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THURSDAY, JAN. 30, 1913.

A winter that can smile can also frown.

An ardent suburbanite loves even the mud.

New York needn't get stuck up. Baltimore, too, can stir up a little strike excitement.

Evidently the cost of living issue has been put on the shelf until the next campaign rolls around.

The Turks are now fighting each other. Evidently they want to help the allies do a good job.

If the movement for the simple life has extended to the fair girl graduate's gowns, it must be a genuine one.

Adrianople is said to be well provisioned with cheese. Hence, probably its loud defiance of the powers.

Now the Telephone Trust is to be probed. When it is called on for an explanation the line will probably be busy.

The Gotham press must be in a parlous state these exciting days. The Mayor of that city wants to beat up the editors.

Just now it would be interesting to collect a few of the views of the London "Bobbies" on the so-called "weaker" sex.

Commercial interests are again after Niagara Falls. To destroy this great natural curiosity or its grandeur would be a national crime.

There is so much division of opinion among Democrats on all matters of prime importance that Wilson will have to use the whip if any progress is to be made.

It must have been somebody with a keen sense of humor, not unmixed with malice, who suggested London as a proper and appropriate place for a peace conference.

Governments might as well profit by the lesson learned long ago by the individual man that a woman can make a heap of trouble if she doesn't get what she wants.

English athletes defeated in the Olympic games can find some consolation in the newly discovered fact that Thorpe was ineligible to compete as an amateur. Nevertheless, his demonstration of American supremacy will not be forgotten.

The old program is again in force. The English suffragettes are being sent to jail, where they will immediately begin a "hunger strike" and do their best, which is quite considerable, to make life miserable for themselves and the authorities.

A human brute in New York who in drunken rage crippled a little child for life was sent to the penitentiary for a year. He chose his crime wisely. If he had robbed a bank safe, he would have received a term of anywhere from ten years up.

The Iowa legislature has passed a bill providing that a husband is obliged to pay for reasonable purchases only by his wife. The solons neglected to provide also for arbitration in the very likely contingency of the difference of opinion about what is a reasonable purchase.

A woman in Chicago had a butcher arrested because, after selling her a certain amount of meat, he cut off the "trimmings" and sold them to another customer. The present rage for enforcing personal rights is getting to such an extent that honest graft will be presently hard put to make a living.

One of the latest figures in the limelight is a man from the West who has grown hair forty-four inches long under a vow to wear it so until a Democratic administration took charge of the country. This is one of the many instances multiplying to show how sadly the fool-killer is lagging on the job.

A number of railroads were fined in Pittsburgh for failure to water and feed animals in transit every twenty-eight hours. This is a case where common humanity to animals means health for human beings. Consequently, the law should be strictly enforced where the humane sentiment is so ruthlessly sacrificed to business convenience.

A legislative committee in Massachusetts has recommended a bill making it a misdemeanor in a woman to wear a hatpin protruding more than half an inch from the side of her hat unless the point is covered. This is a measure eminently in the protection of the public. The long hatpin is a constant danger, and that it is so is proved by the fact that it has already both blinded and killed. It is true not as many accidents have happened from its wearing as might have been expected, but even one life is a tragedy out of all proportion to the useless and trivial cause. Women with a just sense of the rights of others should not require legislation to remind them of this particular one.

THE RIGHT TOUCH.

Just the right touch of winter was brought by the flakes that began to fall yesterday and gave a wet dressing to the warm soil that was sprinkled with daisies and buttercups and was green with grass ready for the mower. Anything in the shape of seasonable weather is agreeable after the reign of microbes and the riot of sunshine that pulls the fog out of the earth and causes miasmas to spread over the surface of the fields.

No one who is not an official weather man dares to predict anything about the weather this winter, and so one can comment in passing upon an accomplished fact of the fall of flakes and the realisticity, so to speak, of this nature sign, without committing himself to an assertion that the rigors of winter weather are at hand.

As the farmers are afraid for their wheat and the truck gardeners for their truck and the orchardists for their fruit, the passing of the tripping-toed votaries of spring to make place for the kind of temperature that this time of the year should have would be widely welcomed.

EDISON'S LONGEVITY SCHEME.

When Thomas A. Edison states an opinion about anything, the people of these United States are disposed to listen attentively and to attach a more than ordinary importance to his conclusions. And when Mr. Edison discloses a scheme for promoting longevity—when he tells how to round out a century of existence and maintain vigor all the way along he is speaking on a matter that interests a good many people. Edison's longevity scheme is very simple. Put in briefest form, it is don't eat too much and don't sleep too much.

In the February number of a popular magazine, through an interviewer, the Wizard expounds his theory, which he says he has tried out not only upon himself, but upon his wife, with results that have convinced him. He talked to his wife for fifteen years before she would adopt his theories about eating and sleeping, but she has been living strictly in accord with the Edison system during the past seven years, with the result, as Mr. Edison declares, that strangers often mistake his wife and daughter for sisters.

