

THE OMAHA DAILY BEE.

FOUNDED BY EDWARD ROSEWATER. VICTOR ROSEWATER, EDITOR.

Entered as Omaha postoffice as second-class matter.

TERMS OF SUBSCRIPTION. Daily Bee (without Sunday) one year, \$4.00.

DELIVERED BY CARRIER. Daily Bee (including Sunday), per week, 15c.

OFFICES. Omaha—The Bee Building, South Omaha—City Hall Building.

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.

STATEMENT OF CIRCULATION. State of Nebraska, Douglas County, ss: Charles C. Rosewater, general manager of The Bee Publishing Company, do hereby swear, says that the actual number of full and complete copies of The Daily Morning Evening Bee (without Sunday), during the month of December, 1906, was as follows:

Table with 2 columns: Circulation category and number. Includes categories like 'Copies of this issue', 'Copies of other issues', 'Total', and 'Less unsold and returned copies'.

Net total, 973,149. Daily average, 31,392.

CHARLES C. ROSEWATER, Publisher.

Subscribed in my presence and sworn to before me this 31st day of December, 1906.

M. B. HUNTINGTON, Notary Public.

WHEN OUT OF TOWN. Subscribers leaving the city temporarily should have The Bee mailed to them.

Weather conditions so far this winter bode trouble for the ice man next summer.

No apples in the garden of Eden? Adam's fall can now be more easily understood by people living in Missouri.

Delaware must be entering upon a new era, since a caucus deadlock is broken before the legislature is even called to order.

Congress starts its final session today with the probability that Senator Smoot will not go home sooner than his associates.

Governor Folk is apparently anxious to give members of the legislature so much real work that they will have no time to deal with lobbyists.

Speaker Nettleton has promised to consult with all the members of the house, but he has not promised to consult with any members of the boodie lobby.

The boast that an Iowa man is most familiar with Latin-American politics only shows the advantage of living in a state where all varieties are to be found.

Governor Pennypacker of Pennsylvania strongly intimates that the capitol commission was not too busy with the contracts for food to prepare the whitewash.

Some good is sure to come in unexpected ways out of the little fight over house organization. It has forced most of the goats to separate from the sheep before the gavel fell.

If each state legislature in session this winter will strive to excel all others in the matter of soundness and justice of the laws it enacts, critics will have few hearers.

Bids for the new Vinton school are so high that they must be rejected. If worse comes to worst the school board could erect this building without the intervention of a contractor.

A Tennessee judge has declared the federal employer's liability act unconstitutional, proving that some federal statutes still have difficulty in running south of Mason and Dixon's line.

Railroad managers of Great Britain have agreed to abolish all rebates to shippers; and as Americans have often seen similar "gentlemen's agreements," they will watch the result with interest.

Now that the soldier who threw a brick at Fort Leavenworth has been discovered, Kansas has scored a point over Texas, which is still looking for the man behind the gun at Brownsville.

The discovery that race suicide is not a crime of the American Indian would be good news to the reservation "graters" if the government funds were sure to continue as well as the aborigine.

The republican state committee has been particularly unfortunate in the treasurer selected as custodian of its funds. Two treasurers have died within the year, yet with money in the bank to the credit of the committee and with every cent scrupulously accounted for.

A CUBAN PROTEST.

Actual preparations for drafting a new election law have brought to a head an ominous movement among native Cubans for an American protectorate. This expression of serious distrust takes the form of numerous petitions sent direct to Washington extensively signed by Cuban property owners and substantial business men, virtually denying the possibility of establishing safe and stable government on the basis of independence under existing conditions.

The business situation throughout the island appears at the same time to become steadily more grave, because the banks and financial institutions, while they have industriously taken advantage of American occupation to collect debts, are quite generally adopting the policy of refusing to make or renew loans for the coming year. As the tobacco and sugar crops, which are the very foundation of Cuban business and commerce, are in the main produced on a system of advances ahead often even of planting, it can be seen how fatal the industrial results of such a policy must be.

