

CHURCH DIRECTORY

METHODIST CHURCH
First Tuesday evening of each month—
meeting Women's Foreign Missionary Society.
Last Tuesday evening of each month—
Epworth League business, literary and social
meeting.

SUNLEY UNITED EVANGELICAL CHURCH
Barrington, Ill.
Sunday school, 9:15 a. m.
Praying service (German) 10:30

WEEK NIGHT SERVICES
Monday—Janitor League, 7:30
Tuesday—English Prayer meeting, 7:30
Wednesday—German 7:30

W. M. S.—1st Thursday, 1:30 p. m.
Strangers are cordially welcomed at all
services of the church.

A. HARKER, Pastor
Phone No. 591
EVANGELICAL ST. PAUL'S CHURCH
Sunday school, 9:30 a. m.
Praying service, 10:30

ST. ANN'S CATHOLIC CHURCH
Sunday Mass, 8 a. m.
Vespers and Benediction, 7:30 p. m.

BAPTIST CHURCH
Saturday evening prayer and praise ser-
vice, 7:30 p. m.
Sunday, 10:30 a. m., 7:30 p. m.

ZION CHURCH
Sunday school, 9 a. m.
Morning service, 10:30
Evening service, 7:30 p. m.

Trials of the Editor's Wife.

The editor of the "Climax," Afton,
1. T., asked his wife to write an article
telling the trials of the editor's wife.

"Ministers' wives have long been
the most suffering female martyrs on
oh earth. She must please scores of
people. If she pleases some and takes
the lion's share of the church's work,
the busy bodies of the church want to run
things. If she dresses plainly, the
gossips are ashamed of her, and they
complain of her extravagance if she
has a new gown. We fully sympathize
with that dear mortal who lacks only
the wings—the minister's wife. But
there are others. Heaven pity the
editor's wife!"

The editor's wife however has her
mission in life—she is ever a handy
receptacle for the roasting that would
otherwise deluge the editor. For how
handy for the chronic kicker, with
nothing to do but chew tobacco, investi-
gate other peoples' affairs and criticise
the newspapers, not liking to re-
sist her kick with the editor, vents it
all on his wife. It is so easy for him
to ridicule her husband, his ideas, his
politics, his mode of life—to his wife?
The editor lies so in his paper. Yet
when she begs the editor to let her
speak just one thing to the whole
unvarnished truth, the editor turns
purple and says, "Why, dear, you would
be a widow. The bride's must all be
beautiful, big men, great and grand;
the latest party, the event of the sea-
son and the deceased, peerless saints,

If they miss getting their paper,
they wait about to the editor's wife.
Though the poor thing can't take the
hundreds of papers and read and place
each one in its owner's hand. If some
contributed article does not appear as
a man thinks he wrote it, he tells his
trouble to the editor's wife, or sends
his wife on the gentle mission. The
editor's wife is too busy praying for
the delinquents to pay up and nearly
engendering her life making one dol-
lar do for five that she can't see the
type and read the proof, likewise be
wireless telegraph machine or mind
reader. If your bit of social news is
not duly spread in the paper, although
you never told the editor, yet imagine
his wife must have known it, why
didn't she write it up?

Yes, the editor's wife certainly
'gets hers.' About the only thing
some people fail to do is hand their
appears on subscription, although they
ponder, why millions lack
style."—Western Publisher.

There are times when God takes notice
of his children, except when he has
sentence.—Robinson.

Why England Drop Japan?

Perhaps the most immediate effect in
the Anglo-Japanese agreement recently
signed at St. Petersburg will be to
close the British market for Japanese
goods. The British government will
heed the demands of the colonies for
Japanese exclusion. If the alliance
with Japan is now a dead letter
Great Britain will be free to permit
her colonies to shut out the Japanese
England was confronted with an em-
barrassing and possibly dangerous sit-
uation when her colonies insisted upon
excluding her own allies. Sooner or
later the imperial government would
have been forced to afford an ally as
rival to the disaffection of powerful col-
onies. If it is now possible to please
the colonies the British government
will do it. If Japan's army and navy
are no longer necessary to British se-
curity in India the pressure from the
colonies is likely to be stronger than
the moral obligation to observe a pro-
fession compact with Japan. The first
evidence of the strength of the new
agreement with Russia, therefore, will
probably be shown by a stiffening in
the British policy toward Japanese ex-
clusion in Canada, Australia and Af-
rica.

