

The Flag and the Pass.

The Joplin (Mo.) Globe says that the scruples which prevented President Roosevelt from accepting the flag made by the Boston girl are apparently off duty when the railroad pass is tendered him. Then the Globe quotes from an article printed in the St. Louis Post-Dispatch in which it is shown that no other occupant of the White House has received such continuous and extensive favors from the railroads as President Roosevelt. The Post-Dispatch compiled a diary of Mr. Roosevelt's travels in special trains provided by the railroads without money or price since September 17, 1901, as follows:

September 17, 1901—Left Washington on McKinley funeral train to Canton, O., and return.

November 4, 1901—Had private car to New York and return.

November 30, 1901—Had private car to Philadelphia and return to see army and navy football game.

February 9, 1902—Had private car from Washington to Groton, Mass., to see his sick son. Came back same way.

February 24, 1902—Private car attached to regular train from Washington to New York and return to see launching of Emperor William's yacht, the Meteor.

April 7, 1902—Special train from Washington to Charleston, S. C., and return on visit to Charleston exposition.

April 18, 1902—Had private car to New York and return to witness installation of Nicholas Murray Butler as president of Columbia university.

May 2, 1902—Private car from Washington to Annapolis and return to present diplomas to graduating midshipmen.

June 10, 1902—Private car from West Point and return to attend centennial ceremonies.

June 24, 1902—Took special train from Washington to Boston to commencement exercises at Harvard. This train went and returned as the first section of the Federal express.

July 3, 1902—Special car to Pittsburg and return to make Fourth of July speech there.

August 21, 1902—Special train from Oyster Bay on two weeks' tour of New England.

September 5, 1902—Special car to Wheeling, W. Va., and return.

September 19, 1902—Special train from Jersey City on projected six weeks' tour of the west. The trip was abandoned at Indianapolis because of a sore on the president's leg.

October 31, 1902—Special train from Manassas for two days' turkey hunt and from Manassas to Oyster Bay where he voted, and then returned on the special to Washington.

November 10, 1902—Special car from Washington to New York and from New York to Memphis, Tenn., by way of Pittsburg, Cincinnati and Louisville.

November 22, 1902—Special car from Washington to Philadelphia and return to attend Founders' day celebration.

