

FOUNDED BY EDWARD ROSEWATER. VICTOR ROSEWATER, EDITOR.

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

A few April showers would come in right handy heretobins. It may yet be necessary to muzzle something besides the dogs.

Just to disabuse the public mind Governor Sheldon has taken his veto pen in hand.

Railroad managers are caring less about the square deal than they are about the fare deal.

Mme. Emma Eames refuses to discuss her divorce suit. She does not need the advertising.

Morocco would doubtless be glad if France should lay claim to Raisuli and insist upon taking possession of him.

The simplified spelling board will hold a banquet tonight. It should be compelled to eat some of its words.

Louisiana reports a particularly fine looking line of peaches this spring. The Omaha peaches look fine all the year round.

The Methodist church has selected New York, Cincinnati and Kansas City as centers of a campaign of education. They need it.

That Chicago woman who wants a divorce because her husband is ugly will know better than pick out a Chicago man next time.

Railroad managers probably will view with alarm the report from Washington that President Roosevelt has been having his teeth repaired.

Senator Stone of Missouri thinks the Japs want the Philippines, but the Japs insist that Senator Stone is not doing their thinking for them.

The local bank teller who sprained his wrist counting money can sympathize with other folks who have sprained their arms reaching for it.

Mayor "Jim" has turned the old market house building into about everything except a prizefighting arena—and he may get to that yet.

Mr. Carnegie wants an end put to stock gambling. The man who has made a big winning often joins a crusade to have the game closed.

The statement that more persons die each year from drinking milk than from indulgence in whisky probably had its origin in Kentucky or at Peoria.

A Connecticut man is telling how it feels to be electrocuted. That's one subject on which even Missourians are willing to accept hearsay evidence.

The New York surgeons who bored a hole in a man's head to make him talk ought to have been engaged in better business. Too many men are talking already.

That Lincoln paper that denounced Omaha as "a sponge and a bog" must have been trying to cover up the tracks of Lincoln wading into the state appropriations.

Kentucky is about ready to charge that the prohibitionist movement is a combination in restraint of trade. Another distillery town in the state has gone dry.

If the canine population of Omaha can scare up such a fuss at this season of the year, what may we not expect when the dog days are really upon us next August?

GALUSHA A. GROW.

This man owes a debt of gratitude to Galusha Anton Grow, whose death at his home in Glenwood, Penn., has just been announced. Prominent to public life for more than half a century, as a member of congress and in other official capacities, his greatest achievement was his authorship of the homestead law which was passed during the last years of the civil war and re-declared the promise held out in the song that cheered the union soldiers in the trying days of the crucial campaign: Then march along, boys; feel no alarm, For Uncle Sam is rich enough to give us such a farm.

Mr. Grow was a member of congress from Pennsylvania during the war and devoted much of his time to a plan for making it easier for the men engaged in the struggle for the union to find homes and occupation when the war should close. The homestead law, with the commutation clause deducting from the five years residence required for a title the time of service of the soldier citizen, was his work. The result exceeded the most sanguine expectations of the framers of the measure, the veterans of the war flocking by hundreds of thousands to the new states and territories west of the Mississippi and taking up their homesteads. The law and the timeliness of it were potent factors in the rapid upbuilding and development of the great west, and Mr. Grow lived to see the complete realization of the possibilities of the legislation of which he was the author.

After being speaker of the house of representatives in congress from 1858 to 1863, Mr. Grow retired from public life, but kept in active touch with public affairs until 1894, when he was returned to congress and served until 1903 when he again voluntarily retired. In his latter service in congress he devoted much of his time to legislation on educational subjects and succeeded, among other measures, in securing the enactment of a law extending the franking privilege to publications for the blind. He belonged to the old school of public men, rugged in his honesty, stubborn in defense of a position once taken and was always a power on the side of good in legislation.

CHICAGO CITY CAMPAIGN.

The municipal campaign in Chicago which culminates in an election today has been one of the most bitterly contested that has been held in years. City elections in Chicago are always fiercely contested, but the limit in vindictiveness and vituperation seems to have been passed in the present fight. Ostensibly the contest is over the proper solution of the street railway and local traction problems, the republicans supporting Candidate Busse on a platform providing for granting twenty-year franchises to the street car companies, under certain rules calling for a payment of percentages on their gross earnings and reserving to the city the right of purchase. Mayor Dunne, the democratic candidate for re-election, still adheres to his platform calling for municipal ownership of the street railways.