Great Britain has never in her long
history gone out of her way to help
another power, whether an ally or not,
unless there was profit in the move
for her. If Japan cannot help her she
is not likely to help Japan. Her treaty
of commerce with Japan, but it may
not be in force and effect. British in-
fluence is supposed to have inspired
the dispatches from London which lay
stress upon the assumption that if the
United States and Japan should clash
Great Britain would not feel herself
bound to assist her ally as against the
United States.

That Japan recognizes the changed
position of affairs is indicated by the
marked change in her attitude toward
the rest of the world. There is a con-
spicuous moderation of the tone of
communications from the government
at Tokyo. The sudden lull in the
warlike talk that followed the intimi-
dation that the United States was about
to transfer its battle fleet to the Pa-
cific is, to say the least, significant, es-
pecially as it was synchronous with
the announcement of the conclusion of
the long and diplomatic negotiations
that preceded the agreement between
Japan's allies and the Russian govern-
ment. Perhaps the British out-
break against Japanese labor in Brit-
ish Columbia and the awkward situa-
tion created for Japan thereby had
something to do with it, but the greater
probability is that the Anglo-Japan-
ese alliance was the moderating in-
fluence.

Management of Boys.
"Consistency is a jewel," but there
is a lack of consistency in much of the
policy handed out to certain martyrs
to boys and to the parents of boys.
Lads are told to look at the hard lines
of Lincoln, Webster, Greeley and other
worthies of the past who got to be
something from next to nothing. Par-
ents are told to give their boys accus-
tomed to pay for it and are also
told to let the boys earn their own
money and thereby get a sense of its
value. Educators are told to spare the
rod and trust to the boy's sense of
honor to behave himself. Parents are
told to send their boys away from
home as soon as possible and let stran-
gers take care of them through their
poes. All the rules cannot be applied to
all cases, and it is just as well or the
future would be in the hands of machi-
vate men.

Doubtless many a boy feels like say-
ing, "Put me back in pioneer days and
I'll do as the boys did then." It is in-
consistent to ask a boy to be ambitious
but what he is. He'll find ideas to
follow in so far as his particular en-
vironment allows him to. Self reliance
will always stand him in good stead,
and the sooner he is taught to rely
upon himself instead of his father's
importance the better. Technical skill
and education will not benefit their
possessor unless he can apply them
unaided. As a rule a boy who is trusted
will strive to be worthy of trust. Any
thing can be made out of such a boy
by giving him a square deal.

The German scientist who has come
here to study our weather bureau will
have a more startling time of it if he
will study our weather for awhile.
You can often find out something
about bureaus, but even bureaus can-
not always find out about weather.

Recently 600 unmarried women
reached these shores on board of a
single ship, and it is a safe bet that
250 of them settled down where there
is an overplus of their kind instead of
seeking the land of faulau.

If Peking would read up on Amer-
ican editors it would discover that
the desire to have Wu Ting Fang re-
present China at Washington is not un-
usual in this country.

The world has changed since Solo-
mon's time. Several Taff lodged in
the palace of Salta several days with-
out a breath of scandal.

Railalt is dubbed the "perfect gen-
tlemen of Morocco." Now we have
Morocco's measure.

REPRODUCTION OF RATES

Good Work Done by the Illinois
Railroad and Warehouse
Commission.

HIGH STANDARD IS ATTAINED

Governor Deveson Largely Respon-
sible for the Findings of the Com-
mission, Having Met with it
During Hearings.

