs yet that he is ready to go out of business.

Democratic papers must be mistaken in quoting Senator Millard as saying that he proposes to continue to be a candidate for re-election no matter whether the republican state convention endorses another man or not. A little while ago Senator Millard publicly declared that he would not want re-election unless the republicans of Nebraska expressed themselves for him.

The next occasion for Omaha to act the host is the meeting of the Baptist Young People's union, which will hold its sessions here next week. Our people have promised to do the right thing by the visitors and they may be counted on to fulfill the promise and put in a little extra hospitality for good measure.

The campaign to make Omaha beautiful should not be allowed to languish under summer heat. The improvement already wrought in the general appearance of the city is only a forerunner of improvements that can be made in the immediate future.

The Fourth of July celebration at Paris was undoubtedly the only one in Europe which had the unqualified approval of the ruling powers—but France, with the exception of George III., was the only European power which made the celebration possible.

Former Assistant Secretary of the Treasury Vanderlip's discovery that the people are in a "lethargy of success" may cause the dictionaries to be revised since he at the same time announces that the people were never more active.

Local real estate transactions continue to exhibit reasonable activity considering the season of the year. A live real estate man never stops pushing and Omaha is full of live real estate men who keep pushing all the time.

The Pace that Kills.
Indianapolis News.

The wreck at Salisbury reminds us, with a considerable shock, that the speed craze is not confined to this country either.

Pleasure of Distant Hope.
Washington Post.

The next democratic platform, we are informed, will ignore the money question. The men who have been yielding up in the past will be pleased if the campaign committee will follow suit.

Cheapening Thrills.
Indianapolis News.

Airships, it is now promised, will soon be on the market at $1,000 each. Why fritter away your installments on an automobile when you can get an even more dangerous machine for the same price?

Driving on the Right Road.
New York World.

Thus far there have been thirty-six indictments and nine convictions under the anti-rebate law. There is no better way of destroying the rebate system than by continuing the vigorous enforcement of that law.

In the Nick of Time.
Boston Transcript.

The indications are numerous that free alcohol was not secured any too soon. One of them is the withdrawal of high grade gasolene from the market by the Standard Oil company. H. H. Rogers runs his automobile by steam.

Cures for Temporary Diseases.
Baltimore News.

The plea of emotional insanity as a defense to the charge of murder recalls the story of the English judge who was informed that kleptomania is a disease. "Yes," he replied, "and I am here to cure it." The penalties of the law are made and provided to repress insanity of the kind that affects the emotions without disturbing the perceptions.

Expansion of "America."
Springfield Republican.

Rev. Samuel Smith's "America" has at last its only default supplied. Among all the attacks made upon our most familiar national hymn, the gravest count was that it was too closely of New England, that Plymouth rock, the White mountains and all that possessed it wholly. Now comes to the rescue Rev. Dr. Henry Van Dyke, who has seen the whole country, and at the late Presbyterian general assembly proposed two new stanzas which would naturally come in just before "Our fathers' God to thee." Here they are, as printed in Harper's Weekly:

I love thy inland seas,
Thy capes and giant trees,
Thy rolling plains,
Thy canyons wild and deep,
Thy prairies' boundless sweep,
Thy rocky mountains steep,
Thy fertile mains.

Thy domes, thy silvery strands,
Thy Golden Gate that stands
Afront the west,
Thy sweet and crystal air,
Thy sunlight everywhere,
O land beyond compare,
I love thee best.

Senator Allison's Health.
Washington Star.

The absence of Mr. Allison from his place in the senate in the closing days of this session has been remarked with sincerest regret and the deepest sympathy. His health made it necessary for him to leave town in advance of adjournment. The Iowa senator has for years been one of the most industrious and influential of the members of the body in which he is a veteran. An authority on matters of government, a wise and fair man in all relations, he enjoys the unqualified confidence and respect of both sides of the senate chamber and of the country at large. There is probably no other member of the senate who possesses so thorough a knowledge of the details of public business, or is so well qualified to handle upon the instant in debate the thousand and one questions that inhere in the public purse. Probably without an exception, everybody advised of Mr. Allison's present impairment of physical strength will wish him a speedy recovery, and the country early benefit from his valuable service again.

