# REINIG GIVEN PRELIMINARY

Man Charged With Attempting to Kill Henry Alton Listens to Testimony Against Him This Afternoon.

## FACTS ARE REVIEWED

Story Published in Gate City Corroborated in Basic Facts and Nothing Sensational Developed at Hearing.

Arthur T. Reinig, charged with assault with intent to kill Henry E. Alton, the liveryman, is being given a preliminary hearing before Justice John Leindecker this afternoon on a change of venue from the superior court.

The testimony of the first two witnesses, Charles Carmichael and Henry E. Alton, failed of the sensational, the motive which prompted the alleged assault not having been brought out by the early testimony. The defense will have no witnesses and the state about a half dozen.

The first witness to testify was Charles Carmichael. He related the circumstances attending the alleged crime which took place at Alton's livery barn Thursday evening at about 5 o'clock. He said that Reinig came up and began by heaping abuses and abusive language upon Mr. Alton; that Alton, seeking to pacify him failed and re-entered the office, shortly followed by Reinig through the other door. The abusive language was continued. Reinig, according to the witness on the stand, said: "Get your gun and knife, I'm ready for you." Whereupon he reached for his hip pocket and had partially pulled a gun when Guy Singleton interceded. Reinig was pushed into a corner and the gun removed by Alton. Subsequenting this action Reinig was thrown bodily from the office and rolled sprawling upon the sidewalk. "I'll get you yet," were Reinig's last words, said the witness.

The testimony of Carmichael given in the above synopsis, was corroborated by the second witness, Henry Alton. The preliminary will be completed about 4:30 o'clock it is thought.

Reinig, the defendant, failed in his effort to secure bond or bondsmen and has remained in the city jail.

## NOT SO BAD AS HE EXPECTED

Young Man's Nice Bunch of Excuses Were Not Needed, After All.

There is a young man in Dallas whose work keeps him up until the small hours of the morning, which is rather an awkward thing, inasmuch as he has but recently taken unto himself a wife.

But the lady knew of these hours, and he is not expected until very late.

A few days ago this man met an old friend, and over a cigar after working hours they discussed the past, present and future until daylight's gleams began to show rosy over the housetops. Then the young man with speed made for his home, fearful of his reception.

On nearing his habitation he discovered a bright light in the window, and excuses born of desperation began to circle through his head. He was in for it this time sure.

He decided to tell the truth as being more nearly satisfactory than a lie, and with this good resolution in his head he threw open the door and beheld a sight that filled him with amaze.

Upon a chair, with her skirts tucked about her feet, sat his wife. The lamp was turned too high and had smoked the chimney.

On his entrance she precipitated herself into his astonished arms and wept.

"It was right over there," she said, weeping. The man stared.

"What was?" he demanded.

"A m-m-m-ouse," explained the lady. "It came out of the closet soon after you'd gone, and I've been up here ever since."

### An Idyl of Theocritus.

The thievish Love—a cruel bee once stung him, as he was rifling honey from the hives, and pricked his finger tips all; then he was in pain, and blew upon his hand, and leaped, and stamped the ground. And then he showed his hurt to Aphrodite, and made much complaint, how that the bee is a tiny creature, and yet what wounds it deals! And his mother laughed out, and said, "Art thou not even such a creature as the bees, for tiny art thou, but what wounds thou dealest!"—From the Greek, by Andrew Lang.

### Hit Him in the Wrong Place.

A pneumatic barber chair exploded in Los Angeles and put out a barber's eye. That isn't the device that is needed. What the world requires is a chair that will explode and land on the barberial conversation department.

# PASSING OF VETERAN KILLEEN

One of the Best Posted Captains on the Mississippi Will Likely Retire After Many Years of Labor.

## BOAT RAISING HIS FORTE

When a Craft Was in Trouble it Was Always Bill Killeen Who Was Sent For—Olden Days Recalled.