While this would seem to be a clear drawing of the issue, both parties have been persistent in befogging the situation by dragging in other questions. Argument has given way to new styles of billingsgate that would make the proverbial fishwife's talk sound like a lecture by a Sunday school teacher. As a result, the voter has little assurance that the election of either ticket will give the city the efficient and honest administration it so sadly needs. The redeeming feature of the situation is that the issues involved in the campaign are purely local to Chicago and that the result, whatever it may be, can have no significance affecting national politics.

THE LIMIT IN TEXAS.

Cartoonists and writers of lurid fiction will have to get their types of bad men. The wave of reform struck the state some time ago and has grown amazingly until now every citizen of the vast domain has been made good by legislation. The temperance people scored the first victory by securing the adoption of local option laws under which liquor is now as scarce as water in a good many counties of the state. Then the reformers turned their attention to the race track and closed all the pool rooms in the state and drove the bookmakers out of business. This was promptly followed by a crusade against gun toting, with the result that the man who used to attract admiration and command respect by making a walking arsenal of himself is now ignored or scorned by everybody except the police.

Difficult as it is to think of Texas without having thoughts of guns and pistols crowding into the picture, it is almost impossible to grasp the significance of the latest innovation, a law absolutely prohibiting gambling. The gambling den has been a fixed institution in Texas since Sam Houston's time. It has never been a skulker, but has occupied the ground floor and the front rooms of the best business buildings, easy of access to the cowboy, the miner and the sportsman. In the early days it was the clearing house for the cashing of checks, a meeting place for citizens, an open house day and night. Locks were never used on the doors and the bill was a thing unknown. Now the reform legislature has passed a law making gambling a felony, holding the owner of the property responsible for what gambling tenants do and making it worth a man's life almost for him to be caught promoting or indulging in any game of chance. The awful feature of the situation, so far as the sportsman's fraternity is concerned, is that this seems to be very much in earnest.

GOVERNOR SHELDON'S FIRST VETO.

Governor Sheldon's first veto proved to be of a bill granting authority to the mayor and city council of Omaha to vacate streets and alleys. This authority has been exercised chiefly for the benefit of the railroads that have been extending their trackage through the wholesale district. The most objectionable part of the bill is the provision validating all the acts of the mayor and council along this line since the new charter was adopted two years ago.

While the city has proceeded on the theory that it has had the power to vacate these streets, the railroads apparently are not satisfied that their title is clear, whereas a legislative act would clear the defects. While there is some demand that the city should be compensated for streets closed for the use of the railroads, there has been general acquiescence in the object of the move which is to give trackage to all the territory occupied by the big jobbing houses.

At the same time these privileges were secured on distinct promises of reciprocity in the way of improvements which the roads have more recently manifested a disposition to withhold. Nobody will object to the continued use of these streets by the railroads, but the people of Omaha will expect them to keep faith on their side of the compact. If they will fulfill their obligations they will have no trouble later in securing the coveted quit claim. The governor's veto of the validating bill leaves Omaha in the same strong position it now holds, which would have been lost had he approved the measure.

OUTLINING THE RAILROAD PLANS.

Most of the state legislatures having either adjourned or being on the eve of adjournment, the railroad managers have turned their attention from the state capitals to the White House and are concentrating their efforts in an attempt to induce the president to do something to quiet or attempt to quiet the anti-railroad sentiment aroused by the adoption or discussion of railway bills in the different state legislatures. As a result of the conferences between the president and railway managers and the publication of interviews with prominent financiers, the railroad managers have practically united upon three things they will urge President Roosevelt to do as a means of restoring confidence in securities and opening the public purse to railroad investments. These are: (1) A public statement from the White House that the president will not favor making a valuation of the railroads that will interfere with the present market valuation of railroad securities; (2) Urge legislation that will permit pooling and co-operation among railroads; (3) Urge federal control of railroads and exclude the states from the department of governmental activity.

This is a complete reversal of the attitude on the part of the railway magnates who were so bitter in their attacks upon the president, charging him with responsibility for all of the agitation against existing railway methods of operation. The change has been rapidly effected. Mr. Jacob Schiff, the New York banker, led the way with a suggestion that the railroads appoint a commission to represent their interests before the Interstate Commerce commission, and to suggest a line of railway legislation which should secure the sanction of the president and adoption by congress, leaving the state legislatures to follow the lines thus laid down. Mr. Ripley of the Santa Fe, Mr. Yoakum of the Rock Island, Mr. McCrea of the Pennsylvania, Mr. Bacon of the Baltimore & Ohio and other railroad magnates have argued along similar lines and have been supported, in a measure, by Chairman Knapp of the Interstate Commerce commission, who suggests a system of federal licenses for railroads. Different methods have been suggested by these experts, but they are now all enthusiastically anxious to accept this program or one similar to it if the president will accept it and work for its adoption by congress.

