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ACADEMY OF MUSIC—8—The Darling of the Gods.
AMERICAN—8:15—The Bells.
BELASCO—8—Adrea.
BIJOU—8:15—The Music Master.
BROADWAY—8:15—Florodora.
CRITERION—8:20—Jimmy the Carrier.
CIRCLE—2—8—Vaudeville.
COLONIAL—2—8—Vaudeville.
DALY'S—8—The Duchess of Dantzic.
EDEN MUSEE—World in Wax.
EMPIRE—8—Sherlock Holmes.
GARRICK—2:10—The Man of Destiny and How He Lied to Her Husband—8:10—You Never Can Tell.
GARDEN—8:20—The College Widow.
HARLEM—8:15—Merely Mary Ann.
HUDSON—8:30—The Heir to the Hoorah.
HAMMERSTEIN'S VICTORIA—2—8:15—Vaudeville.
HERALD SQUARE—8:15—The Woman in the Case.
IRVING PLACE—8—Don Carlos.
KNICKERBOCKER—8:15—London Assurance.
LEW FIELDS'S—8:15—It Happened in Nordland.
LIBERTY—8:15—The Education of Mr. Pipp.
LYCEUM—8:30—Mrs. Leffingwell's Boots.
LYRIC—8:15—Fantana.
MANHATTAN—2:15—Benefit Stony Wold Sanatorium—8:15—Lean Kleschna.
MAJESTIC—8—Kellar, the Master Magician.
MADISON SQUARE—8:30—Mrs. Temple's Telegram.
MADISON SQUARE GARDEN—2—8—Circus.
NEW-AMSTERDAM—8:15—The Misanthrope.
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When Advertising Pays, It Grows.

FOR THREE MONTHS

ENDING MARCH 31, 1905,

THE

NEW-YORK DAILY AND SUNDAY TRIBUNE'S

GAIN IN ADVERTISING

WAS 233,779 LINES, OR

OVER 739 COLUMNS,

of 316 lines to a column.

New-York Daily Tribune.

MONDAY, APRIL 10, 1905.

THE NEWS THIS MORNING.

FOREIGN.—Four of Admiral Rojestvensky's battleships were not among the fifty-one vessels which passed Singapore on Saturday. ═══ There were rumors in Russia that the Vladivostok squadron would attempt to take part in the campaign, and more reports of possible peace negotiations. ═══ Japanese commanders report that the actions at Tsu-Lu-Shu were a series of Russian defeats; General Linevitch, under date of April 8, reported no change in the situation. ═══ Russia has received advices that Japan would demand an indemnity of $500,000,000. ═══ The work of rescue of victims of the accident at Madrid continued slowly; there was a fight between workmen and police, in which many persons were injured.

DOMESTIC.—The President spent the day in his camp in the wilds of Oklahoma. ═══ It was reported that there have been 600 desertions from the warships at Pensacola. ═══ It was reported in St. Louis that the Ann Arbor railroad had passed from the control of the Gould interests. ═══ It was announced at Washington, Conn., that there was no perceptible change in the condition of Senator O. H. Platt, although the patient was holding his own and resting easily. ═══ Commander Eva Booth delivered a lecture before 2,000 Cornell students at Ithaca, N. Y. ═══ Miss Sarah Frances Woolsey ("Susan Coolidge") died suddenly at her home in Newport, R. I. ═══ The body of Miss Susan P. Babcock, who had been missing from her home in Milford, N. H., for a week, was found.

CITY.—Water in the old Croton dam was higher than ever before and caused alarm to residents of the Croton Valley. ═══ It was learned that ex-Governor Black and Senator Platt had joined forces for the reorganization of the State machine. ═══ Plans were laid for the celebration of the 250th anniversary of the founding of the Jewish community in New-York. ═══ Charles F. Murphy, it was learned, had made up a tentative Mayoralty slate. ═══ A girl, it was learned, jumped overboard from the deck of the New-York on her trip from Southampton. ═══ Miss Mary Gallaway, daughter of the president of the Merchants' National Bank, committed suicide.