Mrs. Edison now never sleeps over four or five hours in the twenty-four. She sits up until one or two and gets up before six. She is just as particular in limiting her food as in limiting her sleep. She is a convert to the longevity theory, but Edison's daughter is not. Their daughter sleeps eight hours out of the twenty-four and eats as much as her appetite calls for. And, notwithstanding the general reverence with which the Edison dictums are listened to, there will be many outside his own family who will question the accuracy of his eating and sleeping conclusions. Others have done some experimenting in eating and sleeping, and they are experiences upon which almost every member of the human family has an opinion that is all his own.

IN PEACE AND WAR.

If there were more consistency in the position assumed by the construers of the Hay-Pauncefote treaty adverse to the right of the United States to make an exception in favor of its own coastwise shipping in the imposition of tolls, there would be less fuel to fan the flame of England's assertions. Mr. Mann, the Republican minority floor leader and former chairman of the House Committee on Interstate and Foreign Commerce, has pointed out that the controverted clause of the treaty provides that the canal shall be open to the vessels of commerce and war of all nations.

If the United States included itself in this term all nations, then would it specifically prohibit the use of the canal by its own ships of war for its own defense in times of war, as this country would be placed upon precisely the same terms as any other nation in respect to vessels of war as vessels of commerce. So that in case the United States should be at war the neutrality of the canal would prevent it from keeping any of its ships within three miles of either end of the canal for more than 24 hours, except in case of distress, and in that case the ship would have to depart as soon as possible.

The pertinent question is raised by Mr. Mann as to whether this country wants to submit to arbitration the question of whether or not it shall have the right to keep any of its warships within three miles of the ends of the canal in time of war with some other power. If no preference can be given the merchant marine, the fact stands out indubitably that the same language in exact application bears upon ships of war, and no preference could be given to American warships.

As the Republican congressman points out, this country negotiated with Colombia a treaty that the latter country never ratified, in which it is expressly stated that the Central American republic would have the right to transport over the canal its vessels, troops and munitions of war at all times without paying any charges at all. This treaty was drawn up shortly after the passage of the Hay-Pauncefote treaty and furnishes the best commentary upon the intent of the disputed clause of the latter engagement. And it also points to a strange inconsistency of Secretary Root, who was responsible for the diplomacy with Colombia that resulted in the framing of the treaty in question. As the light is thrown on the subject it becomes clear the objector to the law favoring American coastwise shipping has not a leg to stand upon.

MARYLAND COUNTRY LIFE.

While farm conditions in Maryland are more nearly normal than in many other states of the Union, the abundance of the opportunity that is offered for the promotion of intelligent agriculture upon the lines of both extensive and intensive cultivation makes the appointment by Governor Goldsborough of a country life commission one of the most important acts of his administration. Few states have the range of crops, the versatility of products, the proportion of realizable profit to stimulate agricultural enterprise, as the state that from mountain peak to the broad sweep of the Eastern Shore is a field of cultivation for cereals, for truck garden products and for hay and all other matters that enter into the agriculturalist's interest. The scope of Maryland country life does not end with the purely agricultural activities of the farmer, for the dairy interests and the chicken farming in Maryland are most important features that could yet be greatly extended.

This state possesses an agricultural college of excellent grade and wide usefulness, the state is close to the sources of federal information and stimulation of agricultural enterprise, and there is no lack of expert experience and expert service to be drafted upon for the service of the farmer. It is not at all necessary to rehearse all the facts of country life and encouragement that already exist. It is more important to point to the as yet undeveloped possibilities of Maryland for country life and labor. The object of the Country Life Commission will be to make investigation of rural conditions, not to merely formulate a resume of stereotyped matters, but to study the conditions in Maryland with respect to the number of farms, the drift of population to or from farming communities, the reasons for adverse conditions, the degree of state cultivation in any one section, the results of approved methods, contrasts of these with outworn methods, the stoppage of waste, the inculcation of thrift, the accurate charting or other designation of the backward portions of the state in agricultural enterprise, with the reason set forth for this unfavorable condition. The object of this study will be to displace habitual and uneconomic conditions by modern, skillful and scientific methods of farming. The object will be to formulate measures that will have actual remedial effects, so that the legislature may pass intelligently upon them. Maryland must wake up to the fact of the tremendous losses as well as the enormous profits missed through failure to adequately carry on the agricultural interests of the state.

The country life commission will do much to promote the interests of the rural population in farming if it can fix the young people, especially the young men, on the farm. This can be brought about more readily through the study of the experiences of some of the states that have taken hold of the problem of making rural life attractive. The matter of farming is being reduced to science. But this is not enough of itself; it is necessary to inculcate into the minds of the youthful the fact that it is a profession as well. This means that a higher grade of education must be provided for the rural young people, and the farming education shall be a strong feature of the system. The corn clubs formed by the Agricultural Department, some of which exist in Maryland, are doing a splendid work among the young people, and such agencies incorporated in the scheme of the Country Life Commission will prove wide adjuncts for usefulness. There should be more or less uniformity of methods in all the agricultural states in order to give synchronous character to American farming and to country communities. There is no better field for independent livelihood, for intellectual oportunity and for social advantage than the farm, once the ideals of country communities have been raised to their proper plane.

