THE OMAHA DAILY BEE.

FOUNDED BY EDWARD ROSEWATER.

VICTOR ROSEWATER, EDITOR.

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THE BEE PUBLISHING COMPANY.

STATEMENT OF CIRCULATION.

State of Nebraska, Douglas County, ss:
Charles 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 January, 1907, was as follows:

1	32,900	17	31,970
2	32,680	18	31,990
3	31,970	19	31,760
4	31,960	20	30,300
5	31,666	21	31,900
6	30,600	22	32,050
7	31,950	23	31,640
8	32,200	24	31,780
9	32,260	25	31,700
10	32,040	26	31,820
11	31,670	27	30,500
12	32,050	28	31,830
13	30,400	29	31,650
14	31,730	30	31,390
15	31,930	31	31,620
16	32,160		

Total.....962,460
Less unsold and returned copies.. 9,134

Net total.....953,346
Daily average.....31,398

CHARLES C. ROSEWATER,
General Manager.

Subscribed in my presence and sworn to before me this 31st day of January, 1907.

(Seal) ROBERT HUNTER,
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.

Omaha can get along very nicely without a street car strike.

The chief thing that the newly proposed primary election bill needs is an editor to boil it down.

The Pulajane tribes have burned two more towns. General Leonard Wood must be asleep at the switch.

It is high time for that annual announcement that the bicycle is going to be more popular than ever next summer.

A debate is on as to who is the poorest senator in Washington. It is a difficult question now. Senator Clark of Montana was.

Senator Bailey is evidently mighty well acquainted in Texas. He knows the men he may call liars without provoking a gun play.

There were 1,362 volumes of fiction printed in this country last year, not counting the democratic congressional campaign text book.

The Dutch Parliament has rejected the appropriation for the support of the army. The Dutch must take this peace talk seriously.

Another genuine Stradivarius violin has been found in New York. The factories making genuine Strads must be working overtime.

A scheme of storage reservoirs ought to be popular right now in the flooded districts of the upper Loup and the lower Platte.

Japanese in Honolulu are demanding the right to engage in the saloon business, just to show that they are no better than white men.

Japanese authorities are not satisfied with the immigration bill pending in congress. The Japs seem determined to act like the democrats.

"War is vicious," says Senator Beveridge of Indiana. General Sherman's definition was three letters shorter and three times as forceful.

Mark Twain has adopted a dress suit made of white broadcloth. Mark evidently does not intend to accept any invitations to social functions in Pittsburg.

Some legislature may yet make itself famous by passing a law prohibiting the plumber from charging time while he goes back to the shop after his tools.

Jeff Davis of Arkansas says he will show the United States senate it cannot bluff him. He will be lucky if the senate does not show him how it can ignore him.

Mr. Rockefeller will doubtless give up trying to satisfy the people. He is being censured almost as severely for letting go of his money as he was for holding on to it.

The Omaha Commercial club can be a helpful and useful institution for Omaha, but its usefulness will never be increased by making it a tender to a railroad locomotive.

It is said to be a part of Ambassador Bryce's duty to make this country better known to England. He might put a new and revised edition of "The American Commonwealth" on the English book stalls.

TWO CENT PASSENGER FARE.

OMAHA, Feb. 17, 1907.—To the Editor of The Bee: Where do you stand on the 2-cent passenger fare bill? I have not seen anything in your editorial columns on this subject, which is now exciting so much discussion. I believe if The Bee would speak out it would have considerable influence with the members of the legislature. A. R. S.

The Bee has already spoken out several times on this subject. Referring to the increasing demand for reduced passenger fare in Nebraska two weeks ago, we said that "the necessity for a reduction is fully realized by the legislature, the only open questions being how far, and in what way." In the same article we reviewed and explained the various plans proposed, including a flat 2-cent rate, a 2-cent rate with power in the railroad commission to increase the same on a showing where not compensatory, a 2½-cent rate with power in the commission to reduce on a showing where more than compensatory, and still further a graduated rate according to the average receipts per mile. We at that time added:

Whatever plan should be finally adopted for Nebraska, the legislature should not make the mistake of promulgating an inflexible rate without providing some means of adjusting it by review or appeal to the peculiar conditions that may exist on particular lines or roads. Unless this is done the whole law will be in danger of being upset in the courts to which the railroads will have no hesitancy in appealing.