The passing of the historic Diamond Jo line of river steamers, the sale of which was announced in a recent issue of The Gate City, will mean the retirement from all connection with the line of a river veteran—Capatain John Killeen—who was one of the best posted men on matters connected with the big stream.

Captain Killeen had the confidence of every man connected with the business When a boat sunk it was commonly stated, "Captain Killeen is the only fellow that can raise her."

About ten years ago the Dubuque went to the bottom, fifteen miles above Burlington. It was a nasty situation, and old timers said the craft would stay there. But Killeen, the man who never gave up, came down from the north with his equipment and after a lot of hard work he put the Dubuque back into the trade.

Captain William Burke, who has commanded the Dubuque for a long period, is another veteran of the Jo line. He is one of the old-time masters who knows every inch of the river in the dark.

"Con" McGee, master of the steamer St. Paul, is a level-headed "youngster," who is considered one of the best captains in the business.

It is said that in the early days James J. Hill and "Diamond Jo" Reynolds were cronies at St. Paul. Reynolds engaged in shipping wheat and finally jumped into the operating of steamboats.

Many Keokuk persons recall the names of some of the "Jo" boats of thirty or forty years ago. The first craft owned by "Diamond Jo" were the "Tidal Wave" and "Arkansas." It was in the early seventies that Reynolds began steamboating. Then came the boats "Diamond Jo" and "Imperial."

Later appeared the "Josie," the "Josephine," the "Libbie Conger," which was destroyed in the St. Louis cyclone, and the "Mary Morton," named after Mr. Reynold's wife. The "Pittsburg" was after christened the "Dubuque." The "Sidney" is still in operation, and is said to have been the biggest money-maker on the river.

The "Jo" line had strong competition in the Northern line, which it finally absorbed, and secured the steamers "St. Paul" and "Gem City."

## LATE AFTERNOON BULLETINS

[By the United Press]

SAN DIEGO, Cal., Feb. 7.—Harry S. Harkness the millionaire aviator of Pasadena, made the first flight in history this morning as an aerial messenger in time of war, bearing dispatches. He started from North Island and flew along the bay to the border where American troops are on guard and dropped several dispatches.

EL PASO, Feb. 7.—Casas Grandes is believed to be the next point which the insurgents will attack. It is believed they are planing an assault on this place.

A report was brought here this afternoon from Casas Grandes that Gen. Blanco had attacked the federal troops and that 300 were killed in the engagement. All wires are down and efforts to confirm this report have failed.

## PERSONALS.

Mr. and Mrs. W. B. Knox leave this evening for Valdez, Alaska for an indefinite time.

Ferdinand Board returned to Winona Lake, Ind., this morning where he is attending school, after having been called here by the illness of his mother, Mrs. T. R. Board.

Mr. and Mrs. J. C. Wallis, residents of Keokuk two years ago, will return to this city this week from Muscatine to make their home. Mr. Wallis was formerly engaged in business with the Singer Sewing Machine Co., but intends entering the real estate business here.

Edward Johnstone is home from Madison, Wis., for a brief visit.

Mrs. T. F. Brady, Jr., of Clarinda, Iowa, is visiting at the home of E. T. Bartruff.

### Has Filled a Long-Felt Want.

A Frenchman has invented a system of making glass so tough that a piece one-tenth of an inch in thickness will withstand heavy blows from a metal hammer. This will enable people who live in glass houses to throw stones without thinking seriously of the probable consequences.

—Use a Gate City want.

# CLIMATE CHANGE SEEMS LIKELY

Camille Flammarion, Noted French Astronomer Is Almost Ready to Believe That Such is a Fact.

## RECORD OF FIVE YEARS

Cold Summers and Mild Winters Have Been the Rule Recently in All Parts of Europe.