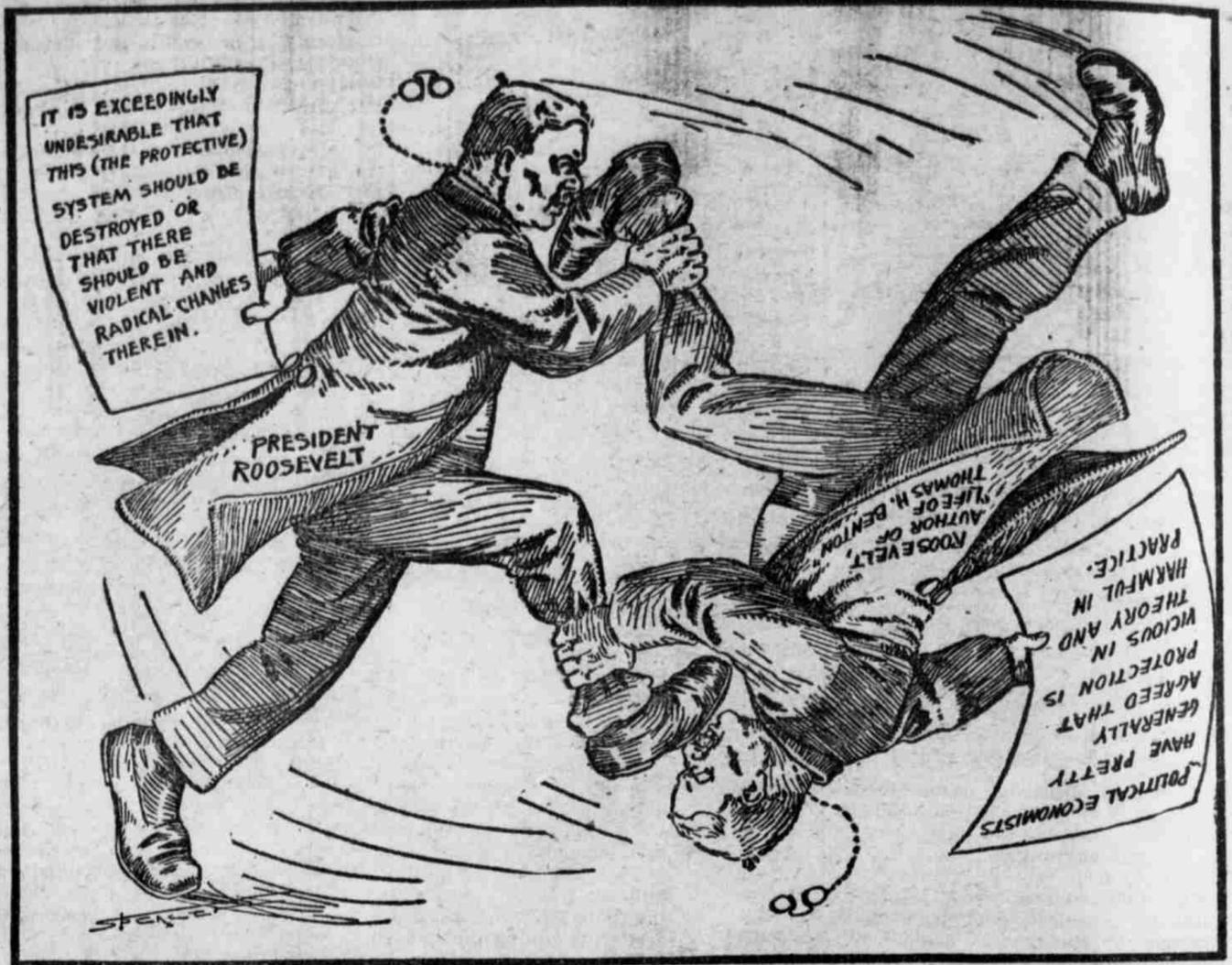
December 20, 1902—Special car from Washington to Rapidan, Va., to attend Sunday with Joseph Wilmer.

January 26, 1903—Special train from Washington to Canton, O., and return to take part in McKinley exercises.

April 1, 1903—Special train from Washington to Pacific coast and return. This trip covered 22,000 miles and lasted 66 days.

June 9, 1903—Special train from

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Washington to Cleveland, O., and return to attend wedding of Senator Hanna's daughter.

July 15, 1903—Special car from Washington to Baltimore and return to attend National Saengerfest.

June 27, 1903—Special train from Oyster Bay to summer vacation.

September 6, 1903—Special car from Oyster Bay and special train from Hoboken and Syracuse and return, with another special car from Long Island City to Oyster Bay, the object of the trip to make a speech at the opening of the state fair and to review the Labor Day parade.

September 16, 1903—Special train from Jersey City to Antietam and return to dedicate monument.

Books Received.

American Navigation, by William W. Bates, ex-United States commissioner of navigation; author of "American Marine," etc.; cloth, 466 pages, \$3.50 net; Houghton, Mifflin & Co., Boston and New York.

Our Benevolent Feudalism, by W. J. Ghent; published by the Macmillan Company, New York; price, \$1.25.

The Eternal City (theatre edition), by Hall Caine; D. Appleton & Co., New York.

Temporal Power, a novel, by Marie Corelli; Dodd, Mead & Co., New York; price, \$1.15.

History of the Louisiana Purchase, by James Q. Howard; published by Callaghan & Co., Chicago.

Colonel Alexander K. McClure's Recollections of Half a Century; pub-

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History of Hereford Cattle, by T. L. Miller; T. F. B. Sotham, publisher, Chillicothe, Mo.

Adnah: a tale of the time of Christ, by J. Breckenridge Ellis; George W.

Jacobs & Co., publishers, Philadelphia. Sherman's Black Hills Belt Cities Directory, by Charles W. Sherman, Lead, S. D.

The Red Box Clew (a novel), by J. Breckenridge Ellis; Fleming H. Revell Co., Chicago and New York.