

COMEDY AT CONSTANTINOPLE

Do: W th Gloom of Traaged Lurking Glass Behind It. CORRUPTION OF HIGH OFFICIALS. A City Where People Talk in Whispers and May Not Discuss Astronomy—Turks Suffer as Well as Christians.

CONSTANTINOPLE, Jan. 17.—(Special Correspondence.)—It is a city of whispers. No one laughs, no one speaks loud. Head is laid to head and hand to mouth. Men sit all day on divans along walls and whisper once an hour. When a Turk comes to your room he opens the door suddenly and then to see who is listening. As in a Macterial play, there is always somebody behind the door.

But it is with Yildis that the whippers deal. It stands over there on the hill above the Bosphorus, far from the ancient city, where the great sultans used to live—far across the Golden Horn and Pera from the sublime ports or offices of state, compared to which our home office and war office are fervid hives of industry.

"Did you hear about the censor? He delayed a telegram saying his majesty was better. Next day he came to the office as well as usual, felt uneasy after lunch and died on his doorstep. His own brother has been compelled to succeed him. Perhaps he will be more careful."

"The Shah was mortal. Is it not true that all men are mortal? Could even a record of heroes live forever? If he should die, what then?"

Well, then, the next eldest of the Prophet's line will be his present majesty's own brother, Beshad, son of Abdul Mejid. They say he drinks. They say he is a liberal. They say he has pledged himself to a constitution.

No one knows. He has been shut up for years and years. One thing only is certain—he is dead. There are two other brothers besides, but the next eldest here is Youssouf Izet Pasha, son of Abdul Aziz, whose veins were cut and cauterized. He, too, has been shut up for years and years, living like a stabled bull.

The crazy Sultan Murad V. has a son, still living, in jail. And there are other

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Catarrh is not only dangerous, but it causes bad breath, ulceration, death and decay of bone and cartilage, and real senility power, kills ambition and energy, often causes loss of appetite, indigestion, ...

GUT WITHOUT AN ORDINANCE

Reduction Promised in Electric Light Rates and Council May Not Act. ZIMMAN STILL AT WORK ON PLAN. Officials of Company Willing to Make Concession that Will Give at Least Twenty Per Cent Discount.

Councilmen Zimman, Funkhouser and Bridges expect to meet officials of the Omaha Electric Light and Power company Monday on the matter of the proposed reduction in electric light rates. Inasmuch as the electric light officials are understood to be willing to make a reasonable concession in this matter, it is believed an ordinance regulating the rates will not be introduced in the council as was at first thought. That the rates will be reduced at least 20 per cent has been practically assured and it is possible further reduction may be made.

Mr. Zimman has been working with City Electrician Michaelson for over a month to arrive at some basis he could stand on in making a demand on the electric light company for a reduction. The present rate to ordinary consumers is 15 cents per kilowatt hour, with a reduction of 10 per cent if paid within a certain date, making the net rate 13 1/2 cents. The proposed reduction of 20 per cent would make the net rate 11 1/2 cents. It will be the residence and small store patrons that will be particularly benefited, as the large consumers have contracts making the rates lower on account of large patronage.

Various Things Considered. In arriving at the basis for reduction, Mr. Michaelson said he and Mr. Zimman took into account the price of coal here, the area of the city and the miles of service of the electric light company. Speaking of the city arc lamps, the city electrician said the present rates are low and declared they would show a profit against any city having either municipal or private ownership lighting. Last year the lamps cost the city \$57,000 each, considering the royalty and outage. No effort will be made at this time to reduce the arc lamp rates.

In connection with electric lighting, Mr. Michaelson said there will be a revolution in incandescent lamps within a year, as eight inventors are now working along similar lines to produce a lamp that will give as much light as the present standard incandescent lamp with about one-third the current.