The position of The Bee on this question has not changed. The Bee is not in favor of a flat 2-cent rate unless coupled with a provision permitting of adjustment to varying conditions of branch lines and small roads, because without this provision the law would be in too great danger of judicial nullification. The Bee would favor a law establishing a 2-cent maximum, subject to increase not to exceed 3 cents upon proper showing by the railroads before the state railroad commission, and subject also to reduction below 2 cents on proper showing by any citizen. This plan would put the 2-cent maximum into effect at once for the great bulk of passenger travel in Nebraska, if not for all of it, and the railroads would be able to make a successful showing for a raise in only a very few cases. On the other hand, the people would be in position, should our population and railroad travel continue to grow, to force still further reductions without again changing the law.

THE BAILEY INVESTIGATION.

The Texas system of electing a United States senator under grave charges and investigating them afterward is not working out more satisfactorily for Senator Bailey himself than for the people of the state. With his election certificate in his pocket, the investigation goes on, and it has not been permitted to lapse into a mere form. Not only has he to face the old evidences of suspicious relations to Standard Oil and other corporations, which had proved so damaging to him as a public character, but many new and equally serious specifications are being produced, every one of which requires explanation, apology and disproof.

The cumulative effect bears heavily against Bailey because he does not squarely meet the issue, now that the investigation is on, any more than when he and his friends staved it off till after he was securely landed in his seat in the senate. What he has done has been a series of sensational threats of assault and battery against witnesses who have given incriminating testimony or against lawyers and persons bringing them forward. On a half dozen occasions within the last two or three weeks Bailey has thus yelled "Liar!" and attempted or made pretense of attempting personal violence, without, however, meeting the real point, which of course is the truth of the charges against him.

This melodrama has been overstrained, and the net result has been to deepen the unfavorable impression that had been created before the Texas legislature met. The plea of partisan and sectional animosity which Bailey suggested when incriminating rumors were first hurled no longer serves. The tide of doubt and condemnation has steadily risen in his own state, among his own former friends and partisans. Bullying and sensational protestation without the backing of facts are vain to stop it, and it is questioned whether he could now be elected if the investigation had preceded the action of the legislature.

Altogether, the case is full of significance of the higher standard required in the public service and of the increasing exactions of public sentiment, especially with reference to corporation influence and connections, and it is safe to say in view of the Bailey case that hereafter in case of doubt election certificates will not be given on mere faith in the Lone Star state.

KEEP AFTER NEW FACTORIES.

If Omaha is to reach the coveted 200,000 population mark by 1910 it must, in addition to bringing about consolidation of Omaha and South Omaha, keep after new factories. The prime basis of population growth is employment for wage workers. Wage earners in turn rent houses for their families, buy food and clothing, and circulate their money generally among local trades people.

In building up Omaha as a manufacturing center we cannot discriminate between any part of the community. It would be just as important for us to develop new concerns at South Omaha to work up the by-products of the packing industry already there as to start a new mill in Omaha to steady the grain market here with a demand for local consumption. As has been pointed out, the natural direction for manufacturing activities at this point lies along the transformation into finished products of the raw materials of the farm and ranch that naturally find this a market outlet. Success is fairly assured for industries drawing their raw materials close at hand without long carriage or heavy freight expenses and selling the output at comparatively close range, where they would have the better of outside competitors.

The steady growth of business everywhere and the increasing demand for all sorts of manufactured articles and food products is forcing the enlarged facilities to supply them. No point in the western country is better situated than Omaha to take care of new factories designed to supply western trade, and with reasonable effort and co-operation on the part of our public spirited citizens, Omaha's list of important manufacturing institutions should receive noteworthy additions during the present year.

THE JAPANESE AND IMMIGRATION.