THE WEATHER.—Indications for to-day: Fair and warmer. The temperature yesterday: Highest, 58 degrees; lowest, 36.

GREATER PITTSBURG.

The legislature of Pennsylvania has just passed an act creating a greater Pittsburg. Pittsburg proper, Allegheny City and a number of smaller towns and villages are to be consolidated into one municipality, provided the union is ratified by the voters of the various divisions and subdivisions concerned in the merger. The new Pittsburg will have an area of about sixty square miles and a population of about six hundred thousand. It will take rank, therefore, as one of our largest cities, for according to the census of 1900 only three American municipalities—New-York, Chicago and Philadelphia—had more than six hundred thousand inhabitants.

The consolidation now arranged for is a perfectly natural one. The conditions which led to the creation of greater New-York are duplicated in the thickly settled basin in which the waters of the Monongahela and the Allegheny meet to form the Ohio. Pittsburg proper and Allegheny City are separated by a barrier much less formidable than the East River, and the outlying suburbs, mostly manufacturing towns, are more closely bound to the common centre than Jamaica and Staten Island are to the hub of our greater city. In the Pittsburg consolidation, too, no county lines have to be crossed, all the territory joined lying within a single county, Allegheny. The argument for union was therefore irresistible; and union was bound to come as soon as the various subdivisions were ripe for it. With a consolidated government a more uniform and healthy growth will be assured, and projects affecting the welfare of the whole area can be carried through with greater ease and to greater public advantage. The interests of the communities to be merged are identical, and they have everything to gain and nothing to lose from a joint venture in municipal government.

The exact rank which Pittsburg will take among American cities can be determined only by the census of 1910. Its estimated population, 600,000, puts it ahead of St. Louis, Boston and Baltimore, taking the figures of the census of 1900; but the relative growth of the four cities since then can only be guessed at. Five years ago St. Louis had 575,238 inhabitants. Its growth for the decade from 1890 to 1900 was 27.3 per cent. If that growth has been maintained the population must now be something over 630,000. Boston had 560,892 inhabitants in 1900, and grew from 1890 to 1900 at the rate of 25 per cent. Its population now probably exceeds 600,000. Baltimore's growth was smaller, reaching only 17.1 per cent, and the population in 1900 was 508,597. The total now will hardly exceed 545,000. Pittsburg and Allegheny City together had a population in 1900 of 451,412. The rate of increase for Allegheny City was 23.3 per cent and for Pittsburg proper 34.7. The increase in Allegheny County as a whole for the decade was 40 per cent, so that the suburban territory now annexed may be assumed to be gaining population faster than the cities themselves. As an industrial centre Pittsburg's expansion in the last twenty years has been phenomenal, and there are no indications that that expansion has slackened. If it has not, the greater city will have distanced Baltimore by 1910, easily have passed Boston and probably have outstripped St. Louis as well. Were Boston able to annex its many populous suburbs it would take next place to Philadelphia under the next census; but such a consolidation is only a distant contingency. St. Louis has little outlying territory to annex, and can make no startling progress through an expansion of boundaries. Pittsburg's claim to rank as the fifth American city is therefore not likely to be upset by the next federal enumeration. Ultimately, too, the new municipality is certain to challenge Philadelphia's title as the metropolis of the Keystone State.

THE RAILROAD DEATH ROLL.

The Interstate Commerce Commission reports that in the last quarter of last year there were fewer casualties from railroad accidents than in the preceding quarter. Yet in those three months no fewer than 951 persons were killed and 14,027 injured. That is an appalling record. It becomes the more appalling when we expand it so as to take in a whole year. Thus in 1903 there were 355 passengers, 3,606 employes and 5,879 others killed, and 8,231 passengers, 60,481 employes and 7,841 others injured, a dreadful total of 9,840 killed and 76,553 injured. Most appalling and most discreditable of all does it appear when we contrast it with the statistics for the United Kingdom. There in the same year 148 passengers, 476 employes and 352 others were killed, and 2,681 passengers, 6,782 employes and 174 others injured, a total of 976 killed and 9,637 injured. Thus there were in this country more than ten times as many persons killed and nearly eight times as many injured as in Great Britain and Ireland. That contrast is not creditable to America.