But it speaks more emphatically than any formal showing in words the apprehension of the business and conservative classes that property and personal rights will be insecure the moment the strong hand of the United States is withdrawn and the island left at the mercy of faction and revolutionary habit. That at this juncture this should be the attitude of so many native Cubans, whose predilections should naturally be in favor of independent self government, but who have everything to lose and nothing to gain from an era of violence and civil commotion, is certainly an ominous circumstance.

The success of native government must largely depend upon the property-owning, industrial and professional classes. With their most earnest activity, the difficulties in the way of establishing such a regime as would be tolerable, after the withdrawal of the United States from the island, would be formidable, for the revolutionary impulse of a large portion of an irresponsible and ignorant population is known to be chronic. The prospect is anything but pleasing when the restraining and competent elements of native society are buying themselves to secure permanent American control, under the euphemism of a protectorate, at the very moment when their utmost endeavors are necessary for rehabilitation of the self-government which the United States is striving to lead up to.

GOOD ROADS AND FREE DELIVERY.

For some time signs have been multiplying of the postal department's resolution to insist upon stricter compliance with the requirements for free mail delivery both in city and in country. The withdrawal by order of the postmaster general of free delivery from extensive districts in New Orleans, because of the city's neglect to provide sidewalks, is perhaps the most striking instance, but it does not stand alone. It is no new departmental regulation which requires local authorities to keep city streets and country highways reasonably passable and in good repair as the condition of installing and maintaining free mail delivery, but the regulation has never been strictly enforced.

On road improvement the good effect of establishment of rural free delivery has been in the aggregate very great, but so rapid was the extension of the service in response to universal demand that many routes were installed over defective roads or roads that have since fallen into neglect. The energies of the department are certain to be directed more and more to revision and correction of the routes with a view to service efficiency, one of the most important conditions of which is good country highways, and the number of route discontinuances for failure in this respect is already increasing.

It cannot, indeed, be gainsaid that a community which has not the public spirit and the concern for mail service to keep its streets and highways in convenient condition is not entitled to the benefits of free delivery.

GOVERNOR HUGHES INAUGURAL.

The inaugural address of Governor Hughes is in perfect keeping with his positive character and with the position taken by him in the New York contest. While recognizing the fact that no panacea exists in executive or legislative action for all the ills of society which spring from the frailties and defects of the human nature of its members, he sets in bold relief the evils which have their source in the law itself, in privileges carelessly granted, in opportunities for private aggrandizement at the expense of the people recklessly created and in failure to safeguard public interests by providing means for just regulation of those enterprises which depend on the use of public franchises. His determination expressed firmly, but without vaunting, to devote every power of the executive to curb these evils, subordinating patronage to this purpose instead of to partisanship, augurs well for the sincerity of the pledges on which Governor Hughes was elected.

Such a regime in the Empire state, in which that class of abuses has so long been conspicuous and aggravated by co-operating bossism and machine rule in party and government, is a notable example of the healthier public sentiment now dominant. It should not only furnish basis for a solid reorganization of the republican party in New York for genuine service on vital issues, but also have far-reaching

effect upon general policies throughout the nation.

PUBLIC SAFETY BY PUBLIC CONTROL.

The occurrence of the frightful disaster at the Baltimore & Ohio within undoubted exclusive national jurisdiction, in connection with recent frequent like railroad accidents, bids fair to bring thorough official inquiry into the character of precautions for the safety of the traveling public. These horrors have been happening apparently almost as much where the manual block system, in whole or in part, is in use as where it is not, seriously raising the question of its efficiency or of the proper use of it by the railroad companies. An investigation by congress or by the Interstate Commerce commission that will go to the bottom of the subject is imperatively called for by the facts and by public opinion.