The immigration bill in conference since the last session of congress has finally been passed by the senate, and its acceptance assured in the house, although the provisions contained in the original measure have been made incidental to a clause promising a peaceful solution of the Japanese labor and school questions which have been causing so much trouble on the Pacific coast. The California delegation in congress, backed by a committee of the San Francisco Board of Education, has been in Washington for several weeks endeavoring to agree with the administration upon a plan of settling the Japanese question so far as it affects the schools of San Francisco and the labor question on the Pacific coast.

At the suggestion of Secretary of State Root the delegation finally agreed to secure the rescinding of the order for oriental schools in San Francisco if congress would enact legislation excluding foreigners who use their passports to secure admission to the United States "to the detriment of labor conditions in this country." The senate, after a debate of several days, has accepted this amendment to the immigration bill, which now goes to the house with every assurance of meeting favorable action. The effect of the amendment will be to give the president power to exclude Japanese or other foreign laborers from the United States at his discretion.

While agreeing on the clause aimed directly at the coolie labor immigration, the conference committee has been compelled to abandon one of the chief sources of contention between the house and the senate, the amendment providing for an educational test for immigrants, while a compromise was reached on the increase of the head tax from $2 to $5, by placing it at $4. The opposition to the admission of illiterate immigrants is overcome by the fact that the children of these foreigners have always been quick to improve themselves through the educational advantages offered here, relieving any serious danger of increased illiteracy of the country by the admission of foreigners. The raising of the head tax, in our opinion, finds small warrant. The United States does not need to resort to such methods of increasing its revenue, particularly at the expense of people of such limited means as the immigrants, and for any other purpose the tax is worthless.

Other amendments proposed to the law have been held up, pending the investigation authorized in the compromise bill by a commission to be appointed to go into the whole question of immigration and to report to some subsequent session of congress. Perhaps this is the best disposition of the vexed problem of immigration that can be made at this time. With an insistent and growing demand for laborers in every branch of commercial and industrial activity in the country, congress is wise in refusing to require qualifications in an immigrant other than honesty, energy, health, industry and a determination to adopt the American spirit and support our institutions.

REVIVING AN OLD TRICK.

Congressman Overstreet of Indiana, chairman of the house postoffice committee, has uttered a timely protest, in the course of the debate in the house against attempts being made to stampede the congress from following the recommendations of the committee for a radical reduction in the allowance for railway transportation of mail for the ensuing fiscal year. The protest was called out by the discovery that many members of the house were being deluged with telegrams, presumably from constituents, asking that no reduction be made in the appropriation for mail transportation and alleging that such reduction would impair the postal service and cause the railroad companies to reduce the number of trains to the detriment of the public service.

"There has not been a telegram received by the members of this house," said Mr. Overstreet, "from a business concern or a commercial body that has not been prompted by the railroads, and for one I refuse to be stampeded by their threats or deflected by their entreaties." This declaration simply gives voice to a conviction which must have been felt by most of his colleagues. This plan of manufacturing public sentiment is not new and many attempts have been made to influence congress by it. The scheme has been worked upon legislatures and municipal councils, in the form of telegrams, letters and petitions, nearly always emanating from the headquarters of the railroad company or other corporate interest that would be most seriously affected by the legislation under consideration. So common has the practice become that all large corporations now have regularly established systems of procuring this brand of pressure from business concerns and commercial bodies. They have carried the process to such an extent that legislative committees are continually suspicious of all forms of telegraphic and petition protests that do not bear prima facie evidence of genuineness.

The railroads, accepting Mr. Overstreet's charges as true, are playing for a big stake in the bill now pending in congress. For the fiscal year ending June 30, 1907, the government has provided for the payment of over $41,000,000 to the railroads for carrying mail. Investigations have been held, with a resultant showing that the amount is largely in excess of a reasonable compensation, and the pending bill provides for a reduction of nearly $5,000,000, with a promise of further reduction at future sessions. In the course of the hearings the railroads were not able to refute testimony offered showing extravagance in the use of this appropriation, and evidently they are now attempting to prevent the loss of this large sum of money by bringing pressure, through hints of discontinued trains and impaired mail service, upon members of the congress. The plan, however, has lost its effectiveness through being overworked and congress will doubtless also heed Mr. Overstreet's warning and refuse to be stampeded.