When such figures are quoted the common answer is that, of course, there are more accidents here because our railroad service is so much more extensive than that of England. That is as untrue as it is facile. In some respects our railroad service is greater, but in some it is smaller than that of the United Kingdom. It is true that our track mileage is nine times as great as that of the United Kingdom, but that is surely not the sole or the chief factor in determining the number of accidents. Our train mileage—a much more pertinent basis of comparison—is only about two and a half times as great. In that fact there can be no justification for our having eight times as many casualties. Again, we have more than twice as many railroad employes as the United Kingdom, but, again, that does not justify us in killing and wounding nine times as many of them. So far as the number of passengers is concerned, we do not carry more than the United Kingdom, but, on the contrary, less than two-thirds as many; and yet we kill and maim between three and four times as many. As for the "others," meaning chiefly trespassers upon the tracks, we have nearly twice as large a population for them to be drawn from, but we kill and injure more than twenty-six times as many.

The more the contrast is analyzed, the more discreditable it seems to the United States. It ought to be suggestive and instructive as well. The appalling contrast between the respective numbers of "others"—not passengers or employes—killed and injured, for example—only 526 in the United Kingdom to 13,720 in the United States—should emphasize in the most convincing manner the desirability of doing away with grade crossings as rapidly as possible, and of requiring railroads, near cities, towns and villages, to be so fenced in that nobody can get upon the tracks save by deliberate effort—and then of making it a misdemeanor thus to trespass upon the tracks. Cost a great deal, would it? Yes, but what is the lack of it costing in a yearly slaughter roll of thousands? So, too, the contrast between the numbers of employes killed and injured—7,258 there against 64,078 here—should suggest a diligent and practical inquiry into the question whether our appliances for the safe working of trains are as up to date and as efficient as those of the islands across the sea. We may have in this country the biggest railroad system in the world, but it is by no means so certain that it is in all respects the best—especially in that supremely important respect, the safety of human life and limb.

RAINES LAW HOTELS.

If the citizens of this State do not yet know what Raines law hotels are, there is probably very little use at this date in explaining once more that they are legalized houses of assignation, immoral resorts protected and encouraged by the excise law. A few years ago the Committee of Fifteen, of which the late Mr. William H. Baldwin, jr., was chairman, made a thorough investigation of the social evil. One of the most important parts of that report is the sections referring to the Raines law hotels:

> Any one who is familiar with conditions in New-York must admit that the effect of the Raines law has been to provide unexampled accommodations for prostitution. . . . Nothing can be clearer than the fact that the possibility, due to the Raines law hotels, of soliciting now in one part of the city, now in another, increases immensely the number of persons whom the prostitute can subject to her allurements. . . . More serious still, many of the Raines law hotels are themselves the scene of most insidious and therefore most effective solicitation. . . . The Raines law hotel, which stands on the line between vice and harmlessness, is very frequently the place where the growing boy is introduced to the mysteries of immorality. Where popular entertainment is given, it is inevitable that a certain number of immoral persons will be found; and if accommodations for vice are present, the work of recruiting the patronage of vice among boys will certainly be active. . . . The most damning charge of all, however, is that the Raines law hotel provides the greatest known facilities for seduction. Young girls, brought by unscrupulous escorts to enjoy the entertainment given, are regaled on beverages of the influence of which they are ignorant, and, by the aid and assistance of the hotel provision, fall easy victims. That this is no imaginary evil, nor one which is rare, is known to any one in New-York who has eyes to see and ears to hear.

In justice to the originator of this law it should be said that the definition of a hotel, for the purposes of the law, was made in perfect good faith, and was, in fact, merely the embodiment, so far as its specification of the ten-room limit was concerned, of provisions already existing in the laws relating to hotels at that time. By this law special privileges were given to hotel keepers, namely, that they could keep open on Sundays and at night. As the price of the license for a hotel under this law is no higher than the price of a license for a saloon, a large number of saloonkeepers were tempted to establish so-called hotels in order to secure the advantage of the hotel clause of the law, permitting them to sell liquor on Sundays. To constitute a hotel under this law it was necessary to hire an apartment and fit up ten small bedrooms in connection with the saloon. To meet the rent of these rooms, for which there was no legitimate demand from ordinary boarders or transient lodgers, the proprietor of the saloon was led to use them for immoral purposes. These are the houses which constitute the so-called Raines law hotels.