ALCOHOL BEATS GASOLENE

Instructive Results of Tests of Power Fluids in Driving Automobiles. The report of the Maxwell fuel test, from New York to Boston, on the comparative merits of gasole, kerosene and alcohol, from facts presented by Stanley Y. Beach, Ph. B., automobile editor of the Scientific American, and H. F. Sawyer and W. F. Schmitt, officials appointed by the Automobile Club of America, shows alcohol to be much better for automobile fuel than had been expected. The general interest which was shown in the test, which was held January 29 to 30, 1906, between New York and Boston, and the general discussion which it has started, indicate that the official report of value to the motorist and layman alike. The trip was a unique one. Three cars, identical in every respect as to motor, number of passengers and equipment, succeeded in making the run to Boston, each with a different fuel, namely, alcohol, gasoline and kerosene. This was the first instance in which the tour has been made under the official inspection of a committee, experts in that line, and whose deductions, which they have now presented to the public, carry the weight of authority and accurate measurement.

The three Maxwell touring cars used were standard 1907 model, fitted with double opposed motor, three-point suspension, and shaft drive, the cylinders having a bore and stroke of five inches, compressing to fifty-eight pounds. The compression should have been doubled and the stroke increased to have used alcohol to the best advantage, for under these conditions the thermal efficiency would have been approximately 30 per cent instead of about 20 to 22, as obtained ordinarily with the gasole, motor. Keeping in mind the fact that it would be necessary for denatured alcohol to sell in the market at 22 cents per gallon to compete with gasole at 20 cents. The weight of the three cars, together with passengers and their equipment, was as follows: Gasole, 2,750 pounds; kerosene, 2,550 pounds; alcohol, 2,750 pounds. The cost per ton mile, or, in other words, the cost of moving one ton one mile, gives an accurate basis of comparison on the relative merits and cost of the different fuels. The actual running time from New York to Boston, namely, sixteen hours and twenty minutes, gives an average speed of 15.41 miles per hour; total distance, 240 miles; a creditable showing, considering the condition of the roads. No adjustments were made during the entire trip, and all carburetors were of the standard Maxwell type, no pre-heating devices being used in either the fuel or air other than that regularly employed.

REMOUNTS A VEXED QUESTION

British War Department Has Trouble in Getting Horses for the Army. LONDON, Feb. 23.—(Special.)—The vexed question of the provision of remounts for the army is again engaging the attention of the army council and an early settlement is being formulated for the supply of horses suitable for military work in peace and war.

This time it has been determined to draw on the colonies for the main source of the supply and officers of the remount department are being dispatched to Canada, Australia and other colonies where horse breeding is encouraged to any extent to make investigations. If, as is hoped, it is found that any reliance can be placed on the colonies a system of registration of young horses will be drawn up and colonial farmers will be encouraged to any extent to make investigations. At the present moment the remote question is a very serious one. So much unsavory business has been connected with it, and the matter has received such half-hearted attention from the authorities that English and Irish farmers have been selling their horses to foreign governments for years instead of keeping them for the use of the British army.

Formerly the War office relied on the London omnibus companies to provide them with a reserve of horses in the event of an outbreak of war where the services of cavalry were indispensable. With the ultimate disappearance of the horse omnibus from the London streets this source of supply will be cut off.

All the great continental powers have reduced the question to a system. By the outfit of large sums of money they have built up magnificent government horse farms, and by offering encouragement to small farmers to breed horses they have provided an efficient reserve of horses.

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Prices the Lowest—FACT!—Quality and Workmanship the Best—FACT!—Beauty of Design in Cases, Sweetness of Tone and Responsiveness to Touch—FACT!

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The above is a pen sketch of the wreck on the local railroad, from whom we purchased the Pianos that we are now offering in this, THE GREAT, BEST OF ALL MONEY SAVING PIANO SALES.

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It Was Easy for Us to make an Unequaled Money Saving Piano Sale for the reason that the Railroad Company is the one that sustains the loss, thereby allowing us to sell the Highest Grade Standard Pianos at Less than the price you will pay for the ordinary stencil makes in other sales.

that the five—5—carloads of Pianos that we bought from a local Railroad, are from the best and leading Piano Manufacturers in the World, also that the Pianos—each and every one—are in as perfect condition as they were the day they left the different factories.

It Will Be Easy for You during this great sale to have a Piano in your home that you can show to your friends with pride, for the reason that each one is the product of one of America's foremost factories, and we will sell for Cash or on Remarkably Easy Terms.