From the European edition of the New York Herald: When the slightest change or a passing irregularity in the distribution of temperatures occurs we are often told that the seasons are twisted around. In general the only foundation for this assertion, as I have often stated in these columns, is an erroneous deduction from passing impressions. But today we are forced to submit to the evidence as far as the lateness of summer and the high temperatures of autumn for several years are concerned. There seems really to have been a change in the seasons.

The year 1910 will be inscribed as one of the most baleful in the annals of meteorology. After the disastrous floods of January, the soil in our latitudes, was absolutely saturated with water, rains continued, and the earth was cold and sterile for almost all manner of agricultural production, from the grape to the potato, and the seasons were unproductive.

At the same time, in the spring and summer, the United States, on the contrary, suffered from extreme heat, which also in certain trans-Atlantic districts was disastrous for the crops through excessive drought. The almost constant winds from the west arrived in Europe saturated with vapor gathered in their course over the Atlantic ocean. This vapor condensed on our cold soil and gave rise to torrents of rain along a zone stretching west to east over France, Belgium, Germany, Austria and beyond. It was a dark, rainy, lamentable year.

Fine weather began only in the middle of September, and it must be noted that this is what has happened for several years.

In 1909 the months of June and July were particularly cold. The mean temperature for the month of June was 14.5 degrees at Paris (Parc Saint-Maur), the normal being 16.5 degrees and in certain years being as high as 18.5 degrees. The mean temperature for July was 15.8 degrees, the normal being 18.3 degrees. August enjoyed fine sunshine and almost every day in October showed a temperature higher than the normal. There were maxima higher than those of July. For example, on October 18 the maximum was 20.4 degrees, while it was only 19.7 degrees on July 9. The temperature was rather mild up to November 4.

The autumn of 1908 was just as radiant, with really warm weather from September 18 to October 17 and maxima often greater than those of June or July. In 1907 June was relatively cold and July extremely so. In August too, the temperature was below the normal, September and October, on the contrary, being much above it.

In 1906 there was warm weather from the middle of June to about September 10. The rest of that month was cold and October was very warm. In November too, the temperature was above the normal. In 1905 the autumn was cold.

So since 1906—that is to say, for the last five years—the summer has been late, arriving only in autumn. That is a very remarkable fact. In the year 1910 the mean daily temperatures of June, July, August, September and October were respectively, 16.5 degrees, 16.3 degrees, 17.2 degrees 14.2 degrees and 11.8 degrees.

It is seen that the month of July was very cold, colder than June, the temperature being two degrees lower than the normal which is 18.3 degrees. In August and September, also, the temperature was lower than the normal, while in October it was nearly two degrees above the normal. It was only toward the eighth of September that the sun decided to show itself, too late for the crops. The characteristic of the year 1910 is, moreover, the amount of its rainfall.

Late summers and warm summers—there is a resume of our climate for the last five years.

It is seen that since 1906 the temperatures are nearly all above the normal and that in 1908 and especially in 1909 and 1910, the month of October has been remarkably warm. It is, as I have remarked, a kind of overturning of the summer which arrives now in autumn.

Will 1911 be a continuation of this heterogeneous and irregular series? To judge by the month of December which has just ended and which, in place of being cold, gave as many very warm days, it would seem so.

Frail women, women during menstruation, pregnancy or nursing should keep the bowels well open. Try Dr. Caldwell's Syrup Pepsin. At all drug stores, 50 cents and $1 a bottle.

# STOPPING A TRAIN

Many Things Combine to Make It an Uncertain Operation.

## THE NUMBER OF CARS COUNT

Likewise the Momentum and the Braking Power and the Temperature of the Rails—Freight Trains More Uncertain Than Passenger Trains.

"In what distance can a train be brought to a stop? Well, that depends," said the grizzled engineer, with a hand like a ham and an eye that could see red, white and green a mile away down a silvery track. "That depends, son, and the more I think of it the more I realize how it depends on circumstances.