Now, the provisions of the Building Code of this city with regard to hotels are very strict. Among other things every hotel more than thirty-five feet in height must be fireproof. But it was decided that the Building Code did not apply to these so-called Raines law hotels, which are hotels only for the provisions of the excise law, not for general purposes. Therefore, to the Raines law hotels were applied merely the provisions of the Building Code touching private residences and apartment houses. The result was that the Buildings Department took no cognizance of the failure to fulfil the law on the part of these so-called hotels, and neither did the Excise Department, which issued the license. According to the law, the Excise Department must issue a license to any one who applies for it, provided the applicant fills out a certain blank form, giving under oath certain information, and presents a satisfactory bond. The Commissioner may know that the information contained in the application is untrue and perjured, but by law he is compelled to issue the license if the application be made in proper form.

A number of organizations in this city, representing intelligent students of civic questions, have formulated a perfectly intelligible proposition for the amendment of the Raines law, which, if enacted, will wipe out certainly a large proportion of those dens of infamy known as Raines law hotels. The proposed amendment provides that before the Excise Commissioner can issue a license for the sale of liquor in a hotel the building which is to be used as a hotel must be inspected by the Buildings Department of this city and a sworn statement made that it complies with all the regulations governing hotels prescribed in the Building Code or in the Raines law itself, and that only on presentation of such sworn statement of inspection by the Buildings Department may a license be issued. There are other provisions in the bill to secure enforcement, but this is the main and important section. Under the provisions of this law, if it be passed, legitimate hotels will not be touched, because they comply with the rules of the Building Code and are classed by the Buildings Department as hotels; but a very large percentage of the Raines law hotels will be wiped out. This change of the law does not affect the excise situation proper. Presumably these Raines law hotels will secure ordinary saloon licenses and continue business as saloons, as before, but the ten bedroom attachment, with its immoral uses, will disappear.

The bill to which we refer has already passed the Senate, where, we are glad to note, it was introduced by Senator Raines himself. Unfortunately an amendment was introduced in the Senate which, while it leaves the bill effective for the thickly settled portions of the Borough of Manhattan, renders it largely ineffective for Queens and Kings, Richmond, The Bronx and some of the extreme upper portions of Manhattan. It was amended by dropping out the provision which compelled the Buildings Department to certify in advance to the fact that the building applying for a license as a hotel complied with the hotel provisions of the Raines law—the provisions specifying the size of dining room, kitchen, etc. The bill as amended requires the department to certify merely to the fireproof character of the building to be used as a hotel. This bill is now before the Excise Committee of the Assembly. It is to be hoped that the omitted section of the original bill will be restored and that the bill will be reported out of committee and put upon its final passage. It is one which should commend itself to all good and honest citizens. Even the liquor interests have no legitimate cause for objecting to it. If enacted into law, it will remove from the cities of the State of New-York a great reproach and reduce almost to extinction a hideous evil.

NEW-YORK'S RAILROAD RATES.

Before the Interstate Commerce Commission last week a former Secretary of the Treasury, Mr. John G. Carlisle, made an argument with regard to the rates imposed upon New-York for foreign shipments in comparison with several other Atlantic ports. He submitted an array of figures to show that this city had no such advantage over the competing ports as to justify the officials in seeking to modify the natural currents of trade.

Mr. Carlisle declared that the claim of the rivals of this port clearly was that the immense advantages which belonged of right to the foremost harbor of America should be offset with differentials in favor of harbors to the Southward. The ocean rates, he said, were continually fluctuating. They were the result of supply and demand; but a few Baltimore steamship owners were enabled to collect higher rates on a part of their exports. How have they made it clear that they ought to have that advantage? All the railways have consented to the reference of this subject to the commission. In summing up the whole matter Mr. Carlisle said that under equal rates and free competition New-York would never complain because of any traffic secured either by Philadelphia or Baltimore through increased facilities due to the enterprise of its citizens.