THE PIANOS placed in this sale are all of 1907 designs, with all the latest improvements. They were ordered for and on the way to one of San Francisco's leading dealers. Every Piano sold during this Sale WILL BE GUARANTEED BY US TO BE PERFECT IN EVERY PARTICULAR.

Your Greatest Opportunity to beautify your home, to educate, entertain and amuse the entire family, is during this great Piano Sale.

Don't say you can't afford a Piano, for we have, through our prices and terms, obliterated that saying as a truthful excuse.

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SAMPLES OF ENGLISH HUMOR

People Are Not Dull, Merely Different—What Makes Them Smile.

The English are not dull, as we sometimes contend; they are merely different. For the rest, the English, or rather the British, wit and humor are the most comprehensive and the best in the world, next to the American. Indeed, in the colonies we are apt to find the spirit which we claim as essentially American in the fun of every day.

Another English joke is of a vegetarian who proposed to a woman, whereupon she delivered herself of the following scathing words: "Go along with you! What? Be flesh of your flesh, and you a-living on cabbage? Go and marry a grass widow!"

In the same line of thought is the remark of a London woman of the east end who went to a hospital for treatment. "Who did this?" asked the surgeon. "Some of these brusque and cuts are very serious. Was it your husband?"

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spinster, who asked bluntly: "What makes your nose so red?"

"That nose of mine, mum," said the tramp, haughtily, "is a bluish with pride 'cause it ain't stuck into other folks' business."

Yet, while wholesome humor is dominant among the British, there is no lack of wit as caustic as was ever the French. Sir Robert Walpole defined gratitude as "a lively sense of future favors." Salisbury, with the brutal frankness that sometimes distinguished him, once scathed his partner at what he answered to one who inquired concerning the progress of the game, "Oh, I am doing very well, considering that I have three adversaries."

Lamb was often withering in his wit. Once Ceteridge said to him: "Charles, did you ever hear me lecture?" Lamb replied instantly: "I never heard you do anything else."

In a letter Lamb wrote that Wordsworth had said to him that he did not see much difficulty in writing like Shakespeare, if he had a mind to try it. "Clearly," Lamb added, "nothing is wanting but the mind."

An excellent illustration of sarcastic cleverness had been variously attributed to Dr. Johnson by his biographer, to Lord North by Earl Mouna-Edgcombe, and to Monk Lewis by Rev. Philip Smith. As a matter of fact, it can be traced to Tudor times.

A concert singer who sang not wisely, but too often, was once executing—or, perhaps, "butchering" were the better words—a number remarkable for its trills and other musical pyrotechnics when an admirer of the performer remarked that the piece was a difficult one.

"Difficult!" was the retort. "I wish to heaven it were impossible!"—Lippincott's Magazine.

No Pass, No Train. Because the officials of the Short Line at Cripple Creek, Colo., have been a little late in getting out their annual passes this year for those considered entitled to ride free over the great scenic line, the business of the road came very near being tied up and considerable inconvenience was suffered. D. M. McNamara, an old-time prospector, who has made his home for several years in a cabin above the high line, near Windy Point, claims that the railroad crosses his ground without a right-of-way, and for several years the railroad officials have recognized his contention by furnishing him an annual pass, thereby avoiding annoyance and expense.

McNamara deemed twenty-four hours a sufficient time for the railroad company to deliver his pass, and when it failed to arrive he determined to tie up the line. He piled rocks on the tracks, causing cars and trains to be delayed, and to make his protest more effective, removed an upright from the Expectation tunnel, which crosses his ground under the track. He then posted a notice alongside the track to the effect that the same was unsafe. The roof of the tunnel is close to the track, which began to sag. Superintendent Fishery telephoned the sheriff's office for help and Under Sheriff Parsons dispatched deputies to the scene. Railroad Detective D. C. Scott accompanied them and pacified McNamara by explaining that the delay in issuing the passes was unavoidable, and McNamara escaped arrest. He will get his pass, and the railroad officials anticipate no further trouble.

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