The financial loss to a railroad company in such a disaster as the one at Terra Cotta, in the District of Columbia, is immense, and would seem to involve a selfish interest to provide every possible preventive device, even in absence of legal compulsion. Experience, however, has abundantly shown that corporation self interest is not adequate to the public safety. The pressure for penny wise and pound foolish economies which comes down from greedy financial authority upon the operating departments of railroads is often too great to be resisted and corrected compatibly with public safety by anything short of stringent government supervision.

IN SORE STRAITS.

Our amiable popocratic contemporary, the World-Herald, is in sore straits over the public-ownership-of-railroads question. Although its editor has always been in sympathy with the plutocratic element of the democracy represented by Alton B. Parker, he has tried to maintain a standing as a party organ by catering whenever necessary to the so-called "allied reform forces," made up of a fusion of Bryan democrats and populists. The fusion crowd is now bent on making government ownership of railroads the issue in the next campaign and has prevailed upon Mr. Bryan to take the leadership in its advocacy. The World-Herald has been asked point blank where it stands on this question and as usual tries to hedge by saying that it is opposed to anything looking toward the public acquisition of the railroads until after the policy of government regulation has been fully tried and found wanting.

To the question whether the World-Herald would support Colonel Bryan as the presidential candidate on a public-ownership-of-railroads platform an evasive answer is made to the effect that Bryan will not be nominated on such a platform until government control has proven a failure. But Mr. Bryan is on record in several of his speeches as declaring that government control cannot in the nature of things be successful and that the only solution is government ownership and operation. Acting on this cue his followers have already set out to organize the government ownership propagandists, assuming that Mr. Bryan's prediction is to be implicitly relied upon. Naturally they are disappointed, though not surprised, because the World-Herald will not go in with them. This puts the popocratic organ in a very uncomfortable position, although perhaps no more uncomfortable than it has occupied at various turns of the political road, when it has had to make sharp corners to get into line with the preaching of its party platform. That explains its promise to favor public ownership of railroads if Bryan is nominated on such a platform while in the interval it will be doing everything it can to head off such an issue and thus prevent the nomination of Mr. Bryan.

Modest and Frank.

It is a very frank statement that Secretary Taft gives out to the public with respect to the frequent association of his name with the republican nomination for the presidency. His ambition is not political, and he doubts his advisability as a candidate for that high office, but in the event of his nomination as chief justice he did not lend moral or any other kind of support, but distinctly refused to have anything to do with African colonization or land grabbing schemes. Under the circumstances it is asking too much of this government to butt in, and it would be very foolish for us to do so.

Perils of Butting In.

The assumption that the United States ought to interfere in the affairs of the Congo Free State on the ground that we lent moral support to its establishment is something like the life insurance policy we did not lend moral or any other kind of support, but distinctly refused to have anything to do with African colonization or land grabbing schemes. Under the circumstances it is asking too much of this government to butt in, and it would be very foolish for us to do so.

PROSPERITY FOR WORKERS.

Liberal additions to the payroll of corporations. The workers of the country, with the notable exception of the government's employees, are sharing to a large degree in the general prosperity. Figures compiled by the New York Sun show that the railroads and industrial corporations have been remarkably generous in their help during the year just closed. Strikes have been very few, and the advances in wages have not only been voluntary as a rule, but some of them have been greater than the employees had reason to expect. The rate of wages on the Pennsylvania, being 10 per cent to employ, involving less than \$200, amounts to \$2,000,000 annually. The New York Central, Delaware, Lackawanna & Western, the Long Island, the Reading and other railroads also raised wages. The United States Steel corporation has raised the wages of its employees 10 cents a day, the order affecting 70,000 men. The corporation has also offered preferred stock to employees at less than market price. Last year, it is said, 12,256 employees purchased stock. The Illinois Steel company has arranged to pay out \$200,000 in stock to its employees in the revived Standard Oil company has increased wages voluntarily from 5 to 10 per cent, 35,000 men being affected. The Adams and American Express companies have increased the wages of many of their employees. The textile workers of New England are now receiving the highest wages in the history of the business. Much of the increase has been voluntary, while a part of it was wrung out by threatened strikes.