While the act carries with it no provision to cover expenses and the work of the commission until such provision has been made will have to be through voluntary contributions, it is believed the interest aroused will be such as to make it a really important and stimulating agency from the very start. The commission has nothing to do with politics, it will be businesslike and the personnel is made up of businesslike agriculturalists; men of the widest knowledge and experience in facts of country life. So that Maryland is one of the fortunate states to have its agricultural concerns in the hands of a commission with such important scope of enterprise and average of ability to insure excellent results.

THAT SHIP CANAL.

Making a demonstration for economy without regard to the intrinsic values of the things destroyed in a play for the galleries, the Democrats effected the defeat of the endeavors of Representative Moore to have condemned by the government for acquisition and enlargement into a shipping canal of the Chesapeake and Delaware Canal. This canal is destined to become one of the finest links in the protected waterways system. Not only would this be the most feasible, but it also constitutes the least expensive link of the Atlantic coastwise canal for the government to open up.

The arguments were all in favor of action at this time, but the Rivers and Harbors Bill has been passed without including this important and, in a sense, imperative improvement. Nevertheless, the campaign of education has gone on with great success and the stage of actual realization of the ambitions of those interested in affording the country this new traffic way is being brought ever closer to the point of realization.

Maryland is not a whit discouraged, nor are the friends of the protected waterway, as the work already being done on some links of this project assure at an early date the adoption of the course so strongly advocated by Mr. Moore in his comprehensive speech.

EUROPE MAKING READY.

Information from Liverpool concerns the formation of what is probably to be the greatest ocean-carrying corporation in the world. It is to be not a new organization, but a combination of two of the big British companies now in business. The Peninsular and Oriental Navigation Company is to be absorbed by the Royal Mail Steam Packet Company. The combined fleets of these companies represent 327 steamships, having an aggregate tonnage of 1,676,000.

The reported reason for this merger is the facilitating of British trade through the Panama Canal. By combining the two companies will be able to map off the oceans and apportion trade routes without conflict of interests. Shipping interests in other countries are, as has been indicated in cabled information from time to time, making strenuous preparations in anticipation of the opening of the Panama route. More than a year ago the news came that a Japanese shipping company, which is supposed to be backed by the national government, was building twenty big ships for a new line to trade through the Panama link.

The news of great preparations on the part of American shipping interests, anticipatory of the opening of the Canal, is meager. There are indications of a purpose to put on additional coasting ships on the part of some established companies, but no such readjustment and expansion of shipping equipments as is in evidence beyond the Atlantic.

WATERFRONT SPACE.

A good deal has been said in newspaper discussions during the past year concerning the extent of the control of the water frontage of various port cities of the United States by the railroads having terminals along the harbor fronts. Not infrequently Western congressmen, who can see nothing good in a river or harbor appropriation unless it is for the digging out of a muddy central river, refer to this alleged monopoly of the coastal harbors by the railroads, as a good reason why tidewater ports should be ignored or treated scrimpingly in the congressional bill providing for waterway betterments. And in such statements the facts are not always given with a strict regard for accuracy as when a Texas congressman the other day mentioned Baltimore's pierage facilities as being under control of the Pennsylvania Railroad.

There are three big railroad systems having extensive terminals on the Patapsco and its prongs in the vicinity of Baltimore, but the railroads all combined do not occupy one-tenth of the available water frontage contiguous to this city. The city itself during the past eight years has expended or will have expended when the work is finished $6,000,000 in developing a system of docks and piers. These are municipally owned. There is plenty of harbor space even upon the inner branch of the harbor that is practically undeveloped.

As to railroads having terminals on the harbor frontage of port cities, that is in the natural order of things, and it is absurd to rail against it. The city which has not enough harbor frontage for the railroads and for other transportation and manufacturing uses is in an unfortunate situation, but Baltimore is not in any such difficulty.

NOTES AND NOTIONS

BY JOSH WINK.

A WAY.

If we were firm
Like suffragettes,
We might not have
Such deep regrets
That food is so high,
No study brown
On our part
Will bring it down.

They show a way
To gain one's point,
Though with their taste
'Tis out of joint;
But if as strong
For our cause,
As they, we might
Change prices' laws.

A simple thing
It is to do,
And it would have
Result, that's true.
But few will try
Its drastic like;
Yet we'd win, too,
With hunger strike.

CONTRARIWISE.

"In the discussion, Jobbins declared that Muggs' argument was very thin."

"What did Muggs do?"

"He made a stout contradiction."

FIRMLY ATTACHED.

"It is strange how people can become attached to a bad custom."