There has been no change in President Roosevelt's attitude toward the railroads. He declared in his message to the last congress that he was opposed to government ownership of railroads, but was in favor of "the government exercising such supervision as will insure its being conducted in the interests of the nation." Every utterance he has since made on the subject has been in harmony with that expression of the message. The change has taken place among the railroad managers, who now realize that they can not go on indefinitely on bad terms with the traveling and shipping public. There has been no agitation either by the president or by the legislatures against railroads, only an agitation in favor of legislation to correct abuses which the railroad managers frankly admit have become aggravated under recent railroad management. Nor is the railroad claim correct that the scarcity of capital is due to "hostile legislation." Capital is scarce for all purposes owing to the unusual demand for it. Railroads feel this scarcity the more because their requirements are greatest, due to the necessity of increased equipment to meet the growing business of the country.

Steadily on the Go.

Notwithstanding the Wall-street excitement, prosperity appears to be keeping its heels. "Calamity" is afar.

Trails of Noted Grifters.

Philadelphia Ledger. The difference between the two big cases of graft now on display is that the Californians have confessed while the Pennsylvanians are still in the haughty silent stage.

Harmony of Ideas.

St. Louis Globe-Democrat. Secretary of Agriculture Wilson says the property of the United States cannot be destroyed by Wall street speculators. The people throughout the country are clear of the same opinion.

Demands on the Pen-and-Ink.

Baltimore American. President Roosevelt has been appealed to put a stop to the massacres in Roumania. But it may have been noticed that while the duties of the big international policeman are constant and onerous, there is no salary or offer of one to go with the job.

Battle Against Spoils.

Pittsburg Dispatch. The corporations and the New York political machines are joined in fighting Governor Hughes' public utilities bill. In the last analysis the two powers are usually revealed as parts of one tremendous whole.

Sure Check to Grifters.

Portland Oregonian. The history of graft in San Francisco shows that the success or failure of a graft administration depends upon the character of the man who occupies the office of prosecuting attorney. Graft cannot be carried on to a very considerable extent without there being evidence of its sufficiency to arouse the suspicions of an alert prosecuting attorney. San Francisco has had grafting boxes almost continuously since it had municipal business that afforded opportunity for graft. The election of an honest man to the office of district attorney was what led to the prosecution now occupying the attention of the whole civilized world. Where extensive graft prevails the district attorney must be stupid, indifferent or dishonest.

ROUND ABOUT NEW YORK.

Greater New York's police force totals 5,712 men. Salaries range from \$200 for the first year's service of a roundman to \$2,000 per annum for the chief inspector, and the average is about \$2,500 a year. Members are retired on one-half pay after twenty-five years' service, and after twenty years' service if a veteran of the civil war or for permanent disability contracted on line duty. Members are never protected by civil service law and cannot be dismissed without cause disclosed at a regular trial. An organization so vast, ramifying the complex life of over 4,000,000 people is a conceded power for good or evil and a mighty difficult job to line up on a straight and narrow road. As a political factor it is often the making of party victory. Just now the force is lined up, on the quiet, as usual, against a bill pending in the legislature designed to grant power to the police commissioner to handle the members as he wills and materially relaxing the right of dismissal. In the fight for the bill Commissioner Bingham and District Attorney Jerome led a raid on the headquarters of the police beneficiary fund where the fund received most of the cash of a surplus of \$2,000 supposed to have been raised to defeat unfriendly legislation. The discovery is expected to advance the measure. On the heels of this shake-down comes the discovery that Commissioner Bingham has been ordered by James J. Mock, has been industriously borrowing money from members of the force and is said to be \$20,000 to the good. Evidently whatever side snaps the members enjoy are barely sufficient to meet the exactions of grafters "higher up."

A gigantic globe tower, the biggest building in the world, is in course of erection on Coney Island. It will be 700 feet high and 800 feet in circumference. It will have eleven floors and 500,000 square feet of floor space.

These eleven floors there will be all sorts of things to amuse Coney's millions of summer visitors, but the star feature of them all will be the revolving restaurant and cafe, first of the kind in the world.