THE OLD AND THE NEW.

Thoughts Suggested by Workmanship in Demolished Building.
Philadelphia Ledger.

In New York a wrecker is tearing down a building that was erected thirty years ago, "when they did things more carefully than they do today," as one commented upon seeing that the demolition was accomplished literally a brick at a time. The structure was put up by a concern that then expected to occupy it indefinitely. All the material in it is sound. Walls and girders are heavy. The mortar contains the requisite amount of cement. When workmen succeed in prying off several years of the brick at once the piece falls to the ground with each brick adhering to its neighbor. In the effort to clean the bricks of the clinging mortar the necessary blow often breaks the brick itself.

There is no good reason for not doing things today as well and as honestly as they were done thirty years ago. In structural work the necessity is exactly the same on the moral side, and on the practical side more manifest. Thirty years ago there were no lofty buildings, housing during business hours enough people to populate a thriving little city. If in the integrity of an eight-story wall there was protection, the protection is more needed now, when the wall towers to three or four times the old height.

According to experts, a large part of the destruction of San Francisco is to be ascribed to the dishonest work of builders. That the architect would design a costly edifice and among its specifications have one authorizing the use of mortar little better than mud is not supposable, and yet this was the quality of much of the mortar used in a city in which every builder knew that an important part of his duty was to safeguard his work from possible earthquake shock. But the San Francisco rule, happily, is not regarded as general.

About two years ago a hotel in process of erection in New York fell of its own weight, causing several deaths and much hard feeling against the persons responsible. The knowledge that their course had been displeasing was, however, the extent of the punishment. This episode was exceptional. The common fault of haste should not be permitted to render buildings unsafe, and the conclusion that it is permitted seems in itself hasty. When they are unsafe through intrinsic weakness they are this as the result of criminal carelessness. Architects are aware of the sustaining strength of the separate and combined elements in the buildings they plan, and builders are equally familiar with it.

Perhaps, after all, the intimation that things were done better thirty years ago than now involves an injustice. Many splendid edifices are being reared in every large city. In appearance they are impressive and in cost they are sufficient to warrant the use of the best materials. It would be a discomforting thought that, compared with the old, they are shams. Why think so? Men would be slow to put their millions into buildings if they thought they were not getting that for which they pay, and capitalists are too shrewd to be made the victims of tricky contractors.

NEBRASKA SENATORIAL CAMPAIGN

Where Popularity Counts.
Butte Gazette (rep.).

The way the entire force of The Bee met Edward Rosewater on his return from Rome speaks well, indeed, for him as an employer. A reception was given him on the day of his arrival home, every member of the staff being present and pledging themselves, unsolicited, to do all in their power to help Mr. Rosewater to reach the United States senate.

Sure to Make a Record.
Lincoln County Merchant (ind.).

Our next United States senator returned to his home in Omaha Tuesday from his trip to Europe. Mr. Rosewater was tendered a reception on his arrival by The Bee employes, who extended a warm welcome to their chief. Mr. Rosewater has a number of enemies among the class known as politicians and grafters, but there are scores of upright business men and wage earners and thousands of farmers belonging to the agricultural class of Nebraska's voting population who know that the "grand old man" has fought many a political battle, lone-handed and generally attended with victory, for clean administration and honest politics and a government of equality. He would not be human if he was perfect, but Mr. Rosewater is human, and, aside from those with an axe to grind, he is popular with the masses and a loyal citizen. As Nebraska's representative in the United States senate he will make a record that will be a monument to his memory for years.

Sidelight on the York Primary.
York Times (rep.).