"That's so; look at the street car strap-hangers."

APPROPRIATE CONNECTIONS.

"Pop, I want to ask a question."

"Yes, my son."

"Are mosquito fleets spotted by fly detectives?"

NATURAL RESULT.

"Your voice is all the stronger for your cold."

"How do you make that out?"

"It has more hoarse power."

THE OTHER WAY.

"When I put on this diamond circlet upon your finger, my darling, I am in one way sealing my doom."

"Dear me! You frighten me! How so?"

"I am ringing the Nell of my dearest hopes."

THE COMPELLING CRISIS.

"I'll never say die."

"You'll have to when your hair begins to turn gray."

APPARENT NONSENSE.

"He talks miserably and yet he talks well."

"How can he do both?"

"Because he's drumming up business for an artesian company."

A PARADOXICAL PREDICAMENT.

"James found himself lately in a queer sort of a fix."

"What was it?"

"He was in a hole because he couldn't find an opening."

SURE THING.

"Do you believe in bad luck?"

"I do. I proposed thirteen times to the same girl."

"Where did the bad luck come in?"

"The thirteenth time she took me."

JOSH WINK.

A HARD LANGUAGE.

"English and American are not the same language at all," said George Ade at a dinner. "What American knows anything about toad in the hole or bubble and squeak—they are not games, but dishes, or singlets, which are undervests, or beer, which is never beer, but always ale or stout? If you want beer in England you must ask for lager, you know.

"Draughts in England are checkers, and a black draught over there means a dose of soothing syrup. But they don't know their own language themselves, it seems.

"An Englishwoman, for whose husband the doctor had ordered a black draught, came to the surgery in the middle of the night wringing her hands.

"'Oh, doctor, George is much worse,' she faltered.

"'Did you give him that black draught I ordered!'

"'No, sir; I couldn't find a black draught, but I gave him a double-six domino, and he's been going steadily down hill ever since.'"

THING FOR HIM.

A beginner at golf was on one occasion taking an unconscionable time to get round a seaside course near Edinburgh. Several holes had been "played" in a manner which produced a look of disgust in the face of the caddy. Getting badly bunkered, the man tried several clubs, one after the other, without success.

Turning to his caddy, he inquired. "What should I take now, boy?"

To this the caddy promptly responded: "Ye should ta' the 4:25 back to Edinburgh."—London Standard.

LA MARQUISE DE FONTENOY

The Hat as an Emblem of Sovereignty—How It Figures in History.

Special to The American.

What is the reason why the members of the English Parliament invariably wear their hats during the debates, merely doffing them when they rise to address the House? This inquiry comes to me from a reader of these letters. I am sorry to say that neither I nor anyone else that I am aware of can state definitely how the custom originated. But it antedates the time of Oliver Cromwell, and it is probable that it originated in some manifestation of political independence and revolt against monarchical despotism on the part of the members of the legislature.

The hat, in fact, is an emblem of sovereignty, own brother to the royal crown. The French Commons in the national legislature, or Tiers Etat, some 120 years ago, kept their hats on their heads in the presence of Louis XVI. in order to prove to him and to the people at large that their rights were sovereign in character. Charles Kean used to be fond of relating an incident which occurred while he was playing Richard III. at New Orleans, supported by an American company, and which is not without a certain bearing, I think. Just as the curtain was rising he noticed that the "noblemen of the court" were wearing their hats. "Take your hats off during the presence of the King!" he exclaimed in a loud whisper, which was not, however, intended for the audience, although it reached them.

"And what of that?" shouted the American actor who played the role of Buckingham, smiling for the approval of the audience. "What of that? We are all kings in this country!" with which he clapped down his hat tighter on his head. Fortunately the burst of applause which followed the enunciation of this republican sentiment lasted two minutes, so that Charles Kean had time to recover his equanimity, sadly upset by this interpolation of lines which are certainly not to be found in any of the English editions of Shakespeare.

A question of hats brought about some years ago a temporary rupture of diplomatic relations between the South American republic of Uruguay and Switzerland, and it is fortunate that the two countries are so far apart, since otherwise the world might have been called upon to witness another one of those bloody wars which history teaches us have originated in disputes concerning hats.

The Uruguayan envoy at Berne at that time was a diplomat of the name of Nine, who held the rank of general in the army of his country. Arrayed in his military uniform, he figured one year at the annual maneuvers of the Helvetian army, a regimental charger and an orderly being placed by the Swiss authorities at his disposal, as in the case of every other foreign officer present on behalf of his government. The following year the envoy applied to the president for the same facilities that had been shown to him 12 months previously. He received, however, a curt refusal, based on the pretext that he did not happen to be in uniform when he made his application.