"In the first place, it depends on the number of cars you have on your train. The fewer cars you have the quicker you can stop, eh? Well, that's where you're dead wrong." The engineer rested his gnarled fist across his knee as if it were a fifteen pound monkey wrench. "Yes, sir," he repeated, "if you've got that idea you're wrong, just like folks are likely to be on railroad matters which they don't know anything about. Now, the fact is that a certain type of engine can be stopped quicker if it has a half dozen freight cars hooked on to it. That's so because there are brakes on each of the cars, and they all grind into the wheels when you sling on the emergency. Why wouldn't it stop quicker if you had a dozen cars on instead of six? Well, sonny, for the simple reason that the weight of the train, or, rather, the momentum, overcomes the braking strength of your air, and so you're carried along. If you had less than six cars it would be just the other way—you wouldn't have enough braking power to overcome what weight you have got. Yes, sir, with every freight train and with every passenger train there is a certain number of cars necessary to make the train most effective when it comes to stopping quickly. This is a very practical question too. An engineer will say to himself, 'Well, I've got more cars on today; I'll have to put on brakes sooner in order to stop just right at the station.'

"I once heard an engineer say that an engine with a baggage car and two passenger coaches traveling at the rate of thirty-five miles an hour would require about 600 feet to stop and traveling at twenty-five miles an hour would require 400 feet to halt. Now, he was just guessing, or else he had a particular train and particular conditions in mind, and most likely particular times in mind. The fact is you can't tell within what distance a train can be stopped.

"Why, take the same type of engine and the same type of coaches and run them over the same track and apply the brakes in precisely the same manner and the two trains will not stop in the same distance of track. Indeed, take the same train over the very same track at different times, run her at exactly the same speed and apply the brakes in the very same manner and you can't stop in the same distance. Engineers would like to stop at each station at precisely the same spot that they did the day before. Do they ever do it? No, son, they don't, because it can't be done.

"The stopping of a train depends on conditions, just as I said before. Engineers who have traveled over a particular road for years can't do it. Sometimes the conditions vary to such an extent that the train is run past the station. Everybody has seen that done. And then the engineer says things under his breath and backs up his train to let the passengers on and to take on baggage. Sonny, engineers never know within yards where their trains will stop.

"Freight trains are more uncertain than passengers. This is so because it doesn't matter as much. An application of ten pounds of air may produce no braking at all, due to the wear of the system, and, on the other hand, fifteen pounds might put on more brake than the engineer wanted. He may throw on a small quantity of air, and without expecting it the emergency brakes get into action as a result. When the brakes are already on the engineer may release them a little and by so doing release them entirely, so that the train leaps forward. So, you see, you can't always tell what the brakes are going to do.

"You wouldn't suppose that the temperature of the rails would make any difference about brakes, would you? It's a fact. A rule of thumb is that a train will brake twice as quickly in the winter as in the summer. The wheels stick to the rails more when they are cold. The scientific folk tell you that the cohesion is greater. And, another thing, the oil on the rail when it is warm is more slippery. All the steel rods, pipes, etc., on a warm day are expanded, and so they have to move through greater distances to become effective. When they are contracted by the cold the brakes grip the wheels that much quicker and tighter with the same amount of air that you applied on a warm day.

"You see, sonny, every road in the country keeps tabs on the temperature three or four times a day all along its lines. Temperature is quite an important thing in railroading. All this goes to show that there is quite a lot of science in running trains. And I never saw a man yet who had been in the service so long that he couldn't learn a heap of things. The fellows who think about their business are always learning."—New York Tribune.

—Read The Daily Gate City.

# THE WORLD'S MARKETS

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### The Market Letter.

CHICAGO, Feb. 7.—Wheat—Cables one-fourth lower. Pit specialists are of the opinion that May wheat fighting ground will be around 95c. They do not like the selling side of corn but believe oats are in position where the easy supply situation may mean another cent on the down side.