If it is now unlawful to employ any child under 16 years of age at any remunerative work in Nebraska except on the farm, unless he is supplied with a school certificate giving his weight and height and the color of his hair and eyes. Presumably, however, prosecutions under the new child labor law will not begin for a few weeks.

It is refreshing to note that the home newspapers are keeping close tab on the votes of their respective members of the legislature on all important legislation. Every man who went wrong at Lincoln will have to do a lot of tall explaining when he gets back to his neighbors.

The president has written a 2,000-word letter to Congressman Pollard thanking him for his vote on the ship subsidy measure. At that rate, he ought to write a couple of books to General Grosvenor who has been voting for the measure for over twenty years.

The census estimate gives Omaha and South Omaha a combined population of a little more than 100,000. That means that to reach the 200,000 mark for a Greater Omaha by 1910 we must not only consolidate the two cities, but secure 40,000 more people besides.

The president's letter ought to square Congressman Pollard with such of his constituents as are opposed to ship subsidy appropriations. The Nebraska congressmen who voted against ship subsidies will have to square themselves.

A railroad president has been sent to jail in Nevada for refusing to show the company's books to the grand jury. He is behind the times in not having his books so fixed up that the grand jury could not make heads or tails of them.

The mayor of one of our Nebraska towns has appealed to the school boys to put in their vacation time cleaning up the streets and public places. Most of the school boys have all they can do wrestling with the back yard.

Chicago has had a real lively municipal campaign, considering the fact that it has been a Carter Harrisonless one.

Every old New Yorker has his favorite eatery—that's the word—because one must be careful not to call a cafe a restaurant, a rathaus or a chop house in that town. Every eating house on Broadway that is not a restaurant is a chop house. When it is not a chop house it is a rathaus. Opposite one of the large hotels there are two of these institutions, literally jaw-to-jaw. Each flings its hated sign in the face of the other vertically. The letters might be Chinese or Arabic. I wonder why one of the hotels does not call his place a steak-house or a sausage bazaar. Everybody can eat chop eaters. Peradventure the "chop" refers to the jowl of the hungry one. It is a subtle point. It is psychology in its scope. Then Broadway has its best-steak eatery and chop house. Possibly the roast dormitory will come next.

Saying he believed burglars who have been operating in New York City for months had organized a trust, with funds for defense and a corps of lawyers to aid them to freedom, Magistrate House quickly set the bail at \$20,000 on each man. The man who was willing to give \$5,000 security left the court room in a hurry. Magistrate House explained afterward that he had set the bail at \$20,000 because of the announcement that the man was ready to give \$5,000 bail.

It is believed that the man might be called a "burglar proof," he said, "for it called always happens that when apparently experienced burglars are arrested some one mysteriously appears in court to furnish bonds for them."

WESTERN FOREST RESERVES.

Government Policy Not Opposed to Settlement. Portland Oregonian. Nearly all those who have protested against the creation of forest reserves do so upon the ground that such action retards homesteading. There is no foundation for this objection, for two reasons: creation of a reserve does not prevent settlement, and as a rule there are very few places in the reserves where any one would want to make a home. The department has many times declared its policy of removing the limits of a reserve any lands that are wanted for settlement. This policy was announced in the letter written by the president when he issued the list of his proclamations. Practically the same attitude was shown in the statement made by Senator Bourne on Saturday, when he inquired regarding the rights of those who have already made settlements, but have not acquired title. The government is not standing in the way of any homesteader. When opponents of forest reserves assert that settlement is being retarded, it might not be a bad idea for them to give the names of intending settlers, the lands they desire to locate upon, and the time when they asked the government to release the lands and were refused.

Business Secrets that Girls Have Faithfully Kept.

Kansas City Star. Not long ago a Kansas City stenographer learned that the railroad for which she was working had determined to extend its line. She had a friend living in a town through which the line was to run. A letter to him with her savings would have enabled him to buy at a low price the land the road needed, and, the peculiar nature of the ground in that neighborhood would have enabled him to sell at a great profit. It would have been a business move on the part of the girl, but she would gain her money by the betrayal of the confidence of her employers. She did not consider the thing more than a minute and then decided that it would be a dishonorable thing to do.

Another stenographer in a large real estate office became aware of a deal in which \$10,000 was involved. Certain information she possessed ought to be worth thousands to the other parties. They made a few advances and hinted at rewards as high as \$5,000 for her betrayal of her firm. She indignantly refused and told her employers of the scheme. It never entered the mind of that young woman to betray her trust.