That is doubtless entirely true. It is equally true that New-York will not be, and should not be, satisfied with anything else than equal rates and free competition.

A MILLION TONS A DAY.

The astonishing rate at which the production of coal in the United States has increased in the last half century is discussed in "The Manufacturers' Record" by Mr. Frederic E. Saward. Statisticians say that the population of this country has doubled about once in thirty or thirty-three years since independence was achieved. The development of coal mining here has gone on much more rapidly. The output of American coal nearly doubled during each of the four decades beginning with the year 1860. It amounted to about 270,000,000 tons in 1900 and 345,000,000 tons last year. At the present time, Mr. Saward believes, it must average 1,000,000 tons a day. Another way of presenting the facts is to say that the yield was less than one ton (.995) for each inhabitant in 1870, but with each succeeding decade rose to 1.518, 2.255 and 3.534. The production now can scarcely be less than four tons per capita.

Inasmuch as the United States does not yet sell any considerable quantity of coal abroad, the question arises how the consumption at home is to be accounted for. In the first place, this country has many more miles of railway track in proportion to its population than any other. If its passenger and freight traffic combined are correspondingly excessive, its locomotives would require two or three times as much coal per capita as those of Europe, taken as a whole. Again, America makes more pig iron than either of her chief competitors. The 18,000,000 tons or more of metal produced in 1903, and again in 1904, involved the burning (either in the form of anthracite or coke) of about 25,000,000 tons of coal each year. In American households and hotels the use of fuel for heating and cooking may be more extravagant than it is in Europe, but not enough larger to signify greatly. The chief factor, therefore, in the increased demand for coal here in the last thirty or forty years is the general development of manufactures of all kinds. Water power is still used in a variety of industries, but growing requirements have been met mainly by steam power. Indeed, the rapidity with which the need of coal for these purposes has asserted itself is a gratifying indication of recent national prosperity.

The consumption of coal in the United States is the more remarkable, perhaps, because America contributes nearly or quite one-half to the world's supply of petroleum. The oil of the East and North yields such a high percentage of kerosene, naphtha and other valuable distillates that it does not pay to use the crude product for fuel, and the quantity of residuum left after refining is comparatively small. Besides, coal is so abundant and cheap in this part of the country that it affords more economical fuel than oil. In the Southwest and on the Pacific Coast the situation is different. California alone produced 25,000,000 barrels in 1904, and will doubtless report a material increase this year. Texas will do nearly as well, apparently, and appreciable reinforcements will come from Louisiana and Kansas. The combined output of those four States should reach 70,000,000 or 80,000,000 barrels. Refining, when attempted there, will give only a limited amount of illuminating oil and gasolene. The volume of crude petroleum will be reduced by exportation, to Europe from Texas and to South America from California, to an even greater extent. There could not well be left here for domestic consumption, therefore, more than 40,000,000 or 50,000,000 barrels. That amount would be equivalent to 12,000,000 tons or less of coal, or about 3 per cent of the production of coal in the United States. Mr. Saward enters into no such details as are here given, but the figures justify his belief, briefly expressed, that petroleum will never jeopard the coal interests of the country.

MONEY AND BUSINESS.

The upward march of stock market prices has been resumed, the average of the sixty most active railway securities rising above all previous figures for this year and within $1 of the highest point on record. In so far as natural market influences are concerned, there was no more occasion for the advance than there was for the previous week's decline. Fundamental conditions appear sound, unless the proposed increased issues of stock should be carried to excess, as they were a few years ago, and another season of assimilation becomes necessary. Railway earnings are large, and industrial reports are even more satisfactory. In fact, the latter must be held responsible for the most sensational event of the week, which was the new high-water mark touched by the preferred stock of the Steel Corporation. After selling somewhat freely, European traders came into this market and bought at nearly the highest prices. The proposal to issue $100,000,000 additional capital stock did not depress quotations of Union Pacific, but the pending tax bill was apparently responsible for the sale of a Stock Exchange membership at $81,500, a decline of $1,500 from the previous transfer, which was the high record price.

