

Present happiness is far better than touchstone fame.

Suspicion and opposite interest will break any kind of friendship.

The milk of human kindness continues to be circulated at the good old rate.

Great excellence is envied in life, but honored and monumented in death.

Regrets and remorse in old age are the wicked children of youthful indiscretion.

Connections come along with a story of a hen with a wooden leg. Another nature fakes.

One of the popular pastimes this fall will be guessing how much the price of meat will advance from hour to hour.

An international yacht race with real boats instead of with freaks would be approved by Americans as well as Britainers.

Crown Prince Frederick William of Germany is taking a course intended to prepare him for the throne. That must be a fine trade to learn.

The Rev. Mr. McPherson's observation that "sin is merely virtue in the wrong place" is suggestive of the ancient truth that "dust is nothing but mud with the juice squeezed out."

Luther Burbank has now succeeded in producing a tree that bears seven- or three different kinds of apples. Since the days of Adam, says the Baltimore American, the apple tree seems to have a faculty for the making of the experimental frame of mind.

A West Virginia man had his hopes of happiness blighted by the ghost of the former husband of the lady he was to marry appearing to her and warning her against another matrimonial venture just before the knot was tied. This was, indeed, a mean-spirited interference.

A statue of Zola is to be erected in Paris directly opposite the Palace of Justice. And this is appropriate honor done to the memory of the man who has made the greatest fight for justice of modern times, and won the battle almost single-handed in the face of the most tremendous odds.

The American manager of an English railroad is trying to get his conductors or guards of the habit of dropping their "h's" and to say "Hamptead" and "Higiate," instead of "Amptead" and "Higite." The first thing he knows that manager will find himself in the clutches of the humane society at the instigation of his outraged subordinates.

J. Pierpont Morgan is to pay \$5,000 a month rent for a house in Europe, and Henry Allen notifies him that he is getting cheated, inasmuch as he can rent one of the most desirable homes in Wichita, equipped for natural gas, for \$100 a month. But, observes the Topeka Journal, just as like as not, Pier will insist on going ahead and being cheated just the same. Some people are extremely bull headed.

A Kansas man is convinced that advertising pays. Recently he lost a bill and advertised in one of his town papers. Within three hours thereafter he had the bill returned to him by a stranger who had found it. The next day, says the Ohio Star, he found the missing bill in his vest pocket, and now declares that advertising pays just exactly 100 per cent.

The 1,002 girls who arrived on an immigrant ship the other day in search of American husbands are described as "fascinating." But if they were not fascinating enough to attract would be husbands in their own country how do they expect men in the United States, with the high standard set by the American girl to judge by, to be captivated or head?

A peculiar run of Indian names is given by the Indian School Journal in the case of a woman whose name was Mollie Panther. She first married Mr. Cox, and next a gentleman named Fox, and after his demise wedded Mr. Mink. When Mink died she became Mrs. Wolf, then Mrs. Tiger, and so on, until by marrying Mr. Hog, some enterprising man ought to get hold of her and start a menagerie.

The Chinese system of inviting the moon to partake of "the moon day feast," seems to fill the requirements of sentiment without danger of acceptance. The moon does not even need regrets. It serves all the purposes of leaving calling cards or sending announcement cards as practiced by our own society of the same order at a pleasing variety to the feast, at least equal to plaid shades for the case.

The proposition to remove the restored warship Constitution from Boston to Annapolis, for use as the flagship of the commander of the fleet, may, has been warmly opposed in Boston, where the ship was built and where it has been anchored for many years. Much can be said in favor of the idea. The history of the ship is a story of victory separated from loss, instead of collecting them all at one station. They are, remark the Youth's Companion, object lessons in patriotism which citizens of all sections should have an opportunity to study.

SAME OLD FALLACY

ELLIS H. ROBERTS TALKS "HORIZONTAL REDUCTION."

Would Justify Tariff to Suit Condition of Treasury—Constant Disturbance of Business Conditions the Inevitable Result.