The American Association of Dining Car Superintendents has appointed a lobbyist to represent it at Washington, fearing that the enforcement of the pure food laws may prove fatal to the dining car business. That is a partial admission of the need of government regulation of dining cars.

Travelers have suggested that the perishable foods served in dining cars, other than fruits, were preserved by chemicals. If there is any ground for the suspicion it is time the practice was stopped. There is nothing about the motion of a railroad train which makes drugs any less injurious there than in a hotel. The minute that a passenger is not on a train long enough to be injured by the minute quantity of preservatives which he absorbs is not applicable to the thousands of men whose business compels them to spend a large part of their time in traveling. Many commercial travelers eat more meals on trains and in railway restaurants under the same management than they do in their own homes.

It is just as easy to carry ice in a dining car as it is to put it in a hotel refrigerator. It is not necessary to carry a large stock of milk or anything else on one run, and it is always possible to replenish the stock if careful calculations of the amount needed prove erroneous. A large part of the soups and cold meats are canned, but at the prices paid travelers are entitled to the best quality, and under the new law it is always possible for the dining cars to be provided with pure food.

To gain public confidence the dining car superintendents ought to call back their lobbyist and advertise on every railway folder and every bill of fare used the fact that all articles served are guaranteed to be prepared in conformity with the laws of the United States and are free from anything injurious. It will pay them much better than to wriggle away from the law and thereby suggest their lack of innocence. It does not necessarily follow that their goods are bad because they do not want them investigated, but they must confess that it is suspicious.

PERSONAL NOTES.

The world is either growing better or more absent-minded. Two or three New York millionaires have not visited the assessor for the purpose of swearing to property.

Senator Whyte of Maryland attributes his vigor at 81 to a diet of terrapin, Maryland style. The terrapin is a long-lived reptile, and if it can impart that quality, there may be something in it.

George T. Angell of Boston has been elected for the fortieth time as president of the Massachusetts Society for the Prevention of Cruelty to Animals. In 1848, with the help of a few others, he organized the society.

Dr. E. P. Oberholzer's "Life of Jay Cooke" will shortly be brought out. The hundreds of letters written to Cooke during the civil war by distinguished personages then engaged in making history are to be deposited in the library of the Pennsylvania Historical society.

Herr Hebel, the leader of the German socialists, who has been so much in evidence of late, is a whosbyright by trade. Although entirely self-educated, he is one of the finest orators and debaters in the fatherland and, distasteful as his views may be in the Reichstag, whenever he addresses the assembly he is certain of having a large and attentive audience.

WOULD'NT BETRAY TRUSTS.

Business Secrets that Girls Have Faithfully Kept. Kansas City Star. Not long ago a Kansas City stenographer learned that the railroad for which she was working had determined to extend its line. She had a friend living in a town through which the line was to run. A letter to him with her savings would have enabled him to buy at a low price the land the road needed, and, the peculiar nature of the ground in that neighborhood would have enabled him to sell at a great profit. It would have been a business move on the part of the girl, but she would gain her money by the betrayal of the confidence of her employers. She did not consider the thing more than a minute and then decided that it would be a dishonorable thing to do.

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PURE FOOD IN DINING CARS.

Managers of the Service Give Away Their Case. Chicago Tribune. The American Association of Dining Car Superintendents has appointed a lobbyist to represent it at Washington, fearing that the enforcement of the pure food laws may prove fatal to the dining car business. That is a partial admission of the need of government regulation of dining cars.

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SMILING REMARKS.

Stella—In what period is your parlor furnished? Bella—None, except that the sofa is planned for an interrogation point—New York Sun.

She stepped off the street car backward. Kindly persons lifted her from the pavement. "I declare," she said, "if it wasn't for fear of being mistaken for one of those bold new women I'd get off the cars in a sensible manner after this."—Philadelphia Ledger.

Customer (sniffing)—What causes this strong peculiar odor? Salesgirl—There isn't any one particular smell, mister. It's a mixture of cheapness, next counted down.—Chicago Tribune.

"Why don't you state your ideas in simple language that everybody can comprehend?" "My friend," answered the lecturer, "what is the use of inviting argument?"—Washington Star.

"Did you mean," thundered the flowery orator, by your recent statement that my veracity was not impeachable by the results of a categorical verification?" "No, I didn't," replied the plain citizen. "I meant you were a liar."—Philadelphia Press.

"Henry" declared the humorist's wife, "these jokes you clip for the paper are better than the ones you write." "I can't help it, Maria. I clip the worst I can find."—Washington Herald.