In the west wages have been rising in railroad, manufacturing, and industries generally. The south also has shown a tendency to give the laborer a share of its prosperity. While the worker is still underpaid in many branches of toil, his face is turned in the right direction, and better conditions are steadily replacing the old

poration barrel for the benefit of the political wire-pullers and pluggers?

The railroads declare it to be their purpose to enforce on all their lines, state as well as interstate, the anti-pass prohibitions of the new federal rate law without waiting for the state legislatures to enact the rule into law. Whether the railroads do this or not will in no way relieve the law-makers of their duty to put the promised legislation on the statute books and make it impossible for the railroads later to have a relapse and go back to their old and vicious habits.

The district judges have not seen fit to classify and rearrange the salaries paid the four deputies to the county attorney. The new county attorney seems to have entered objection because such a change would interfere with the redemption of promises which he had out. The county attorney's staff should be reorganized, if necessary, by legislative mandate.

Omaha can get pretty close to the 200,000 population mark by 1910 if it goes about it in the right way. It cannot reach that position, however, by sitting still and relying solely upon the excess of the birth rate over the death rate.

Having found Secretary of State Galusha correct in his election returns, the legislature has given official approval to the theory that all democrats may be populists, but all populists are not democrats.

Busting Precedents.

Chicago Tribune. Possibly that rascal Tiger who has refused an office wanted by Mr. Roosevelt that there are others who can break precedents.

Two of a Kind.

Washington Herald. Secretary Taft and Mr. Bryan are in perfect accord concerning the gross impropriety of declining the presidency of the United States.

Hot Air on the Wire.

St. Louis Republic. The United States senator who sent his speech by telephone rather than disport his audience is certainly in touch with the spirit of modern invention.

Innocent Bystander's Finish.

Boston Herald. An Iowa blacksmith has invented an armor for the rubber tires of automobiles. The helmet will enable the chauffeur to get his victim in two if he is permitted to cut a square whack at him on the street.

Tonic for Brainy Folks.

Baltimore American. A moderate language society in New England is to investigate the fact whether the fruit which Eve gave to Adam was really an apple, some suggesting that she handed him a lemon. All are convinced, however, in view of his subsequent job, it was not a plum.

One Way to Realize.

Washington Herald. After all the fuss about the policy holders' "rights," his "interests" and his authority to control by his vote, the same old crowd are to run the big life companies. Therefore, the only way you can get ahead of the companies is the old way—take a policy and die right off.

Waits Me Aroun' Again, Willie.

Mr. Bryan sits calmly on the fence. He will not say that he is a candidate for president, nor that he is not a candidate, but he shyly observes: "Such a high honor as the presidential nomination is something that the American citizen should decline." The bearing of this observation lays in the application of it.

Modest and Frank.

It is a very frank statement that Secretary Taft gives out to the public with respect to the frequent association of his name with the republican nomination for the presidency. His ambition is not political, and he doubts his advisability as a candidate for that high office, but in the event of his nomination as chief justice he did not lend moral or any other kind of support, but distinctly refused to have anything to do with African colonization or land grabbing schemes. Under the circumstances it is asking too much of this government to butt in, and it would be very foolish for us to do so.

Perils of Butting In.

The assumption that the United States ought to interfere in the affairs of the Congo Free State on the ground that we lent moral support to its establishment is something like the life insurance policy we did not lend moral or any other kind of support, but distinctly refused to have anything to do with African colonization or land grabbing schemes. Under the circumstances it is asking too much of this government to butt in, and it would be very foolish for us to do so.

PROSPERITY FOR WORKERS.