One of the latest plans for insuring disturbance of business conditions is that advanced by Ellis H. Roberts, former treasurer of the United States. The present treasury surplus worries this gentleman. He foresees the possibility of a continued increase that shall bring the surplus to \$100,000,000, and to avert this he would reduce the tariff.

First determine what the proper surplus should be, and then cut down collections to fit. Horizontal reduction will do it. That was the "Bill" Morrison plan of some 25 years ago. Morrison, however, was not so much worried about the surplus as about protection. He wanted to secure in time the removal of all protective duties.

Roberts professes undiminished regard for protection, though he would not hesitate to lower duties that are needed for protection in order that the treasury surplus may be decreased. His plan seems simple—very simple, considered broadly, but extremely complicated when it comes to working out details.

If the tariff is going to be so regulated as to fit the surplus, then, of course, the tariff must be changed as often as the surplus changes. When the surplus rises beyond an agreed sum the tariff must be again lowered, and when the surplus drops below the "ideal" figure, then the tariff must be raised.

To illustrate: Having reduced the tariff, an export of cotton, say, \$30,000,000, congress sees fit to appropriate an additional \$300,000,000 for Panama canal construction, for deep waterways, for rivers and harbors, for irrigation, and so on. Accordingly, the surplus disappears and a deficit takes its place. Up goes the tariff again, and so on, down, up, and down again, as the surplus diminishes, increases or disappears altogether.

The tariff would be about as stable as a thermometer constantly changed from a refrigerator to a boiler room and back again. Production, labor, wage paying and wage distribution would be in a constant flux, and we know what the tariff was going to be for any considerable length of time. Under such shifting conditions no one need be told what would happen to business.

The Roberts plan of horizontal reduction is based upon the erroneous assumption that the present tariff schedules are uniformly protective. Such is not the case. Many duties are already too low. Proof of this is found in the fact that we are now importing competitive commodities at the rate of nearly \$900,000,000 a year.

Would Mr. Roberts like to see that amount increased? He would, if it were increased if he should cut down the tariff in order to cut down the surplus.

Suppose this heavy increase of dutiable merchandise should increase, say, the aggregate of tariff collections and so increase the surplus.

What would Mr. Roberts do in that event? Would he reduce the tariff still further, and thereby still further swell the import or would he increase the tariff once more with a view to shutting out imports? Would he, by tariff reduction, swell the volume of competitive imports that, once admitted to our market, must duplicate an equivalent quantity of domestic production, domestic employment, domestic wage paying, domestic wage spending? Would he do this for the sake of meeting the surplus?

Does Mr. Ellis H. Roberts, in fact, know precisely what he would do or would like to have done with the tariff? Has he any conception of the consequences of what he would do after it had been done? The answer would seem to be that the extirpator is floundering around in a mess of crude ideas and does not really know enough about the tariff and its workings to settle for or his views to serious consideration.

Let Well Enough Alone.

The success of the Republican party beginning with the election of William McKinley was the result of the decided stand taken by the leaders in the interest of protection.

The prosperity of the country to-day is due to the development of American industries guarded by a protective tariff.

The rank and file of the Republican party are content to "let well enough alone," and the vote at the coming presidential election will undoubtedly demonstrate that a good many Democrats about the United States are of the same opinion.—Scranton Tribune.

Are Already on the Free List.

The Washington Democrat is much worried about the tariff on pig-iron. He says that the tariff was removed in 1862, but that the price would be affected in the least, for there is no place from where pig-iron could be imported where the tariff would be so low as to be profitable. Not long ago the Democrat wanted the tariff removed from logs, and of which wood pulp is manufactured, and now a number of more pretentious papers are talking the same game. The time is a long time ago now are admitted free—Iowa City Republican.

STRAUS TO COTTON GROWERS.

Free Trade Speech Said to Have Caused Apprehension.