Effect of current weather on receipts must be considered. Country roads probably poor and small receipts liable to show up shortly. Leaders in wheat appear to be resting today; ten day range 97¼ to around 95½c. While long distance situation seems bearish, the cash wheat situation steadily fails to develop serious weakness. Without the arrival of some new feature the market is liable to rally today. There are reports that the leading speculator holds considerable wheat. Plano, Texas, writes that the principal portion of the wheat crop in Texas will be plowed up.

### Broomhall Cables.

LIVERPOOL, Feb. 7.—Wheat opens with a steady undertone. March unchanged and May one-fourth lower. This decline was attributed to the lower American cables. Foreign crop conditions are generally favorable. Reports from Russia improved with the country offering freely, cargoes offered at 1½ to 3 pence decline. Cheaper Argentine and Australian offer expectations of a liberal increase in the European visible and English country markets six pence lower and a very quiet demand from the continent following the opening. March declined one-fourth with some support in May. Notwithstanding these bearish factors there appeared to be some disposition to support and this was accelarated by the fact of fair demand from millers and light receipts here during the past three days. At midday the market was dull and one fourth lower.

Corn unchanged. Larger and cheaper American offers, and the decline in spot offset by continued unfavorable reports from Argentine.

### Daily Range of Prices.

CHICAGO, Ill., Feb. 7.—

| | Open. | High. | Low. | Close. |
|---|---|---|---|---|
| WHEAT— | | | | |
| May ..... | 95½ | 95½ | 94¼ | 94¼ |
| July ..... | 93⅜ | 93⅜ | 92⅞ | 93 |
| CORN— | | | | |
| May ..... | 50⅛ | 50⅛ | 49½ | 49½ |
| July ..... | 51 | 51 | 50⅜ | 50½ |
| OATS— | | | | |
| May ..... | 32⅞ | 32⅞ | 32¼ | 32⅜ |
| July ..... | 32⅝ | 32⅝ | 32⅛ | 32⅛ |

### Chicago Live Stock Market

CHICAGO, Feb. 7.—Hogs—Receipts 18,000; left over 3,200; market opened steady. Mixed, $7.35@7.80; good, $7.40@7.65; rough, $7.10@7.30; light, $7.55@7.90.

Cattle—Receipts 4,500; market steady.

Sheep—Receipts 14,000; market strong.

9:00 a.: m. Market: Steady at yesterday's overage; estimated receipts tomorrow: hogs 3,000; cattle 20,000; sheep 24,000. Light, $7.60@7.90; rough, $7.20@7.40; mixed, $7.45@7.80; heavy, $7.45@7.70; bulk, $7.60@7.70.

Cattle market strong.

Sheep—Market strong to 10c higher.

Cows, $2.50@6.00; stockers and feeders, $3.90@5.60; Texans, $4.50@5.40.

Sheep $2.50@4.30; lambs, $4.25@6.50.

### Kansas City Estimated Receipts.

KANSAS CITY, Feb. 7.—Hogs 14,000; cattle 11,000; sheep 1,000.

### Omaha Estimated Receipts.

OMAHA, Feb. 7.—Hogs, 10,000; cattle 4,200; sheep 10,000.

### Stock Summary.

NEW YORK, Feb. 7.—Katy for the fourth week in January increased $27,000.

American stocks in London irregular, mostly below parity.

London settlement begins tomorrow.

U. S. Steel expected to shoy increase in monthly unfilled orders Friday.

Decision in rate cases expected at the end of tais month.

New Panama bond bill passes senate.

Buying of steel shows some improvement although large orders are not reported.

Chicago Pneumatic Tool Co., for year shows balance equal to 13.1 per cent on stock.