Liberal additions to the payroll of corporations. The workers of the country, with the notable exception of the government's employees, are sharing to a large degree in the general prosperity. Figures compiled by the New York Sun show that the railroads and industrial corporations have been remarkably generous in their help during the year just closed. Strikes have been very few, and the advances in wages have not only been voluntary as a rule, but some of them have been greater than the employees had reason to expect. The rate of wages on the Pennsylvania, being 10 per cent to employ, involving less than \$200, amounts to \$2,000,000 annually. The New York Central, Delaware, Lackawanna & Western, the Long Island, the Reading and other railroads also raised wages. The United States Steel corporation has raised the wages of its employees 10 cents a day, the order affecting 70,000 men. The corporation has also offered preferred stock to employees at less than market price. Last year, it is said, 12,256 employees purchased stock. The Illinois Steel company has arranged to pay out \$200,000 in stock to its employees in the revived Standard Oil company has increased wages voluntarily from 5 to 10 per cent, 35,000 men being affected. The Adams and American Express companies have increased the wages of many of their employees. The textile workers of New England are now receiving the highest wages in the history of the business. Much of the increase has been voluntary, while a part of it was wrung out by threatened strikes.

In the west wages have been rising in railroad, manufacturing, and industries generally. The south also has shown a tendency to give the laborer a share of its prosperity. While the worker is still underpaid in many branches of toil, his face is turned in the right direction, and better conditions are steadily replacing the old

ROUND ABOUT NEW YORK.

Ripples on the Current of Life in the Metropolis.

"The Bridge Crash" is one of the sights of Greater New York, also one of the abominations. During the evening hours, say from 5 to 7 o'clock, a view of the jam on Brooklyn bridge is much pleasanter than experience in it. Although facilities of travel between the two boroughs have been provided, the pressure on the old bridge is unrelieved. In fact, the crush steadily grows worse. One of the tubes has been joined under the East river. In a year trials may be carrying passengers through it. Yet that tunnel connection will in no way relieve the bridge crushes. This lack of relief is easily explained. Each new avenue of connection opened up between Manhattan and Brooklyn runs in direct opposition to a certain ferry connection. When a new line is opened traffic descends the ferries in addition to the new connection develops in Brooklyn a greater growth, and soon it is crowded to its capacity. The lines of the Union company are running empty. The lines of the Brooklyn and New York Ferry company, at the foot of Brooklyn, are also dead. Their services has diminished to a minimum. The Williamsburg bridge competes with the latter, the Brooklyn bridge with the former.

One of New York's gigantic failures, the Williamsburg bridge, in which the city invested \$25,000,000, celebrated the third anniversary of its opening last week. When it was thrown open for traffic in 1903 it was expected that within a year the new bridge would be in full operation. Not a single elevated train has gone over the bridge, though the tracks of the Brooklyn Broadway elevated run alongside the plaza at the Brooklyn end. Nothing has been done to arouse the hope that the elevated tracks on the bridge will ever do anything but rust.

The World prints statistics showing that the total indebtedness of New York street railway companies to the city is \$2,575,750. Everybody knows that the debt was well in the millions, but just how many millions none of the city's thousands of employees could tell offhand. The city's claims were a mass of dust and aging paper; some of them were found "dumped in a big heap in a corner of a room." The cases of all sorts—claims of taxes, street car licenses, repayment charges, percentages on gross earnings due under the franchise. The city has received very little, according to the World, from the street railway companies for years. Percentages on earnings have not been paid in some cases for a decade, and no city official seems to know why. There are claims dated back to 1885. Street repaving claims aggregate nearly \$3,000,000 in Manhattan alone. The records of these cases have been so badly kept that their legal proof in court is doubtful.