"Why is it," sharply demanded Mrs. Vick-Senn, "that these so-called 'Chauntiaque' attractions are always men?" "They're non-industrial," answered her husband. "It was at a luncheon, you remember, that I first hit—the you."—Chicago Tribune.

"My, but you've got a nerve on you!" said the doctor, examining the suffering tooth. "It takes a man with a nerve to come to a man with a puller," signed the patient.—Baltimore American.

"John," said Mrs. Spenders, "I've got lots of things I want to talk to you about." "Glad to hear it," snipped her husband; "usually you want to talk to me about lots of things you haven't got."—Philadelphia Press.

HEMORRHOID TIME DECLINING THE GRAND ARMY.

Chicago Tribune. Another evidence that the great army of soldiers of the civil war is fast vanishing is afforded by the organization of a new post of the Grand Army of the Republic which is to hold its meetings Sunday afternoons. Because of physical infirmities the charter members of "Old Glory" post have found it hard to get out for the usual evening meetings. So they have sought relief by the establishment of a daytime post.

In mastering them in the past department commander expressed his belief that this may be the last post of the Grand Army to be organized. The ranks of the veterans are being depleted rapidly by death. Each year's summary reveals the absence of a host who responded at roll call the year before. Most of the great commanders have gone. The man who was 20 in 1861 is now 87. There were thousands who were far past 20 when they rallied at the call of Abraham Lincoln. Each year now is bound to show a relatively larger death rate and it cannot be long until the last of the veterans of a great conflict is gone.

With the passing of those who preserved the union in its time of distress is springing up a race of people who know little of that great contest and can little appreciate the strength of the sentiment which is behind the Grand Army of the Republic. Millions of other citizens have no personal relationship to the men who followed the flag between 1861 and 1865. Not only the individuals are passing away, but the era in which they played a part. So dominant has been the influence of the soldier during the last forty years that it will indeed seem strange when the bugle call falls to secure the attention of a single veteran.

But no change of citizenship or shifting interest will make the world forget what the Grand Army of the Republic accomplished. The strength and glory of the nation in its movement. There is no regret over things undone. The members of the Grand Army of the Republic have the peculiar joy of a happy memory of accomplishment. The kindness and care of a grateful people will be theirs during the evening of life. Their work will not be forgotten when they are gone.

MAKING POWER Absolutely Pure A Cream of Tartar Powder free from alum or phosphatic acid Makes Home Baking Easy

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Another stenographer in a large real estate office became aware of a deal in which \$10,000 was involved. Certain information she possessed ought to be worth thousands to the other parties. They made a few advances and hinted at rewards as high as \$5,000 for her betrayal of her firm. She indignantly refused and told her employers of the scheme. It never entered the mind of that young woman to betray her trust.

The American Association of Dining Car Superintendents has appointed a lobbyist to represent it at Washington, fearing that the enforcement of the pure food laws may prove fatal to the dining car business. That is a partial admission of the need of government regulation of dining cars.

Travelers have suggested that the perishable foods served in dining cars, other than fruits, were preserved by chemicals. If there is any ground for the suspicion it is time the practice was stopped. There is nothing about the motion of a railroad train which makes drugs any less injurious there than in a hotel. The minute that a passenger is not on a train long enough to be injured by the minute quantity of preservatives which he absorbs is not applicable to the thousands of men whose business compels them to spend a large part of their time in traveling. Many commercial travelers eat more meals on trains and in railway restaurants under the same management than they do in their own homes.

It is just as easy to carry ice in a dining car as it is to put it in a hotel refrigerator. It is not necessary to carry a large stock of milk or anything else on one run, and it is always possible to replenish the stock if careful calculations of the amount needed prove erroneous. A large part of the soups and cold meats are canned, but at the prices paid travelers are entitled to the best quality, and under the new law it is always possible for the dining cars to be provided with pure food.

PERSONAL NOTES.

The world is either growing better or more absent-minded. Two or three New York millionaires have not visited the assessor for the purpose of swearing to property.

Senator Whyte of Maryland attributes his vigor at 81 to a diet of terrapin, Maryland style. The terrapin is a long-lived reptile, and if it can impart that quality, there may be something in it.

George T. Angell of Boston has been elected for the fortieth time as president of the Massachusetts Society for the Prevention of Cruelty to Animals. In 1848, with the help of a few others, he organized the society.

Dr. E. P. Oberholzer's "Life of Jay Cooke" will shortly be brought out. The hundreds of letters written to Cooke during the civil war by distinguished personages then engaged in making history are to be deposited in the library