Unfortunately, the primary election held in this county last Saturday is not a fair test of the system, as the rains no doubt prevented a good many from attending who otherwise would have gone. A good deal of interest had been worked up and a very large vote was expected. Nearly 600 voters attended the polls, nearly half of whom reside in this city. The vote here was a few less than half of the entire vote of the county. * * * The vote for Mr. Rosewater was a surprise to friend and foe. Bets were made that Norris Brown would have four votes to one for Rosewater, but in the roundup he had little more than two to one. Rosewater carried at least one township and there was a tie in one ward and some outside towns.

A Journalistic Prediction.
Center Register (rep.).

The Nebraska Liberal says Edward Rosewater will probably draw a three spot from Knox county in his senatorial campaign, but that the four aces will go to someone else. The Liberal is off its trolley. Mr. Rosewater will draw four aces and a joker from the newspaper pack of this county.

No Doubt About Election.
Schuyler Free Lance (ind.).

In spite of all the schemes of the Fontanelles in Omaha the state delegation will be for Rosewater, and it looks as if he will be the nominee for United States senator. If he is, he will be elected, even if Douglas county sends a solid democratic delegation to the legislature next fall. The country districts will elect Rosewater.

Does Not Have to Speak.
Nebraska Republican (rep.).

Now that Edward Rosewater is back the senatorial campaign is expected to liven up considerably. Many of the voters of the state are anxious to hear the editor speak, and wherever he goes there will be no difficulty in securing a large audience. Attorney General Norris Brown is well started on his stumping tour and will endeavor to keep ahead of the Rosewater schedule with his reform utterances.

No Coercion of Labor.
Omaha Labor Advocate (ind.).

Edward Rosewater has returned from Rome, where he represented the United States at the International Postal congress. As everyone knows, Mr. Rosewater is going to be the next United States senator from Nebraska, if Douglas county has its way in the matter. Mr. Rosewater arrived in Omaha Tuesday morning, and Tuesday evening the employes of The Bee gathered together in the hall on the sixth floor of The Bee building and tendered Mr. Rosewater a royal welcome home and informed him that every employe was going to boost his candidacy for the senatorship. Mr. Rosewater stated his appreciation, saying it had always been his belief that so long as an employe faithfully performed his duties for which he was paid, said employe owed nothing further to his employer. He said every employe had the right to do as he pleased in regard to supporting his candidacy for the senatorship, and if any of them thought he was not the right man for the place they were at liberty to boost some other candidate and still be sure of their jobs, as far as that was concerned. Tom Doyle, foreman of the night force of The Bee, aptly stated the situation by saying that the printers on The Bee were unanimously with Mr. Rosewater in his candidacy. "Printers are naturally stubborn," said Mr. Doyle, "and the fact that they are with Mr. Rosewater shows conclusively that there never was coercion used about The Bee building, for in that event the printers would as naturally be a bunch of knockers."

PERSONAL NOTES.

It is said that since an English nun in Madrid gave King Alfonso his first taste of gingerbread he can't get enough of that particular dainty.

President Roosevelt has presented to Senator Beveridge the pen with which he signed the agricultural bill which contained the meat inspection clauses.

Ziem, the great French colorist, is 85 years of age, but is still able to read without glasses. This wonderful old man has been painting since he was 7 years of age.

Captain Christopher Tyler Arms, an intimate friend of Abraham Lincoln when he was a young lawyer, and a pioneer in American railway construction, has just died in Indianapolis aged 93.

Andrew L. Harris, the new governor of Ohio, goes into office at a greater age than that of any man before him when he took the oath of office as governor of Ohio. The next oldest man was William Allen, the democrat chosen in 1873, who was 66 at that time. Mr. Harris will be 71 next fall.

Attorney General Moody is a base ball crank. He does not often get time to go to the league games in Washington, but when he is out on horseback and comes across a game on a vacant lot he always stops and looks on for half an hour and cheers the amateurs heartily when they play well.

The bishop of Alabama, who is noted for his piety and humor, was once asked why it was that the pictures and figures of men angels as well as female angels were represented without beards. He promptly replied that it seemed easy egough to make angels out of women, but that men could only get into heaven by a "close shave."