"It's an ill wind that blows nobody good," remarked a police captain the other afternoon while he was discussing the many recent gambling raids. "There is one man in Manhattan who will net almost \$80,000 out of the raids, and he is now hoping the raids will be continued until after he has cashed in himself. The men most pleased with these raids are those closest to the proprietors of gaming houses. The more numerous and successful the raids the more delighted are these friends of the gamblers. Why? Because the more successful the gambling paragoneria are keeping their shops working night and day. That stuff, such as roulette tables, poker chips and all the other devices used in a first class gambling house, you know, isn't cheap, and there's big profit in it. The more smashing and burning the police do, so much the better for the trade, which is in a few hands."

The famous Martha Washington hotel on East Twenty-ninth, built by women, for women and managed by women, has succumbed to the blight of warping. The structure, the managing and the proprietors are keeping their shops working night and day. That stuff, such as roulette tables, poker chips and all the other devices used in a first class gambling house, you know, isn't cheap, and there's big profit in it. The more smashing and burning the police do, so much the better for the trade, which is in a few hands."

The famous Martha Washington hotel on East Twenty-ninth, built by women, for women and managed by women, has succumbed to the blight of warping. The structure, the managing and the proprietors are keeping their shops working night and day. That stuff, such as roulette tables, poker chips and all the other devices used in a first class gambling house, you know, isn't cheap, and there's big profit in it. The more smashing and burning the police do, so much the better for the trade, which is in a few hands."

INCREASE OF WAGES IN 1906.

Material Contributions to the Wages of Workmen. Brooklyn Eagle. Not the least remarkable industrial development of the year has been the advance in wages by railroads, steel companies, textile manufacturers and other incorporated employers. In October, November and December the increase in wages among railroad employes alone amounted to \$100,000,000. About all the eastern trunk lines have jumped the rates of pay from 5 to 10 per cent, while a corresponding advance has been made on a number of the more important routes in the south and west. The United States Steel company, the Standard Oil company, the Consolidated Gas company and a number of other much abused trusts have made material contributions to the wages of their workmen.

James J. Hill, upon his return to New York City after the holidays, will take up his residence in the house which he recently acquired there. His friends doubt if having a house of his own here will do him as much good as the events, temporary, but eventually he is expected to make New York his home. Mr. Hill is beginning to point to his 65 years and says that he is entitled to rest from the management of the properties with the development of which he has been so prominently connected. The fact seems to be that properties like the Great Northern, which one man builds up, in the long run are more the master than the servant of the man who has developed them. Mr. Hill, his friends say, would willingly give up the management of the Great Northern if the Great Northern would only let him.

Shadows of the New Year.

Terrific famines in China, such as the one to which President Roosevelt has called the attention of the ready givers, will never be rendered impossible until China is covered with a network of railroads. The means of transportation are still so crude in the greater portion of the empire that one province may starve while the adjoining one is rich in plenty. In the present case, the destruction by floods of crops that usually sustain millions of people has precipitated an acute crisis, which the imperial government as usual is unable to meet with the resources at its command.

It Is to Laugh.

The keen and insatiable sense of humor of the American people never shone forth with such splendor as it does in the publication from ocean to ocean, of John D. Rockefeller's infant attempt at fun when he said he was not able to afford doctors. Any person who cannot let down and laugh himself into apoplexy over such a silly bit of wit as that is not fit to live in a land of liberty and of culture.

Advertisement for Uneeda Biscuit. The only form of food made from wheat that is all nutrient is the soda cracker, and yet—the only soda cracker of which this is really true is Uneeda Biscuit. The only soda cracker scientifically baked. The only soda cracker effectually protected. The only soda cracker ever fresh, crisp and clean. The only soda cracker good at all times. 5c In a dust tight, moisture proof package. NATIONAL BISCUIT COMPANY.

PERSONAL NOTES.

The singer whose press agent says she carries gems worth half a million is suspected of laying the groundwork for a spectacular and convincing theft. Bailey of Texas seems to be getting his fingers in repayment, but if he doesn't get to Washington pretty soon Mr. Galina will have him erased from the payroll.

Gustave Fischer of Boston one of the best known engravers of the country, has completed, after four years' work, engraving a sketch of the battle of Bunker Hill on a mescalum pipe, which has become one of the most valuable mescalum pipes in America.