Springfield, Oct. 15.—A notable tri-
bute was paid the Illinois railroad and
warehouse commission when the rail-
roads of this state accepted the freight
rate reduction of 1906 with-
out any of the legal complications
which have accompanied the attempt
at rate reductions by the railroad com-
missions of other states.

Under the administration of Gov-
ernor Deveson the Illinois commission
has reached a standard that has at-
tracted attention throughout the
United States. W. H. Boyd, of Street,
one of the leading attorneys of
northern Illinois and formerly assist-
ant attorney general, is chairman of
the commission. Associated with him
are R. A. McElhart, of Chicago, and
James A. Willoughby, of Belleville,
both recognized as men of exceptional
ability.

Commencing in March, 1902, and
continuing until 1905, this board made
an exhaustive investigation into the
rates of freight charged in this state,
and by order of the commission of
February 1, 1906, reduced the rates
on classes Nos. 1 to 5 inclusive for
merchandise classes by 20 per cent,
and by order of the commission of
date July 1, 1906 reduced the rates
on classes 6 to 10 inclusive for car-
load classes and commodities on a
graded scale of from 5 to 15 per cent.

It was not until the 15th of this
month during the later hearings in
this case, and was largely responsi-
ble for its findings. The special re-
port to the governor in this matter
was published separately and made a
volume of 100 pages.

Other Changes Requested.
On July 1, 1906, under the orders
mentioned, the commission issued its
revised schedules of reasonable maxi-
mum rates, and since that time has
issued five amendments, making
changes deemed advisable after in-
vestigation. The ever-changing con-
ditions of commerce require frequent
changes in classification, and there-
fore are now pending a large number
of requests for changes and also clas-
sification of new articles, which will
necessitate the issue of another sup-
plement or a new edition of the
classification within a very short time.
This also entails public hearings, at
which all interested may be represent-
ed, to enable the commission to deter-
mine the reasonableness of the
changes asked for.

On account of the large increase of
influence of both steam and interurban
electric lines, a large number of
crossing petitions have been filed with
the commission. From unofficial in-
formation it became apparent that
under the statute a large number of
grade crossings were being installed
by agreement. The commission, being
impressed with the fact that a grade
crossing is at all times dangerous, rec-
ommended that the statute be changed
so that no crossing be installed unless
it should be made except by decision
of the commission. This recommenda-
tion was incorporated into law at the
last session of the legislature.

That the total expense of the sep-
aration of grades should not be as-
sessed against the road seeking to
cross, they under the statute being
entirely to a crossing and the sep-
aration of grade being a distinct ad-
vantage to the older road in relieving
them of the element of danger, the
commission was of the opinion that
the same company should participate
in the expense. Accordingly, the
commission made such a recommenda-
tion to the last session of the legis-
lature. This recommendation also was
adopted and made a part of the
statute.

Use Interlocking Devices.
In the case of grade crossings the
commission has insisted upon their
protection by interlocking devices. In
the earlier reports of this commission,
no mention is found of interlocking
devices, but at the present time 311
crossings in this state are protected
in this manner.

Within the last few years the farm-
ers of this and a number of other
states have decided that by forming
corporations for the handling of their
own grain they could save themselves
the middlemen's commission, and mar-
ket their product to much better ad-
vantage. For this purpose farmers'
elevator companies were formed, which
proceeded to build elevators at stations
along the railroads of the state.

This aroused the antagonism of the
railroads, and over the state, and a
determined effort was made to keep
the farmers from getting connection
in the distribution of cars by the rail-
roads for their elevators. A number of
cases were brought before the com-
mission, and in every instance a
determined effort was made to keep
the farmers from getting connection
in the distribution of cars by the rail-
roads companies. A number of such
cases were brought before the com-
mission, and in every instance a
determined effort was made to keep
the farmers from getting connection
in the distribution of cars by the rail-
roads companies.

Standard Uniform Inspections

One of the important measures
recommended of the chief grain in-
spector at Chicago, was the amend-
ment to the warehouse act, so that all
holders of "Class A" should be com-
pelled to secure a license from the railroad
and warehouse commission instead of
a license from the circuit court, and
also that all inspection departments
in the state should be under the jurisdic-
tion of one chief inspector.