Determined, nevertheless, to witness the maneuvers, the General hired horses for his daughter, his son and himself, and, arrayed in civilian attire, rode off to the mimic battlefield, where a large crowd of spectators had already assembled. On his way he passed the carriage containing the President, and, inasmuch as the latter had treated him with marked discourtesy, he failed to take any notice of him. The General and his little party had not been more than a quarter of an hour upon the field before an officer cantered up to them and demanded in the most imperious and aggressive tone that he should immediately ride up to the flagstaff, where the President had taken his position, and salute him by doffing his hat.

The envoy indignantly refused to do anything of the kind, explaining that, inasmuch as the President had declined to accord him the customary courtesies due to his rank, he was attending the maneuvers, not in a diplomatic or military capacity, but as a private visitor. The officer rode back to the President with this message, and shortly afterwards a squad of military police surrounded the envoy and informed him that they had instructions to compel him to leave the field at once and to remove him by force if he failed to comply with their request.

The envoy thereupon returned to his hotel with his children and addressed a strongly worded protest to the federal State Department. Receiving no answer or apology, he complied with the instructions of his government to break off diplomatic relations with the Helvetian Republic and closed his legation at Berne. Several years elapsed before diplomatic relations were restored. Of course, this incident served to recall the circumstance that Switzerland's successful war of independence originated, according to popular legend, in the mythical William Tell's refusal to doff his own headgear to the hat of the Austrian Governor Gessler.

At the time of the coronation of the present Czar a serious hitch occurred at Moscow in connection with the question of hats. At the grand levee held by the Emperor at the Kremlin it was stipulated that every person, whatever his rank or creed, should uncover before the Czar. The Emir of Bokhara, being a vassal of Russia, was compelled to submit to this decree, in spite of his being a Moslem. But the ambassadors of Turkey, of Persia and of China absolutely declined to bare their heads and kept away. In fact, none of them were present, either at the ceremony of the coronation or at the levee, in consequence of this difficulty.

One of the most sanguinary insurrections that marred the reign of Charles III. of Spain, costing thousands of lives, and compelling the flight of the King and of his court from Madrid to Seville, originated with the issue of a royal edict that men must fasten up or else remove altogether the huge flapping brims of their hats. The Spaniards, although willing to submit to every other form of monarchical despotism, absolutely declined to obey the King's commands in the matter of hats and announced their readiness to sacrifice their property and even their lives sooner than yield—in one word, treating their hats as the most vital point of their honor, conscience and principles. Finally, after much bloodshed, the King was forced to a compromise whereby everyone within the walls of Madrid agreed to wear his brim turned up, while outside he was at liberty to let it slouch.

Blood likewise flowed in the streets of Lisbon about the same time in consequence of the issue of a decree by King Joseph not only ordering the banishment of all Jews, but likewise insisting that all Portuguese citizens professing the Catholic faith who had any Hebrews among their ancestors should wear white hats, so that the taint of their blood might be signalized with a view to subjecting them to ostracism. As there is hardly a single family of any importance in Portugal that does not have a number of Jews among its forbears, the decree was resisted by the people, and an insurrection of so much gravity ensued that the existence of the throne was in danger.

At length the prime minister, the witty and brilliant Marquis de Pombal, finding remonstrance and argument powerless to induce the fanatical monarch to repeal the decree, determined to appeal to his sense of humor. He pretended to have been won over to the King's views, and presenting himself before His Majesty, drew forth from underneath his mantle two white hats, which he solemnly placed upon the table.

Greatly astonished, the sovereign inquired the meaning of this extraordinary action of the premier. Said the latter, "I have come prepared to obey your Majesty's commands, with one hat for you and the other for myself," thus recalling to the monarch the well-known fact that the House of Braganza itself is not free from Hebrew strain. The King had the good sense to see the joke, laughed heartily and permitted the Marquis to withdraw the obnoxious edict.

MARQUISE DE FONTENOY.

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Advising the Court.

A question that is puzzling the courts of New York is, "Is the wife a family?" If the judges up there are elected by the people we advise them to rule that she are, as they would say in South Carolina. Houston Post.

Impassioned Remarks Expected.

A member of the firm of J. P. Morgan & Co. says that the concentration of money has just begun. If this does not start W. J. Bryan out of his silence nothing will.—Washington Star.

MEN AND WOMEN

The Harvard dons have substituted Dr. Woodrow Wilson's books for James Bryce's in their course on government.

G. W. Arrowsmith, an English publisher who died recently at his home in Bristol, at the age of 73, became famous, we are told, as "the discoverer of Called Back."

Louis De Coppet Bergh, an architect, is dead in Washington of heart disease. He designed several of the buildings at Yale University and many structures in New York and Washington.

There has just been put on sale throughout Italy a book containing 1,000 photographs taken by the Queen of Italy, portraits of the royal family, castles, etc. The proceeds are to be devoted to charities for poor children.

Carmen Sylva, the poetess Queen of Rumania, is issuing a new series of postage stamps to aid the charities in which she is interested. Unlike most stamps of this kind, the Rumanian Queen's issue is good for all mailing purposes.