If the Nebraska supreme court will only declare that free house rent for the governor is not a perquisite within the meaning of the constitution, the way may be opened to answer the demands of all the officeholders who protest that the salaries fixed for them by the constitution framers have become utterly inadequate. This would open the way, too, without submitting a constitutional amendment to the people for their ratification as is usually done when the constitution is to be changed.

The complaint that our British cousin lacks the sense of humor has its exceptions. In the recent world's postal congress at Rome, Great Britain lost two votes through its acquisition of the Dutch republics in South Africa and gained one vote by the segregation of the postal administration of New Zealand from that of the rest of Australia. And yet the British government officially congratulates itself on this notable achievement.

Railroad men who last year were denouncing the usurpation of congress in undertaking to regulate interstate traffic are now openly expressing the wish that congress could regulate intrastate traffic as well and relieve them of the necessity of dealing with forty-five separate law making bodies in that many different states. As adept rapid change artists the railroad bunch should be in demand for the vaudeville stage.

Mike Harrington's Public Ownership of Railroads league is said to be busy organizing branches in various parts of Nebraska that are to serve as the bridge to take its members over into the column of Bryan supporters. Harrington, however, presumably continues to call himself a populist "for the good of the cause."

The Minnesota Editorial association has resoluted in favor of the eviction of Third Assistant Postmaster General Madden from President Roosevelt's official household. It is to be hoped the Nebraska editors, when they meet here the coming week, will be more solicitous of Mr. Madden's tender feelings.

President Baer of the Reading railroad says the government has no right to do more than "prevent unreasonable discriminations" in railroad rates. The shipper will persist in claiming that any discrimination against him comes under the "unreasonable" classification.

The banquet of the Iowa society of New York at the Waldorf Astoria suggests the possibility that Nebraska may some day contribute sufficiently to the population of Wall street and Fifth avenue to pull off a Nebraska banquet in the gilt room of some high priced New York hotel.

Announcement is made that the new fixture factory to be located in Omaha is the only one west of the Missouri. This conflicts with the general impression that a fixture factory is in operation in each of the state capitals of the west.

That half yearly 5 per cent dividend on Union Pacific stock comes at a very inopportune time for the Union Pacific lobbyists and tax agents, who are trying to ward off terminal taxation with a poverty plea.

Lieutenant Governor Hopewell has had a chance to cast a vote to break a tie in the state senate. Such an extraordinary event is not often pulled off on the legislative boards.

When it comes to redeeming platform pledges several unliquidated planks still remain in the document on which our democratic mayor and council rode into the city hall.

BITS OF WASHINGTON LIFE.

Minor Scenes and Incidents SKetched on the Spot.

The controversy raging at the national capital over the Japanese school question in San Francisco brought into the limelight the compromising position of the United States caused by the acquisition of the Philippines, and developed widespread sentiment in favor of getting rid of the encumbrance. The Washington correspondent of the New York Press, a staunch republican paper, says the question whether the Philippines are worth keeping has been discussed more than once in recent White House conferences. "The president," says the correspondent, "was surprised to find that many of the most conservative men in his party had changed front on the question within six months. They believe some plan should be framed by the republican party that would let the United States get out of the islands at a not remote period.

"The granting of independence to the Filipinos and the payment by them of our expenditures in the islands is the plan most favored. There is objection to any protectorate, it being held that this would eventually involve our government in trouble with some other nation.

"A western senator—McCumber—has suggested to the president that the United States should take two permanent coaling stations in the islands, that two should be given to England and that for these concessions the two nations should jointly guarantee the territorial integrity of the islands after independence. There would be no guarantee of protection in case of war, but simply a pledge of nationality. With this pledge, McCumber thinks, no nation would have much pretext for war—Japan, for instance—and the Filipinos could work out their own national progress.