It is proposed to erect in Dublin a new monument to Tom Moore—although his poems, it is said, "are probably less read in Dublin at this moment than at any time during the last fifty years. Mangan, another Irish poet to whom a memorial is to be unveiled, grows more and more popular.

A Cleveland boy who had been operated on for an indented skull that compressed his organ of goodness became circumspect until struck on the same spot with a hammer, which renewed the dent. He turned him again into error's way. Perhaps the application of a shingle to some other spot would be worth trying.

Robert Shiels, a banker of Neenah, Wis., who a few days ago started on his eighty-first year, drove the first survey stake for the first railroad in Wisconsin. That was in the fall of 1849 when the line was the Milwaukee & Waukesha, out of which the Chicago, Milwaukee & St. Paul road grew. Mr. Shiels had been in Wisconsin but a week following his arrival from Scotland when he became a lineman on the survey.

Philadelphia has the honor of having a real son of the revolution. It has long had a society of the Sons of the American Revolution, but in the last few years it has not had a member whose own father fought in that great war. Nathan Holden of No. 6013 Walnut street, son of Nehemiah Holden, soldier of the revolutionary war, has filled the gap. The new member was born in Farley, Orange county, N. Y., on July 4, 1831. Nehemiah Holden, his father, enlisted on April 4, 1781, in the Massachusetts troop, under Captain Phineas Wade and Colonel Michael Jackson. He served with the troop until December 18, 1783.

WORTHFUL REMARKS.

Merchant—So you want a job as office boy, eh? Any previous experience? Boy—Dad, sir, I don't know how to do anything at an office. Merchant—I guess you won't do. Boy—I don't even know how to whistle. Merchant—Hang up your hat, Cleveland Leader.

"I'm introducing an automatic machine," said the caller, "that will pay for itself in a year." "If it will pay for itself in a year?" "No; automatically pay for itself in a year," said the St. Louis Times.

Patient—That's a conscientious nurse that you selected for me, doctor. Physician—Do you think so? I am glad to hear it.

Patient—Yes. She waked me up three times last night to take the regular dose of Elixer. I don't even know how to order.—Somerville Outlook.

"I won't marry him, mother, if he is a count. All he wants me for is my money, and he's a big fool." "But you'd better want you without a cent!"—Washington Times.

"Going up!" cried Coal. "Going down!" cried Ice.

The cars suddenly stopped and a dead man was discovered wedged between them. He was a consumer.—St. Louis Post Dispatch.

"What I want," said the reporter who had been sent to get an interview out of the financial magnate, "is the inside story of that deal."

"That is exactly the kind of story I am going to give you, young man," guardedly answered the financial magnate. "You will have to promise that you won't use it on the first page."—Chicago Tribune.

DERBYINGS.

Fall Mail Gazette. This is the height of our deserts. A little pig for life's sake. A little rain, a little sun. A little sleep when work is done.

A little righteous punishment. Less for our deeds than their intent; A little pardon now and then. Because we are but struggling men.

A little light to show the way. A little guidance when we stray. A little rest for the weary soul. To rest beneath the kirkyard grass.

A little faith in days of change. When life is stark and bare and strange. A solace when our eyes are wet With tears of longing and regret.

True it is that we can not claim Measured recompense or blame. Because our way of life is small; A little is the sum of all.

Advertisement for Scott's Emulsion. OLD people need Scott's Emulsion because age has enfeebled their blood, worn out their tissues, diminished their nerve power and impaired their general health. Scott's Emulsion enriches the blood, renews the tissues, restores nerve power and builds up the general health. It enables old people to throw off colds, coughs, rheumatism and all winter diseases. Scott's Emulsion makes thin babies fat, pale children rosy, delicate mothers strong. It is the most nourishing food in the world. ALL DRUGGISTS, 50c. AND \$1.00.