A portrait of King Edward VII., by Sir Luke Fildes, R. A., has been presented to the National Portrait Gallery in London by King George. It represents the late king in the uniform of a field marshal and in the coronation robes.

Miss Eva Fenton is an Englishwoman who is secretary of the Imperial Rifle Club and a match has been arranged through one of the London papers between a woman's rifle team and that made up of men. Miss Fenton has a team of ten and says that not one of them fall below 97 in a possible 100 in hitting the bull's eye.

There are three nonagenarians in the British House of Lords—the Earl of Wemyss, Lord Strathcona and the Duke of Grafton, and this year will see the number doubled. In April Lord Courtown will celebrate his 90th birthday, Lord Cross will reach a similar age in the following month, and in August Earl Nelson will complete his 90th year.

Princess Anna of Lowenstein-Wertheim, who is the daughter of an earl, has invented a cot that she thinks will prevent seasickness. It rests on springs and permits the sleeper to be continually in a level position. She has just come to this country, and although she was seasick, she says she was not nearly so ill as she would have been without the cot.

Time to Take Precautions.

An Ohio girl declares that she was engaged to five men at one time and all of them died. Maybe the next one will bring his kissing gauze with him.—Charleston News and Courier.

No Idle Ex-Governors.

There is no need to provide for ex-governors of Missouri. The lecture platform snaps them up as fast as we can turn them out.—St. Louis Post-Dispatch.

GOSSIP OF THE STAGE

Frank Campeau has been engaged, by Maurice Campbell for the cast of The Ghost Breaker.

Margaret Crawford has been engaged for the new Victor Herbert operetta which Werba & Luescher are to produce.

Geraldine Bonner and Hutchison Boyd have written a play called Making a Man of Him, in which Eva Lang will star.

Eva Tanguay will make a tour of several weeks at the head of her own vaudeville company, and then will begin preparations for starring in a musical show.

Next season Maude Adams will appear for three weeks in New York in Peter Pan, the rest of her season in that city being devoted to a cycle of Barrie comedies.

William Gillette will make his appearance in New York before the season is over in a role said to be unlike anything he has done since his first success in The Private Secretary.

Rowland Buckstone, for many years with E. H. Sothern, and who lately was making arrangements for a starring tour of his own, is reported to be in a dying condition in St. Louis.

Mary and Florence Nash, who now have a theater of their own, want to arrange with Gordon Craig, the son of Ellen Terry, to direct a series of productions they desire to make next season.

Robert Hilliard, who is starring in the detective play, The Argyle Case, has arranged with the inventor of the dictograph to have these devices placed upon the stage during the performance for the benefit of those among the audience whose hearing is defective.

Lew Dockstader asserts that the first band of minstrels was organized in a New York boardinghouse in 1842. In the troupe were Dan Emmett, Frank Bower, Billy Whitlock and Dick Pelham. They made their first appearance as minstrels in the February of the succeeding year and made a successful tour of the Old World, after a tour of the larger American cities.

COWPUNCHER PHILOSOPHY.

[From the Denver Republican.]

This world's so doggone big and bright
I'd like to pack my grip
And start out from the ranch some night
On some wide, endless trip;
I'd like to go and never stop
Until, when came death's call,
I'd simply sigh: "All right, old top—
I've seen it all!"

This life is such a thing of joy
Why some folks kick beats me;
How kin they find heart to destroy
The good in all they see?
I'd have each day stretched to a week—
Each week into a year.
But joy and some folks never speak—
It sure is queer!

This thing called Me, it often seems
Ain't mine a little bit;
It's jest a part of Someone's schemes,
And I ain't ownin' it;
But while this thing called Me is here
I'm goin' to treat it right
And work to keep its record clear
With all my might!

PUBLIC OPINION

Comment of Leading Newspapers on a Variety of Topics — Government Operation of Railroads.

[Philadelphia Inquirer.]

An impressive argument against the government operation of railroads is furnished by the French experience in connection with the "Chemin de Fer de l'Ouest." In France most of the more important lines are owned by the government and operated by private companies under terminable concessions. Three years ago the concession of this Western Railroad fell in, and the Radicals and Socalists in the parliament insisted that the government should take it over.

This idea encountered strong opposition, especially in the Senate, from conservative and level-headed men, who knew very well what would happen if it were adopted. Their protests were disregarded and their opposition overcome. The ministry then in power attached more importance to the Radical and Socialistic support, from which it derived its majority, than it did to the interests of the country, and the scheme for the nationalization of the railroad of the West went through.

Precisely what had been predicted has since taken place. In three years the operation of the road has cost the country over $33,000,000, while the service has been so bad as to constitute a national scandal. Time tables have been a mere matter of form and fatal accidents have been so numerous that people have been afraid to travel on the road.

So much for the idea that railroads would be better run by the government.

Blow Aimed at the Trusts.

[St. Paul Pioneer-Press.]