This will bring the warehouses and
the grain inspection department of the
whole state under the immediate su-
pervision of the commission and tend
to bring about a more uniform system
in the administration of this depart-
ment. Already the benefits of new
methods are felt, and unqualified praise
is given for the benefits secured under
the changes made.

Require Safety Appliances.
Under the present state administra-
tion which has since the installation and en-
forcement of the safety appliance act.
At the request of and for the benefit
of the railway employees of the state
and the traveling public a law was
enacted and approved May 12, 1906,
providing for the attachment of safe-
ty appliances and power brakes to the
railroad equipment, and providing
for the appointment of a board of
safety to enforce its provisions, under
the supervision and direction of the
railroad and warehouse commission.

The collection of information and re-
ports to be administered under the
present law. During the last year
he visited 139 cities and inspected 560
engines and 20,211 cars and traveled
8,740 miles in the discharge of his
duties.

One of the most important duties
with which the commission is charged
is the collection of information and re-
ports relative to the conduct and
operation of the railroad companies
doing business in the state. In the per-
formance of this duty the commission
not only collects and tabulates the in-
formation required by law, but com-
piles a great deal of useful informa-
tion not specifically named in the
statute.

It has been impressed upon the
commission by the reports filed in re-
cent years that some adequate protec-
tion ought to be afforded to investors
in the railway securities. The law
states the railroad commissioners are
charged with this duty, so that no
issue of stock or bonds, or other evi-
dence of indebtedness can be legally
issued without its approval.

That such protection ought to be
extended to investors in this state is
demonstrated by the returns made by
the railroads to this commission. In
which the total capital varies from
\$21,000 to over \$400,000 per mile of
road. The commission introduced a
bill in the last legislature to place this
matter in the commission's hands so
that only a proper showing could
any additional indebtedness be placed
upon any railway property in this
state. This recommendation failed of
enactment in the last session.

Working of Commission.
During the last three or four years
the commission has been more active-
ly engaged than at any preceding time
since its organization. During this
time the former crossings before it
had been as follows:
Protection of crossings, four cases.
Petitions for permission to cross
streets, 40 cases.
Complaints, forty-five cases.

In all a total of 102 cases have been
passed upon by the commission. This
number, but faintly represents the
work of the commission, as in the
case of new crossings the commission
has first to visit the place of the pro-
posed crossing and become conversant
with all the conditions which surround
it by personal inspection, and then
after to have a public hearing. In
the matter of complaints, in a great
many cases several hearings are nec-
essary before they are finally closed.

The railroad and warehouse com-
mission was originally organized July
1, 1871, under the provisions of "An
Act to establish a board of railroad
and warehouse commissioners, and to
prescribe their powers and duties."
The board was directed to ascertain
for the information of the people fol-
lowing classes of tracks: 20,000
regarding the business of the railroad
companies of the state, such as cap-
ital stock, owners of stock, assets and
liabilities, earnings and expenditures,
etc.

In pursuance of this direction it
found from the first report of this
board that there was a total of 3,729
miles of main track and a total of all
classes of tracks to 20,000 miles. This
has increased in the thirty-five years
to July 1, 1906, to a mileage of main
track, steam railroads, of 11,803 and
of all classes of tracks to 20,000
being an increase in main track mile-
age of 8,103 miles and increase of
tracks of all classes of 20,078 miles.

Pickling and Canning
Now is the time for
Tomatoes, Peppers, Sweet Apples, Grapes and small white Onions.
Leave orders for Fancy Peaches and Pears
Special sale of Hams and Bacon
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LAMEY & CO.
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You'll soon want it and it probably needs clean-
ing and repairing. Bring it in NOW. Or if you
think you need a new one, come in and see my new
line of Fall samples, and leave your order. I shall
be rushed with work soon, so the earlier you come
the better
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Merchant Tailor
Barrington, Illinois

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