### Local Grain Market.

KEOKUK, Feb. 7.—The following markets, furnished by the O. A. Talbot company:

| | |
|---|---|
| No. 2, Wheat, red ..... | $ .85 |
| No. 2, Wheat, red ..... | .82 |
| No. 2, Wheat, hard ..... | 81 |
| New white oats ..... | .26.. |
| New mixed oats ..... | .25.. |
| Corn ..... | .26.. |

### Local Live Stock.

KEOKUK, Feb. 7.—The following live stock market furnished today by Joseph Haubert:

Hogs—Good butchers, $7.24.

Sheep—Butchers, $4.00.

Calves—$5.50 to 7.50.

### New York Produce.

KEOKUK, Feb. 7.—The following duce markets are as follows:

Butter, creamery, 26@26½c.

Process—Special, 20½@21c.

Eggs—Fresh, gathered, western firsts—22@22½c.

Fancy boxed fowls, 15½@16c.

Dry packed springs, 13½@15c.

# CITY NEWS.

—The gambling cases set for ten o'clock this morning in the superior court were continued until tomorrow afternoon by agreement of counsels on both sides. Two informations have been filed, one as a result of the search warrant revelations and the other against Nelson Warner for keeping a gambling house. Preliminary examinations will commence at 2:30 tomorrow afternoon.

—The Boatman habeas corpus case now pending in the superior court has been set for February 14.

—The new Burlington hotel was opened last night. The first guest to register was H. Y. Lemon of St. Joe, Mo.

—Miss Edna O'Harra yesterday took charge of the Young Woman's Christian Association as general secretary. Miss O'Harra is well known in association work having formerly been connected with the local work of the organization and a young woman of experience. Miss O'Harra has been attending the state university but was relieved from her studies to come here to take up the work in the Y. W. C. A.

—Mrs. Ida King, a woman little known, died at the County Home last evening at 6 o'clock from dropsy. She had been in ill health for the past year or two suffering from dropsy which caused her death. She was married to Mike King, several years ago but it is not known where the husband is. The deceased leaves two brothers. She had been in Keokuk about twenty years, coming here from St. Joe, Mo. The body is being held at the Hawkes undertaking establishment to get some possible trace of relatives.

—This afternoon Mrs. Mary P. Guy was buried in Oakland cemetery, after appropriate services at the home of her daughter, Mrs. Thompson, at Nineteenth and Main strets.

—Masonic—Special meeting of Hardin Lodge No. 29, A. F. & A. M., Wednesday evening, Feb. 8th, at 7:30 o'clock. Work on second degree. Visiting brethren fraternally invited to attend. By order of the W. M. C. M. Vogler, secretary.

### Quality That All Admire.

Clear grit always commands respect; it is the quality which achieves something, and everybody admires achievement.

## $1,000 PER YEAR IS QUITE ENOUGH

Man and Wife Can Get Along on This Sum and Save About Half of it.

An income of $1,000 a year is enough to support a man and his wife, and enable them to save $500, according to Harlow N. Higginbotham of Chicago who made a fortune as a partner of Marshall Field. This is the way he figures it: "It costs a person for food just about 24 cents a day," he said, "and I can prove it costs no more to live today than it did three or four years ago. Now, 365 days at the figure mentioned gives us $87.60 for the cost of food for one person for a year, provided one does not waste it, or throw it away. A man and his wife do not need a servant, and an apartment quite large enough for two people and with a room to spare will cost say $24.00 a month. Then add light and gas and I believe two people could live economically and save $500 a year. Here is what one woman did on $6.00 a week: After a series of years that woman had in the bank $2,715.81, and moreover had helped her brother to the extent of $300. Thus on an income of $312 a year, she had saved $3,727.41, had maintained herself and had been to the hospital once and paid a doctor's bill. I started to work for Marshall Field after the war for $1,200, which the next year was raised to $2,000, the next to $4,000 and it went up in time until I was earning $200,000 a year. I never asked for an increase and the man who is always begging for more money is generally the man who has no right to it." Mr. Higginbotham never made much of a record as a spender himself.