Speaker Merlin Hull has introduced in the Wisconsin Assembly a bill to protect the retailer and consumer against discriminatory tactics on the part of trusts and others. It describes unfair discrimination as any attempt by a corporation, partnership, firm or individual to sell the same products lower in one community than in another for the purpose of driving a competitor out of business. The bill makes allowances for the "difference, if any, in the grade or quality and in the cost of transportation from the point of production." The penalty for violation is fixed at a fine of $100 to $5,000, imprisonment in the county jail not to exceed one year, or both fine and imprisonment. Provision also is made for revoking the permission of trusts to transact business in the state, if convicted of violating the law.

A measure such as Mr. Hull has proposed would be a great blow to some industrial concerns in the struggles to throttle competition. It is well known that one of the favorite methods of procedure is to invade the territory of a rising competitor, sell goods for less than he can make them and, when he has been driven from the field, to put prices back to the old level. The trusts and big concerns can afford to operate at a loss in scattered districts as they are able to recoup in parts of the country where there is no competition.

Peace Still Possible.

[Pittsburgh Chronicle-Telegraph.]

While Constantinople is in a ferment and the belligerent declarations of the new government set up by the Young Turks seem to render a renewal of war inevitable, the attitude of the Balkan governments, as defined by their delegates to the London conference, gives the situation a comparatively hopeful aspect. The allied Balkan powers are evidently not disposed to attach much importance to the outburst at the Turkish capital. On the contrary, they exhibit willingness to await the final readjustment of affairs in that quarter, apparently taking it for granted that, in the end, the peace policy will prevail. Pursuant to this conviction, a note is being drafted explaining to the Turkish plenipotentiaries why the peace negotiations must not be considered as broken off.

The wisdom of this action will doubtless be attested ere long; the fact being that the party of peace in Turkey, in spite of its temporary dislodgment, is probably strong enough to regain its footing and prevent the execution of the reckless program proclaimed by the new ministry. The circumstance that the Turks are at loggerheads among themselves and that the life of no government that may be set up is safe for 24 hours should of itself suffice to demonstrate the folly of attempting to renew the war.

Taking a Chance.

[Providence Journal.]

Were a considerable proportion of the number of persons killed on American railroads every year the victims of collisions, derailments and other spectacular accidents involving whole trains, the public, frequently startled, would compel a correction of the underlying trouble, whether management or men are responsible. The records suggest, however, that the appalling loss of life—some one is killed every hour in the day, every day in the year—is largely to be attributed to the negligence or misfortune of nobody but the individual victims. It may, further, be true that the smashup which kills many is due to the error or recklessness of a single person quite as often as to a lapse in efficient administration. In any case, where the fault does not lie with the system of operation, the remedy is manifestly easier to discover than to apply. Particularly is this so if, as appears to be the fact, the fatal error in too many, if not most, cases is simply that of taking a chance.

If the engineer, conductor, dispatcher or other employe, whose mistake may cost other lives than his own, cannot always be restrained from taking a chance, what hope is there of restraining the railroad man or passenger who hazards only his own life?

The Epigram Habit.

[Omaha Bee.]

Few public speakers today successfully resist the temptation to epigrammatical speech. It is quite the fashion to employ the brief and breezy, terse and tart expression. It seems to fit the spirit of action of our day, which breathes an intensely practical view of things. And there is advantage in this as well as the epigram, but also disadvantage, even more—there is potential harm. The epigram is forceful and effective, chiefly because it puts a thing in a nutshell, so that it may be carried away and retained by the average mind. In this very virtue lies its danger. The tendency to put a thing pat sometimes makes it too pat, too pungent. While the epigram affords a splendid vehicle for direct and simple speech, it invites exaggeration by ill-balanced minds, which though, perhaps, capable of framing effective phrases, are extremely apt, in overwrought zeal and the glow of approbation, to fall into intemperance of speech. Precisely that is being done all too much today by some of our very cleverest epigrammatists.

The Other Americans.

[Cleveland Plain Dealer.]

Juan Bielovucci, 23 years old, flew over the Swiss Alps into Italy last week. The flight required just 25 minutes. These facts are interesting to all who follow the progress of aviation.

But still more interesting is the fact that young Bielovucci, despite his Italian name, is a Peruvian. His achievement calls to mind the fact that Chavez, the first man to accomplish the feat which seemed so easy to Beilovucci, was also a Peruvian. Chavez, two years ago, made his flight in safety, but in landing was so severely injured that he died shortly afterward.

Chavez and Bielovucci are not the only Peruvians who have distinguished themselves in aviation. That this South American country supplies men for the front rank of the most advanced and hazardous scientific endeavor goes far to obliterate the old notion that South America is hopelessly behind the times. The South America of today is in reality a new South America.

No Time to Study.

A smart Philadelphia woman has studied law successfully, to avoid legal expenses. But most people who have legal expenses are too busy doing the things that cause them to study much law.—Topeka Journal.

When It Is Strong.