"Cotton-Growers Started," is the headline of a newspaper report of the peculiar and protective speech delivered before the National Association of Cotton Growers in Washington on the fourth of October. Why should the cotton grower be so apprehensive at the speech? With few exceptions, the cotton growers are Democrats who persistently vote for free trade congressmen from their southern districts. We would expect a vote, not apprehension, when a champion of their pet idea makes a deliverance in such harmony with their past predilections.

Mr. Straus did not tell them of their dreadfully wrecked condition under the operation of the Cleveland-Wilson-Gorman free trade act, nor of the million dollar fortune which would be fallen them in spite of themselves through the Dingley rescue, nor of the splendid achievements of American trade and commerce through our protective system, which our foreign commerce has grown phenomenally and furnished consumption for their productions; but deliberately advised these intelligent gentlemen that the time had come to halt to their onward and upward progress, and encouraged them in follies the hardships of which had plucked them time and time again under free trade conditions in the past.

If these cotton growers were really started we welcome this as evidence of a dawning sanity, not heretofore visible, and trust we may soon see them protesting in order that they may prove by their votes against the policy which they have so much good reason to fear.

Call for More Men.

Congress is to be asked to furnish 3,000 more enlisted men for the United States navy. Most of our readers, probably, do not understand exactly what this means. The number of men on the active list in 1905 was 37,000. The proposed increase would bring the navy within handshaking distance of the United States army. Do the people of the country understand the importance of seapower? These facts would indicate it. Never before was the navy so near to the army in size.

At the outbreak of the civil war the United States navy had only 7,500 men. It was enlarged after the civil war a blight fell upon the navy, but that blight is past. The country feels the need of a powerful, efficient navy, and it behooves one that, on paper, in number of men, exceeds that of nearly three quarters the size of the one which helped to bring the civil war to a close.

An objection disputes the fact that the 3,000 men now to be asked for are needed. We have been building ships so fast that all of our vessels cannot be put in commission at one time without the aid of a fleet of ships. It must be wise to man them.

The war scare in the Pacific was baseless, but it will have this effect at least: it will induce congress to lend a ready ear to the request of the navy for two or three new ships. But this part of the program of the navy will certainly come in for more discussion than the other.

An Expert Diagnosis.

Wall street may wall and speculators may take the most pessimistic view imaginable regarding our future financial and industrial status, but the great producers cannot be stampeded. There could be no better authority than Willis L. King, vice president of the Jones & Laughlin Steel company, one of the largest of the independent manufacturing concerns in the United States.

"There are only three things that should, in my opinion, affect adversely the progress of this country—famine, pestilence and free trade. We can safely trust to the President for defence, and I hope the Republican party will continue to look after the third."

He adds that the west does not share in the pessimism of a portion of the eastern press; that conditions do not warrant alarm, but simply "admonish thoughtful men that the tremendous expansion of the past few years has not disturbed the financial equilibrium of the country is reestablished."

Mr. King concludes a very optimistic declaration with the following: "The country is certainly richer than it was year or even three months ago. The farmers have harvested a seven billion dollar crop, and the mines have added many millions to our wealth. It is the part of wisdom, therefore, to await the future with confidence, and not be carried away by a fear of something that is not at all likely to happen."

The position like Mr. King is worth far more than the reporting of certain editors who have no practical knowledge of real conditions.

Another View of the Case.

In his Kentucky speeches Mr. Bryan claims for himself the credit of the political administration of the United States. President Roosevelt has done nothing not approved by Republican platforms; consequently, Mr. Bryan must have been a convert to Republicanism. The view that he takes of the case is more plausible than that say Republicans can be a Bryan Democrat.

MEANS MUCH WORK

LABOR IN ARRANGEMENT OF RAILROAD SCHEDULES.

Skilful Adjustment of Time Tables is Perhaps the Most Important of All Duties Devolving on Officials of Line.