Among the American writers who are studying Russia in this momentous period of her history is Prof. Edward A. Steiner, who has just sailed for Europe, expecting to spend the summer in Russia. Prof. Steiner, who holds the chair of applied Christianity in Iowa college, has devoted much time to the study of the Russian Jew, both in his native land and in America.

BRITISH AND AMERICAN RAILWAYS.

Some Features of the Former Put in Strong Light.

The recent wreck of a passenger train at Salisbury, England, in which a number of American tourists were killed and injured, renews discussion of the merits of railroad management in Great Britain and the United States and lends present interest to a comparative review by Ray Morris in the July Atlantic. Mr. Morris says in part:

"If I were asked to name the characteristics which, from the standpoint of the casual traveler, made British railways most unlike American railways, I should reply unhesitatingly, Hedges and the Board of Trade. Each of these terms is somewhat symbolic, as used. The hedges, perfectly trimmed and laid out like the boundaries of a model garden, suggest the neatness and careful exactitude that pervades the service. They may fairly be made to stand for the politeness of the employes, the "railway servants" as well, for one does not expect to find rude servants in an old-fashioned garden. The traveler does not see the Board of Trade, but he is surrounded on all sides by its handiwork and watched over by its inspectors. Specifically the Board of Trade as a British railway characteristic stands for the broad masonry station platforms, the overhead bridges from the up-line to the down-line, the absence of grade crossings, the efficient system of block signaling and the careful inspection and report following even the most insignificant accident. More broadly, it denotes the great British Public Opinion, that may be inefficient, but is always honest and courageous, and carries an influence—whether it expresses itself in the shareholders' meeting or in the columns of the Times—that has no parallel in this country.

"The Board of Trade is a branch of the government and its railway department is concerned almost solely with public safety. It views public safety broadly; it will not permit any new line to be opened for traffic until its inspectors have passed on it; and the inspectors require compliance with almost countless arbitrary requirements that entail a tremendous expense on the railway company, and have, in considerable part, no real bearing on safety. Many of these requirements are traditional rather than expedient; if railways were to be built de novo in the year 1906 it is certain that the Board of Trade would be immensely shocked, if not insulted, at the suggestion that a 100-ton locomotive should rely on wheel flanges less than one and a half inches deep to keep it on the rails, at a speed of seventy miles an hour. But the traveler who is not a shareholder has no occasion to worry over excessive safety, and he can feel assured that every British railway on which he is permitted to travel has passed a rigid examination at the hands of one of the most critical examining bodies in the world.

"The British observer is naturally surprised to see that our safety measures are enforced primarily by the newspapers; he is scandalized to learn that the cause of some of our worst accidents is never known, and hence that preventive measures do not follow. For example, the Mentor wreck, on the Lake Shore, is still unexplained, after incomplete and unscientific examinations made by coroners' juries and the inefficient State Railroad commission.

"The upshot of a comparison between English and American railways is that each country has provided itself with the system that, broadly considered, answers its own needs best, and that, when all circumstances are taken into account, neither has much to learn from the other. Certain great defects stand out in each; English railway financing and American railway carelessness are both deserving of censure. Yet these defects are quite explainable in their outgrowth from the physical conditions at hand, and they are not amenable to any off-hand remedy. Likewise, certain points of special attractiveness, such as the English baggage system and the punctuality of trains, and the American luxury of through travel, have arisen from a complicated set of local circumstances and could not be transplated unless all the circumstances were transplanted as well. Most forcible of all is the impression gained by such a study that the essential belief, the very creed and doctrine of one country, as regard the economics of its railway working, may not be so much as discussed in another, where the same ultimate problem is gotten at in a wholly different way.