"The United States could keep control of the customs houses until all debt to this country had been collected consequent upon the surrender of the islands to the natives. It is agreed by all the leading republicans here that the retention of the Philippines will mean the expenditure of millions in fortifications, the employment of a good-sized army and frequent additions to our navy. All the republican leaders are desirous of settling the question so as to get it in concrete shape in the platform of the next republican convention."

Senator Foraker was called out of the senate into the Marble room to meet two unknown, but influential, constituents, reports the Washington Herald.

"We hope," said one of them, "that the people of Ohio will not treat you as badly as they have treated old Charley," referring to General Grosvenor's defeat last year for nomination.

Senator Foraker exploded like a stick of dynamite.

"I will say to you," he exclaimed, with his face flushed, "that I am not so badly stuck on this job as to sell my manhood, my independence, my citizenship, my all for it, and you can say that to the people of Ohio, if you care to. I hold that a man fit to be a United States senator has ideas and principles of his own. If he yields them he no longer should serve in the senate, and his constituents ought not to want him to serve. As long as I am here I expect to be governed in my conduct and vote by the dictates of my judgment and conscience. If I should have to swerve from them, I would very gladly give back to the people of Ohio the commission with which they have honored and trusted me. So you can—"

But before the courageous and fiery Buckeye statesman had finished the last sentence his two visitors had slipped away. Their reception was warmer than they had expected. They had touched a live wire, and they were glad enough to let it go.

There is a suspicion in the minds of public officials in Washington, says the Brooklyn Eagle correspondent, that the railroads of the country are attempting to haze the Interstate Commerce commission. The law requires the filing of freight tariffs with the commission and the railroads are filing them with a vengeance. They are coming in at a rate which threatens to swamp the commission.

Until the law went into effect members of the commission had no idea of the rapidity with which freight rates could be manufactured and altered. But they are finding out now that freight managers are mighty quick on the trigger when they want to be. Since August 27, when the rate law went into effect, freight schedules to the number of 1,000 a day have been fired into the offices of the commission here. The notices some times consist of merely a single sheet of paper. More frequently they embrace a book with thousands of classifications. The other day the New York & New Haven road filed a new set of schedules covering 1,300 printed pages.

The force of the commission is hardly large enough to receive and stow away these documents before a new batch comes piling in. The quarters set aside for the storage of freight schedules are chock-a-block. The records have spilled out into the corridors and all the nooks and crannies at the headquarters of the commission are jammed full. Congress has been appealed to to provide a new building for the commission, in order to accommodate the flood of freight tariffs.

Albert Douglas, who will succeed Congressman Grosvenor of Ohio in the next house, is not weighted down with worldly goods, and was rather startled by an experience he had while looking around Washington for quarters. At one of the good hotels he was shown a suite consisting of bed room, parlor and bath room. On inquiring the monthly rent he was informed "only $1,000 for yourself and wife." Recovering his breath, which he managed to do without showing a tithe of his astonishment, he said with great calmness: "I'll write my wife all about the rooms and let her know beforehand what comforts we shall have when we come here to live. So until I hear from her you need not mark me for this suite. She may think from the price that your hotel is not the kind we ought to live in."

If Corporations Do Not Behave.
North American Review.

Industrial corporations grew up into power because they met the needs of the past. To stay in power they must meet the needs of the present, and arrange their ethics accordingly. If they can do it by their own voluntary development of the sense of trusteeship, that is the simplest and best solution. But if not, one of two things will happen: Vastly increased legal regulation or state ownership of monopolies. Those who fear the effects of increased government activity must prove by their acceptance of ethical duties to the public that they are not blind devotees of an industrial past which has ceased to exist, but are preparing to accept the heavier burdens and obligations which the industrial present carries with it.

A Balm for Trouble.
Cleveland Plain Dealer.

In Omaha they are discussing a plan for paying children to go to school. This may have a tendency to lessen those violent pains that frequently afflict boyhood before the morning school hour.