Large unexperienced person a railroad system as they will do more work in his hands than they would in the hands of a more experienced person. You will find that the average person has not the slightest idea of how stationing is done, and of the duties of a train dispatcher. Imagine, then, the immense amount of work involved in arranging the schedules of the trains of a vast railroad system as they will do more work in his hands than they would in the hands of a more experienced person.

The adjustment of the time-tables devolves upon the chief operating official of the railroad. He is the official of each division that a new train is to reach a certain point at a certain hour, and will depart after a change of engines five minutes later, being due to arrive at the other end of the division at a certain hour.

The trainmaster of the division must then prepare a tentative schedule of trains for his division, and this tentative schedule must be sent to the chief train dispatcher before the new train is put on.

Each additional train must involve a certain derangement of the schedule already in force. If the new train is to arrive at the same point as the old train, the local and accommodation trains are most affected by these changes. They must get out of the way of the limited trains in hand, and the local trains are most likely to chafe under the delays that are inevitable.

"When all of the tentative schedules provided for a new train are in hand the train dispatcher is in a position to plan to speak, and must regard, especially in limited trains, the hours at which trains are expected to leave and arrive at important points. He cannot run a train along the line of least resistance, for at the hours when there are fewest obstacles in the way of a "flier" there might be the greatest likelihood of no passengers being waiting at the most important points.

"When all the data are in hand the schedule is prepared and notifications are sent out to all of the division superintendents. But the experimental part does not end there. There is a great deal to be done by way of adjusting experience to operation, so the strain on the rolling stock may be least.

"In preparing a schedule for a long-distance run it is essential to establish an average hourly mileage for the entire distance. It is not possible to test the running time between two neighboring points and by adding these together to arrive at the maximum possible mileage between two distant points. The theory of these averages is that the train shall leave sufficient leeway to make up time when necessary. It has been found that the average of the trip is not least along over parts of their trip in order to make faster time than their schedules call for over other portions of the route.

It can, therefore, be seen that all must know as far as it can be figured out by man, and the benefit of experience adds greatly to the making of a schedule in the rough that will work out to a nicety when the train is actually under way."

A Railroad Free Library.

To provide instruction and entertainment for its section men, their families and their neighbors, the Harrington lines have established a unique circulating library through 2,000 paper magazines and books, now regularly supplied every week to readers living along the company's lines.

The paper labels "Free Reading Newspaper Library—Read and Hand to Your Neighbor," on the packages regularly arriving upon the platforms of 196 Sunset Route section houses mark an event in place where periodicals are something of a rarity. One letter says:

"We have three little children at our home. We are in a very out-of-the-way place, where our children are almost entirely without books, and any books or papers suitable for children are highly appreciated." To people who insist on having next month's magazines on the 15th of this month, the railroad management should be commended.

"The papers give us a lot of pleasure, and we look forward to them. Send us a few magazines; old ones are just as well."

Plan Electrical Exposition.

The vicinity of Lyons, France is rich in waterfalls, aggregating, it is said, 300,000,000 horsepower, and for the purpose of encouraging the development of this great energy an electrical exposition will be arranged for to take place in May of next year. It is desired to make use of the power in the agricultural and industrial pursuits of the section, and through the electrical administration to be given a great deal of material, comprising the best and latest things of electrical progress, from the principal countries of the world. As the United States has the largest number of electrical special endeavors are being made to interest the electrical engineers of this country.

TRAIN WENT OUT OF SIGHT.

Incident that Caused Consternation in Railroad Officials.

"I must tell you of an exciting scene I witnessed in the general manager's office in Chicago," said an old railroad man.

"The Jarrett and Palmer train from New York to San Francisco was taken charge of at Clinton by Superintendent Oliver and Conductor Charles H. Johnson, and the engine was run by Thomas Keefe. The train had the right of way over the road, and there was no time taken to get the train started."

"The engine and conductor were instructed to go through to Council Bluffs just as quick as steam could do it."

"The telegraph operators at each station were directed to notify the general manager's office, Chicago, the moment the locomotive came in sight of the station."