### How to Sweep.

A teacher once asked a class of girls to give directions for sweeping a room, and received the following from one of her pupils: "Cover up the furniture with dust sheets, scatter damp tea leaves over the carpet, then carefully sweep the room into the dustpan and throw it out of the window."

### Uncle Ezra Says:

"You will allus notice thet the man who never shuts the door is the one who comes to see you the mest."

Your Prescriptions will receive careful and prompt attention always at the—
City Drug Store
Both Phones
7th & Main

# Want Column

### WANTED.

WANTED—Boy with wheel at Postal Telegraph Co.

WANTED—By young man, office work or collecting, three days per week. Address, D, this office.

### FOR SALE.

FOR SALE—Good 4x5 camera and outfit cheap. Bell phone 765 Black.

FOR SALE OR TRADE—Five rooms, full lot. Inquire at 1417 Franklin.

FOR SALE—A fine imported Percheron stallion, 5 year-old, coal black; weighs one ton; first-class, sound. Poor health cause for selling. Geo. W. Gardner, Vincennes, Iowa.

### FOR RENT.

FOR RENT—Furnished front room. Modern. Call at 310 N. 7th street.

FOR RENT—Six room cottage. 1300 Orleans. Enquire 716 Main St.

FOR RENT—219 S 10th St., seven rooms, gas and bath. Inquire 562 red Bell, or 4301 Hub.

### MISCELLANEOUS.

MEN UNDER 35—Mail service. I. S. S. 183, Ia. Ave., Cedar Rapids, Iowa.

### AGENTS WANTED.

LIVE MAN or woman wanted for work at home paying $2.00 to $3.00 per day, with opportunity to advance. Spare time can be used. Work not difficult and requires no experience. Universal House, 352 Wabash Avenue, Chicago.

## A REAL POISON PERIL.

Venom of the Most Deadly Creature In This Country.

One venomous creature there is in this country which may justly be termed a public peril in the wildest sense. Proportionately to population more victims fall to it yearly in the United States than to the dreaded cobra in India. Some 12,000 Americans are killed every year by its bite. Three hundred thousand more are made seriously ill from the after effects. Unfortunately the virus works so slowly that alarm is stilled. The victims do not sicken at once. The bite is forgotten, but ten days or two weeks after the subject falls into a fever. His blood is poisoned within him. Eventually in extreme cases he becomes delirious, succumbs to a stupor and dies.

Yet because there is nothing horrific to the sensation loving imagination in the malaria bearing mosquito public inertia or ignorance tolerates it with a grin and permits it to breed in city and country alike throughout the length and breadth of the nation. Compared with it as a real menace all the combined brood of snakes, scorpions, centipedes, tarantulas and other pet bugaboos of our childish romanticism are utterly negligible, are as figment to reality, as shadow to substance. It is perhaps characteristic of our wryly humorous American temperament that we should have invested the unimportant danger with all the shuddering attributes of horror and have made of the real peril a joke to be perennially hailed with laughter in a thousand thoughtless prints.—Everybody's Magazine.

### The Drummer.

Drummers seldom pray much, pay their bills, usually hate shams, dodge touches, have warm hearts, quick wits, much nerve and more courage, but are born scoffers. They have good memories, much humor and a fund of stories limited only by time. They can preach a sermon, lead in prayer, time a horse race, umpire a ball game, make a stump speech and have an opinion upon every known subject from prize-fights to the nebular hypothesis.—Commercial Traveler's Magazine.

### Firmness.

"When my wife makes up her mind," said Mr. Meekton, "there is no use of arguing with her."

"But every woman changes her opinion sometimes."

"Yes. And Henrietta is particularly resolute when she makes up her mind to change her opinion."—Washington Star.

### A Healthful Town.

"If this town is as healthful as you say it is, why do there happen to be so many doctors' signs in evidence?"

"They are nearly all the signs of eye doctors. The people are so healthy here that they stay up nights enjoying the climate and injure their eyes."—Chicago Record-Herald.