A Sagebrush Thirst.
Washington Post.

A clerk in a store at Shoshoni, Wyo., put out what threatened to be a serious blaze with thirteen bottles of beer. Which is just about the quantity generally needed to quench a Wyoming thirst.

NEBRASKA PRESS COMMENT.

Lincoln County Merchant: It is reported that the walls of the state capital building are crumbling. 'Spect it's the pillar that was extracted during Job Bartley's administration as state treasurer that caused it. Perhaps Joe's got it hid away in "that cigar box."

Crofton Journal: No, sir! We won't go to Omaha to the press meet and pay cash, with no chance of ever getting our money back. We told 'em last winter who would get the advertising. We never advocated any such idea as appointing a commission to dictate what kind of advertising contracts we should make and we don't care a cuss for the commission anyhow.

Stanton Picket: Those members of the Omaha Commercial club are a cute lot of fellows. At a meeting they adopted a resolution against a 2-cent passenger rate law in Nebraska, contending that it would work a hardship on the railroads. Does the fact of most of these men being extensive shippers have anything to do with the interest they seem to have in the welfare of the railroads?

Beatrice Sun: About as foolish a species of amusement as congress can indulge in is dividing Nebraska into federal districts in order to create offices for the superannuated attorneys and busted politicians of the state. There is no necessity for the proposed increase and change. Nebraska really had more litigation in the federal court during the earlier settlement of the state than she has now.

Newman Grove Reporter: Amen to the Burlington & Missouri's refusal to give transportation to editors to attend the state association. It is humiliating that the secretary of the association ever asked for it. Speed the day when editors will insist upon being regarded as plain, ordinary business men, not as plain ordinary grafters. The circular letter of the secretary, too, leaves the impression on the mind that he regards the whole pass business as a huge joke.

North Platte Tribune: The Nebraska Editorial association meets in Omaha the latter part of this month, and the secretary, very foolishly, asked the railroad to carry the members free. Of course he was turned down, just as he deserved. Under existing conditions there is not one editor in twenty-five who would accept the courtesy of a pass from the roads, and the secretary is receiving pretty warm roasts from the newspaper men for his action, which was of his own motion.

North Platte Tribune: On the ground that a 2-cent fare would be unfair to the railroads the Omaha Commercial club has passed resolutions opposing the reduction. The club believes that greater facilities in the movement of traffic is more to be desired than a reduction of passenger fare. Another argument advanced by the club is that with a maximum rate of 2 cents the roads would abolish special rates, and as a result cheap rates to Omaha on occasions like the Ak-Sar-Ben would not be given. It will thus be seen that in this matter Omaha has an ax to grind, but how about the rest of the state?

Newman Grove Reporter: Our politicians are largely responsible for the grotesque way in which the cause of temperance has been handled in this country. The leadership usually has been turned over to women and fanatics. Since the days of Lincoln no statesman has dared touch it with a ten-foot pole. Which is cause and which is effect is of no particular interest now. Now this great question demands the best thought that the best brains we have can give it. The emperor of Germany, the prime minister of France, discuss it as they would any other great question of state; the American statesman is afraid to whisper an opinion about it outside of his bed chamber. The statesman of the future must show more courage than the statesman of the past.

AN ADMIRABLE MESSAGE.

Preservation of the Public Domain for the People.
Springfield (Mass.) Republican.

President Roosevelt's message on the natural resources of the country still left in the public domain is one of the soundest and most admirable he has ever written. It is a plea for the conservation of the remaining mineral deposits for the public good rather than for coporate dividends under private monopolistic exploitation. He presents unassailable doctrine, however socialistic some may regard it, in saying that "mineral fuels, like the forests and navigable streams, should be treated as public utilities."

To treat coal and iron lands as public utilities would mean that they should never pass under a private ownership, and if such a policy had been inaugurated in this country sixty years earlier, there would be today far less agitation over the dangers of concentrated wealth and the power of gigantic corporations. It is one of the most exasperating themes, in retrospect, upon which one's mind can dwell, to consider the manner in which the vast mineral treasures of the earth within our national borders have been allowed to slip from the ownership of the whole people into that of a few individuals, without the slightest compensation worthy of the name.