"In the office were kept, Hughton, Porter, Stansfield, Wheeler and other interested spectators, all eagerly watching the progress of the train across Iowa."

"Between Fairfax and Norway there is but one curve. The train passed Fairfax going finely, and just before it reached the curve which would bring it in sight of Norway a coupling pin between the baggage and smoking car came off, the engineer, calling for brakes, pushed ahead and rounded the curve, while the brakeman stopped the train before it reached the head in the curve."

"The operator who saw the accident telegraphed the incident to the office, telegraphing 'train in sight.' While the operator was sending the dispatch the engineer backed the locomotive around the curve to pick up the balance of the train, and, of course, went out of sight of the Norway station."

"So when the operator stepped to the door to see the train, as it was not in sight, and he excitedly ran back to the instrument, and telegraphed: 'Train disappeared.'"

"Instantly the company in the Chicago office went wildly excited. Hughton was the first to speak, and bringing down his fist with such force that the papers on the table fell in all directions, cried: 'The whole train has gone out of sight!'

"Hardly had the words passed his lips, when Norway telegraphed: 'Train passed O. K.'"

"And the special sped onward into the night on its record-breaking trip."

Two Engineers in the Cab.

There have been of late so many cases of most careful driving by an engineer at the throttle, thereby leaving the train without control, as to lead to renewed discussion of the question of placing two engineers in the cab at least on the more important fast freight, says a writer in the Scientific American. There was a time, in the days of smaller locomotives, when the fireman had more leisure than any for general observation, both of the signals and conditions in the cab. He was in closer touch with the engineer. Today, however, the locomotives have increased in size, and the attention of the fireman are fully occupied in keeping the huge furnaces fully supplied with fuel and the boiler with water. Not so very many years ago 2,000 square feet of boiler surface was the maximum to be found on most of even the largest engines, but today the standard express passenger engine will have from 2,500 to 3,500 square feet of surface, and the most powerful freight locomotives from 4,500 to 5,500 square feet. From personal experience when riding in the cab of fast and heavy passenger trains, we know that what time the fireman has for general observation he is attending to his injector or peering ahead for the first glimpse of the signals. It is our conviction that locomotives have grown to such size that the railroad management should give careful consideration to the question of placing a third person in the cab of the largest engines for purposes of observation, and this is particularly true of those locomotives in which the engineer's cab is separate from that of the fireman.

New Locomotive Firebox.

During the past ten years contractors of locomotives have made vain endeavors to find some better construction to replace copper fireboxes. Mr. Britton, inspector superintendent of the works of the Royal and Imperial Austrian State railway, at Gmund, has now invented a water tube firebox, which has been in use for some time, with the very best results.

Upright seamless steel tubes, arranged in rows, with their ends rolled into a cast-steel pipe, form the boundary at the sides and rear of the rectangular combustion chamber, in which the gases of combustion pass forward through the iron tube plate into the fire tubes of the boiler. In order that the foremost water tubes may receive the full benefit of the heat, the tube plate, the internal tubes are bent so as to correspond to the circumference of the fire tube boiler. To the rearmost lateral wall tubes there are connected the rear wall pipes, which are arranged close together in concentric curves and encircle the fire door. The space under the fire door and tube plate is lined with fire brick. The upper ends are rolled from below radially into the rear portion of the steam collector of a second boiler lying above the fire tube boiler, and projecting toward the rear of the combustion chamber the steam dome, and is connected to the fire tube boiler by means of three stays.—Technical World Magazine.

Obtain Constipation

It is permanently cures by proper personal efforts with the assistance of the one truly beneficial laxative.

Syrup of Figs—Elixir of Senna—Manufactured by the CALIFORNIA FIG SYRUP CO. ONLY SOLD BY ALL LEADING DRUGGISTS.

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CARTER'S LITTLE LIVER PILLS

Positively cured by these Little Pills. They also relieve the most distressing cases of Constipation, Indigestion and Dyspepsia.

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