"British railways do not have presidents, and there is nobody in the official roll whose authority exactly corresponds to that of the American chief executive. The chairman, often titled and usually a layman, finds his chief duty in presiding over semi-annal meetings and answering the extremely pertinent questions put to him by the proprietors—for every British shareholder feels the weight and dignity of his proprietorship, and may not be gainsaid. To make, for the moment, a technical distinction, the characteristic organization of a British railway is departmental; the characteristic American organization is divisional. That is to say, we are prone to make each operating division of the road a separate entity, ruled by its superintendent, who reports to the general superintendent of all divisions. On most of the larger systems there are a group of vice presidents, each responsible for a main branch of the business, but reporting, in turn, to the president, while they give the division superintendents, who are the operating units, as free a hand as possible. Our general managers are little more than full-powered general superintendents."

PASSING PLEASANTRIES.

Mrs. Henpeck—It isn't every one whose ancestor was a signer of the Declaration of Independence.

Henpeck—Naturally; I suppose most of them were bachelors.—New York Sun.

"De man dat thinks he knows it all," said Uncle Eben, "is one o' de people dat is strong in theory, but liable to be mighty weak in practice."—Washington Star.

"Did Ethel faint when the footpad tried to snatch her purse?"

"Yes," she feinted and jabbed him under the ear with her left."—Cleveland Plain Dealer.

"But the trouble with all this reform," said the trust magnate, "is that it interferes with business and that's bad."

"Perhaps," replied the plain person, "but it interferes most with monkey business, and that's good."—Philadelphia Press.

"Do you believe in the survival of the fittest?" inquired the scientific man.

"Always," answered the practical person, "provided I am sure that my interests are the fittest to survive."—Washington Star.

"Do you think that actress has a future before her?"

"Yes, if she has an interesting enough past behind her."—Cleveland Leader.

"What do you think of these political investigations?"

"Well, I don't think any of the parties are as black as they're painted or as white as they're whitewashed."—Cleveland Leader.

"William, run around to the Chinaman's and get your father's wash. Here's his laundry ticket."

"Goodness, ma, that ain't pa's laundry ticket. That's my simplified spelling lesson for today."—Baltimore American.

Mrs. Highmus—You never have any trouble with your cooks? How do you manage it?

Mrs. Upmore—Whenever we get one that doesn't suit I go out of town for a day and leave instructions with my husband to discharge her while I'm away.—Chicago Tribune.

"You told me he was a good ladies' horse," angrily said the man who had made the purchase.

"He was," replied the deacon. "My wife owned him, and she's one of the best women I ever knew."—Chicago Record-Herald.

BRYAN.

Wallace Irwin in Collier's.

In '96 when Bill came forth
To slug the Moneyed Bully,
The nation gaspel from south to north:
"Good gracious, ain't he woolly!"
But since we've killed the Silver Cow
And raised the Golden Heifer,
The "Cyclone from Nebraska" now
Is like an April zephyr.

'Twixt William Jennings Bryan then
And William Jennings now
There is a difference, as if
The world had changed, somehow.

For latterly he's seen some life
And ceased to travel steerage,
He's taken food with silver knife
From plates of British peerage;
He's tucked beneath his massive chin
Fine napkins, hemmed and crested,
And gone to teas and luncheons in
An evening-coat low-vested.

'Twixt William wild
And William mild
The gulf is nearly weird;
To put it frank,
The Argent Plank
Is scarcely to be feared.

He rather thinks the mad Muck-Rake
Is low and vulgar gammon;
He fears too much reform will make
"The Commoner" too common.
And if you have the hardihood
To mention "Socialism,"
Bill whispers: "Hush!" and touches wood
And reads his catechism.

When Bill was keen
For "Sweet Sixteen"
Her hand he archly prayed;
But now he tries
Those goo-goo eyes
Upon another maid.

For William's dreams of power have brought
Some hankerings appalling,
And half-way round the world he thought
He heard his party calling:
"Come back, before the safe insane
Has made another bungle;
Come, prophet, on a special train
To lead us from the jungle!"

Such words of cheer
On William's ear
Like words of promise glisten;
The echo comes
Of distant drums—
And Bill sits up to listen.