Gene Chafin says the Prohibition party is stronger than ever. It always is early in January.—Washington Post.

MUCH IN LITTLE

Victorville, Cal., on the Mojave desert is to have an ostrich farm.

New York's latest feminine fad is gold heels on shoes and slippers.

Boston has a centenarian in Mrs. Lucy W. Keyes, inmate of a home for old persons.

New York physicians have organized an association to rid the country of quacks.

Germans complain of stagnation in the matrimonial market. They blame the high cost of living.

German sugar exports for the 1911-1912 season total 431,100 hundredweight, a considerable decrease.

Cleveland has purchased property on which to establish a reformatory and educational farm for girls.

Five francs (96.5 cents) is more than the average laborer gets for a day's work in the Lyon district of France.

The chaplain wants a day school, attendance to be compulsory, established in the Columbus (O.) Penitentiary.

New York is preparing to pass a city ordinance rigidly regulating moving-picture theaters and their exhibits.

A speed exceeding two miles a minute has been made by cars on a short German electric railroad built by army officers for experimenting.

The cattle industry of Brazil has been given a great impetus by the purchase of large tracts of lands by European and American cattle companies.

A lithographing concern uses an electric dough mixer for mixing ink. And a banking-house uses an electric flatiron to press out water-soaked money.

Peoria, Ill., has an ornamental street-lighting system consisting of 86 ornamental iron standards, each equipped with a 50-candlepower incandescent lamp.

Governor Fear has authorized the expenditure of another $100,000 on the Hawaii belt road, on the section from Ahaaloa to Mud Lane Junction. This will make a total for this year of $500,382.50.

Exports of plantation rubber from the Federated Malay States during October aggregated 3,210,831 pounds, making the total shipments for 10 months of the year 27,912,613 pounds, against 15,443,154 pounds in the corresponding period of 1911.

Consul John Ball Osborne, of Havre, reports that, according to information from all parts of France, the crop of apples for cider making will be quite abundant this year, but on account of rain the fruit has gained more in size than in sugar, and the musts in certain places will suffer in consequence. In view of the great need of France and foreign countries, apples are in active demand, and prices show a tendency to rise.

Documents Don't Bother Them.

Massachusetts talks of making the only binding proposal of marriage one in writing. But girls will continue to accept all kinds just the same.—New York Tribune.

Needs Terminal Facilities.

Cipriano Castro, like some communities, is sadly in need of terminal facilities.—Seattle Post-Intelligencer.

IN THE BEST OF HUMOR

"He seems to have a special talent for argument."

"Lawyer or pugilist?"—Judge.

Elderly Gentleman (to librarian)—I want to do some light reading.

Fresh Librarian—Go down in the cellar and look at the gas meter.—Chaparral.

Bookkeeper (to boss)—Mr. Grouch, I'm going to get married.

Grouch—Glad to hear it. You won't be so all-fired anxious to get home early.—Business.

Wife—Do you mean to tell me you lost $2 at cards?

Husband—I don't mean to tell you, but I may as well—you'll find out anyway.—Philadelphia Bulletin.

"The man who runs that store has got the right idea, all right."

"How so?"

"He advertises: "Bagpipes and musical instruments.—Houston Post.

Mrs. Hibrow—Don't you find the Stone Age interesting?

Mrs. Lowbrow—Yes, indeed! Willie's just that age now. but it's awfully hard on the windows!—Brooklyn Life.

"I am a plain spoken man," remarked the applicant for a job.

"I'm afraid you won't do," replied the railroad official. "We are advertising for an experienced train announced."—Lippincott's.

"Did you write your father that you were hungry?"

"Yes, but it didn't bring any money. He says he'll send me a few sandwiches each day by parcel post."—Louisville Courier-Journal.

"I've just returned from abroad, you know. How is your poor father?"

"We lost him."

"Dear, dear!"

"Yes, the nurse married him."—Cleveland Plain Dealer.

Sea Captain—Waiter, what do you call this?

Waiter—Bouillon, sir.

Captain—Well, well; I must have sailed on bouillon all my life and did not know it!"—Meggendorfer Blaetter.

"That fellow who was talking so nicely about love in a cottage must be a poet."

"No, he's a real estate dealer. He's trying to persuade me to get married and buy a semidetached cottage on the instalment plan."—Washington Herald.

"Yes; I had to swear off."

"Why?"

"It was time. After getting safely into the house, I deliberately awoke my wife to ask her the name of the song I was humming. When a man gets that way it's time to quit."—Pittsburgh Post.

"You seem to think well of the man who writes the weather prophecies in this particular almanac."

"Yes," replied Farmer Corntossel. "I have compared 'em all, and he predicts more good weather than all the rest of 'em put together."—Washington Star.

Blobbs—I feel like the oldest man in the world.

Slobbs—What are you talking about? You are not a day over 30.

Blobbs—Yes, but I've just been listening to a boy of 16 tell about the things he used to do when he was a kid.—Philadelphia Record.

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