The idea that when a man takes up a section of wild public land he becomes the possessor of all the possible mineral wealth underneath the surface soil has never had an iota of reason or equity in it. Yet on this wanton principle of disposing of the national domain has the government proceeded generation after generation. "Already," as the president says, "one-half of the total area of the high-grade coal lands in the west has passed under private control." The question now arises whether what is left of that priceless material heritage shall also be turned over to private monopoly.

The lease system which the president proposes has been sufficiently tried in other countries to warrant its careful consideration by our own. Whatever its defects may be, it has the merit of preserving the ownership where ownership should always be vested—in the whole people, or their government. The time has come when the United States must adapt its policy, in dealing with what remains of the public lands, to the public utility principle.

Oriental Trade Not So Much.
San Francisco Chronicle.

We talk a great deal about the importance of the oriental trade, but it does not cut a very great figure i nour exports. cut a very great figure in our exports, aggregated $1,717,963,382 in 1906, and of this sum Asia's share was $104,804,873, a little more than one-seventh of the whole. Perhaps the oriental trade is not to be sneezed at, but it is certainly not entitled to be regarded as of overshadowing importance at present, nor is it ever likely to be in the future.

Premature Activity.
Chicago News.

Many persons are trying to pick out a job for President Roosevelt after March 4, 1909. It does not seem to have occurred to them that Mr. Roosevelt after that date may want to sit by the stove in the Oyster Bay corner grocery and whittle and criticise the new administration.

Merely Guesswork.
Springfield Republic.

His admirable candor must command attention, for it is candor that impels Secretary Taft to say that it is impossible to estimate the cost of building the Panama canal. Many have said so from the start. We now have the official confession that estimates are nonsense.

PRECEPT AND PRACTICE.

Railroad Preachments Contrasted with Actual Conditions.
Washington Post.

If all the railroads of the United States had only practiced what President Baer of the Reading preaches, there would have been no railroad problem, no railroad commission—national or state—no rebate, no rate bill. The railroads would have had friends and champions everywhere, and enemies and assailants nowhere. Mr. Baer tells us that the only way the roads can get traffic is to fix rates which will enable the manufacturers, merchants and producers of every kind to sell their products in the markets of the world."

But that is what the roads have not done. They have juggled rates and given rebates in order that some producers might have access to the markets of the world, and have contrived that rival producers should be shut out from the markets of the world. Thus the roads were run on the twofold plan of making millionaires and making paupers.

That is the way the roads were operated for forty years. Nobody could compete with the Oil trust, or the Meat trust, or the Steel trust, or the Sugar trust, or the Salt trust, or the Whisky trust, or the Tobacco trust, or the Coal trust, or any other trust that the roads gave the advantages and privileges of rebate. All over the west and southwest are towns and villages made busy marts by the railroads, and there are in those sections, also, towns and villages same somnolent by the railroads. It is only an arbitrary fixing of rates advantageous to one community and adverse to another, and the thing is done. A rebate of 10 cents on a barrel of sugar, 5 cents on a barrel of salt, a trifle on a carload of household furnishings or farm machinery, and thus a town is frequently given a boom for the reason that railroad officials own corner lots within its limits.

Railroads are creations of law and capital; the government furnishes the law and the stockholders furnish the capital. It is the office of the law to require the roads to mete to every customers the same treatment they accord to every other customer. If the roads had held to this rule and never deviated from it, the government would have given them no more concern than the grand jury gives the good citizen innocent of offense.

But the roads would not. They violated the law, they outraged justice, and now the octopus-chasers are after them. They have their own greed and their own wrong to thank for it, and unless they mend their manners the discipline will be made much more severe.

PERSONAL NOTES.

Perhaps the attempt to establish prohibition in Washington is intended to let congress see how it feels to have a canteen abolished.