Although events in the financial world were calculated to harden the money market, the last week brought slightly lower quotations wherever any change occurred. In addition to the Japanese loan of $75,000,000, there were several new railway borrowings of considerable size, and much larger issues of both bonds and stock are contemplated. Local bankers are still at sea regarding the disposition by Japan of the large sum that will be at her disposal in about six weeks. If it is decided to withdraw any considerable amount from this country, it is obvious that the supply of exchange will be utterly inadequate, and rates will rapidly advance to a point where specie must be exported. While it is gratifying evidence of national prosperity that investors are ready to lend so much money to a foreign country, it is none the less a serious matter to have it withdrawn from the market. Owing to Treasury withdrawals the amount of money in circulation decreased last month, and another call for $27,000,000 has been made, all of which must have a direct bearing upon money rates, because it is practically certain that the decrease in deposits will not continue to be neutralized by an equivalent expansion of banknote circulation.

Favorable reports are still the rule from leading branches of trade and industry. There is a liberal increase in the distribution of spring and summer wearing apparel and other seasonable lines of merchandise, and the movement is so heavy in many cases that deliveries are delayed in transit. Reports are not uniformly satisfactory, but this is mainly owing to local conditions, and, in the aggregate, results are very encouraging. This fact is demonstrated by the weekly statistics of bank exchanges and railway earnings, while the steadiness of commodity prices testifies to the wholesome demand for consumption. Outdoor work is making particularly rapid progress, an early spring being the rule rather than the exception, and some cities are reporting a remarkable number of building permits, notably in Michigan, Minnesota and in that section. Notwithstanding the fact that the outgo of wheat is insignificant, other products are making up the balance, particularly manufactured articles, and foreign commerce is fully keeping pace with the growth in domestic trade. Such quarterly returns as are thus far available indicate that the first three months of 1905 showed a striking improvement over the corresponding part of last year.

Fundamental conditions in the staple markets remain unchanged, but erratic fluctuations are produced by superficial influences. Although it is much too early to arrive at anything definite, all indications point to a very satisfactory year for the agricultural communities. Spot cotton has held fairly steady, but options have varied in sympathy with the latest cable from Liverpool or each new statement of work on the plantations. One State report that sales of fertilizers exceeded last year's had a depressing influence until it was announced that there would be a much larger acreage of grain upon which the fertilizer was to be used. Many similar trifling reports attracted attention, but the important elements of large receipts and only a fair demand from spinners remained the dominant influences. Although conditions were not altered in the wheat market, it was not surprising that some recovery followed the recent extensive decline. Apparently the operation consisted chiefly of profit taking by the short interest. Exports made a favorable comparison with recent preceding weeks, but continued insignificant as compared with normal seasons.

Very encouraging reports are still received from the leading manufacturing industries. One labor dispute was settled by a 2 per cent reduction in wages, and another settlement of greater importance was made at the old rate, while in the steel industry a voluntary advance of 10 per cent affected a much larger number of employes. Prices are unchanged in the textile industries, the volume of business is fairly well maintained and the outlook is encouraging. A slight decline in the average of domestic raw wool quotations is not significant, as it refers to the tag end of the old season, reports from the ranches indicating that the new clip is meeting with a large inquiry at full prices. The position of the cotton mills grows stronger as the supply of goods in all other hands approaches depletion. Shoe shops are nearing the period between seasons when it is possible to stop machinery for a fortnight of stock taking and repairs. The volume of orders already booked promises general activity when cutting begins. Larger sales of hides and leather are reported at firm prices, the tone of those markets being particularly healthy. Output of blast furnaces and steel mills continues to establish new records, although there is some unevenness in the distribution of orders. Makers of rolling stock for the railways are probably in a better position than any other department of the steel industry.

Mayor-elect Dunne of Chicago did well to send to Glasgow for a teacher in municipal ownership, and Chicago may, if she will, learn several lessons from the Glasgow missionary. For one thing, Glasgow makes $17,500 a year from waste paper collected in its streets. Think what a pecuniary harvest Chicago might have reaped the last few weeks, when municipal ownership leaflets strewed its streets thick as the leaves in Vallombrosa!