Ex-Queen Liliuokalani is still trying to get payment from the United States for the crown lands taken from her at the time of the revolution in Hawaii. It is just like a woman to be so persistent when she sees that congress wants to forget all about it.

After sixteen years of continuous service, during which he has never taken a vacation, Prof. John Sterling Kingsley of Tufts college has been granted a year's leave of absence, which he will pass in scientific research in Italy. He is one of the most widely known authorities on zoology in the country.

Everett H. Barney, a millionaire, has deeded a fortune to Springfield, Mass., for the purpose of beautifying the city. His principal bequest is his estate at Pecousic, consisting of 175 acres, and his splendid city residence on Laurel Hill. The offer is made to secure a boulevard and park system for two miles along the Connecticut river.

Herr Bebel, perhaps the most impressive orator in the German Reichstag, usually speaks without notes of any kind, thinking as he goes. Not even well off, he leads the simplest of lives, shunning society and finding his chief recreation in the cultivation of flowers. He told an interviewer once that when he wants to get ready for a speech he goes into his little garden and trims the rose trees.

Since politics went wrong with him in South Dakota Richard Franklin Pettigrew, formerly senator from that state, has lived mostly in New York, where, it is said, he displays about as much sagacity in the stock market as any of the most seasoned bulls and bears and has accumulated a pile of money, behind the shelter of which he feels much more comfortable than he was ever able to feel while serving his fickle public in the senate.

MERRY JINGLES.

"The views I express about religion," said the tiresome controversialist, "may seem rather too broad to most people, but—"

"Not at all," replied the candid man. "To most people they seem not so broad as they are flat."—Philadelphia Press.

"Miss Stebbins is from Boston, isn't she?"

"I think so. I heard her refer yesterday to a sweatshop as a 'perspiring establishment.'"—Chicago Record-Herald.

Miss Ascuth—I hear your daughter has given Mr. Hunter his conge.

Mrs. Nuritch—"Con jay?" That's a good name for him. Anyway she thought he was somethin' like that and so she shook him.—Philadelphia Press.

Sweet Girl—Papa, why are there so many jokes about a lover's being kicked out by his sweetheart's father?

Fond Papa—My darling, it is because when a father is asked to give up his pet daughter, he naturally feels like kicking.—Baltimore American.

Tuffold Knutt (with his mouth full)—I'd like t' arsk ye a question, mum. Are they layin' any stone pavements in that next town?

Farmer's Wife—I don't know. Are you trying to get work?

Tuffold Knutt—No, mum. I'm not tryin' to get it. I'm tryin' to locate it.—Chicago Tribune.

Wife—Dearie, what does "to have and to hold" mean in the wedding ceremony?

Hubby—(pacing floor with baby, 2 a. m.)—I guess it must refer to the kid.—Philadelphia Press.

"Why did old Billyuns go back on his promise to give $40,000,000 for the establishment of a pension fund for people who had broken down after being forced out of business?"

"One of the newspapers referred to it as a conscience fund."—Chicago Record-Herald.

The pompous judge glared sternly over his spectacles at the tattered prisoner who had been dragged before the bar of justice on a charge of vagrancy.

"Have you ever earned a dollar in your life?" he asked in fine scorn.

"Yes, your honor," was the response; "I voted for you at the last election."—Judge.

"COME OUT OF IT."

S. E. Kiser in the Record-Herald.

Oh, I am glad that it is Lent
And that she's feeling penitent;
She's given up the world's delights
For forty days and forty nights;
She's hung her finery away
And promises to fast and pray.

Oh, I am glad that she intends
To hide herself from all her friends,
To keep away from concert halls,
To shun the dinners and the balls;
Her voice is low, her look is grave,
She is no longer fashion's slave.

Oh, I rejoice, for now I'll get
A chance to wriggle out of debt;
Because of her sweet penitence
I'll cut off half of my expense;
She'll not go out to shop at all,
Our meat bills will be few and small.

Oh, I am glad that it is Lent
And that my darling's penitent;
I'll now catch up on sleep again
And do some reading now and then;
I'll cease to hook her up behind,
And thus gain much in peace of mind.