The Hon. Joseph J. Willett, of Alabama, is slated to unload some political wisdom at the Jefferson Day dinner in this city next Friday. Mr. Willett will be remembered as the statesman who led a promising movement to nominate ex-Judge Augustus Van Wyck for President in 1900.

Superintendent Hopper's optimism must have been a little jarred by the findings of the Ahearn investigating committee.

Concerning the Japanese naturalization controversy in Texas, it really does seem a little odd that we should grant citizenship to men of one nation and at the same time deny it to those of another nation which is showing itself superior to the first.

In the so-called Black Country of England—a region devastated of trees by mining and manufacturing activities—an interesting experiment is being made in reforestation. Brooklyn, however, prefers to keep the forest trees of Prospect Park and not be compelled hereafter, by granting unreasonable subway requests involving the destruction of hundreds of trees, to follow the example of the Black Country and sow seeds of trees over the devastated area.

The breeze blowing from the English by-election districts has already had a cooling effect on colonial ardor for trade preference. Colonial politics has its practical side, and that side is very much in evidence at present in Canadian political discussion.

A professor of the University of Chicago thinks America was discovered a century too soon. Columbus meant well, but was a little premature, according to this view. But had he delayed, Chicago itself would not be due for a hundred years, and even might not arrive at all. This consideration may help the professor to become reconciled to the previousness of Columbus.

THE TALK OF THE DAY.

Few, if any, menageries in the world can show a more remarkable record of lion rearing than that of the Dublin "zoo." From the old lion house, which was recently replaced by a magnificent building, to which Lord Roberts has given his name, lions bred within its walls have been consigned to almost every quarter of the globe. Upward of two hundred cubs saw the light in the old lion house, and the sum of nearly $25,000 resulted from their sale to other menageries, both at home and abroad. One lioness, whose career in the gardens extended over a period of sixteen years, gave birth in her time to no fewer than fifty-five cubs, which realized the sum of $7,000.

VENERABLE COMEDY.

Some time ago, as well you know,
  Old Dr. Osler up and stated
That sixty years in this vale of tears
  Would make a man too antiquated.
"And so," quoth he, "it seems to me
  For some old chaps a funeral pageant
Is good enough; let's use some stuff
  Like chloroform—a dandy agent."

This may not seem a happy scheme
  To you, if threescore years have hit you;
And heaven knows that if it goes
  I truly hope that they'll omit you.
My eye is light and passing bright,
  Though years to come are apt to dim it;
Years thirty-three still wait for me
  Before I reach the Osler limit.

Well, let that go. I saw a show
  Last week; some black faced minstrels gave it;
The same glad rags, the same old gags,
  Not a redeeming point to save it.
"Why is a hen?" asked one, and then
  Forgot, when pressed, to give the answer;
The smoothest jest was not, at best,
  More pleasing than a chronic cancer.

These old, old quips from painted lips—
  How often have we rudely hissed 'em!—
To aged jokes, not aged folks,
  Let us apply the Osler system.
Murray & Mack, the almanac,
  And minstrels stupid, fair and clever,
Beneath the ban of such a plan,
  Would fade and disappear forever.
—(Milwaukee Sentinel.

Mayor-elect Dunne of Chicago has composed an epitaph which he wishes placed on his tombstone when occasion arises:

> Here lies the body of
>
> EDWARD F. DUNNE.
>
> He died a poor man, but he was the father of municipal ownership and thirteen children.
>
> May he rest in peace.

It was entirely proper that the latest "bull" added to the House of Commons collection should be contributed by the member from Donegal. He announced his intention, while cross-questioning the Attorney General for Ireland, of putting "another question which distinctly arises, Mr. Speaker, out of the answer which the right honorable gentleman has not given." The House roared.

The Rest He Needed.—"Mrs. Nagget," said the doctor, "your husband needs a rest. He must go to Europe for three months."

"Oh, splendid!" she exclaimed. "I'll be delighted to go there."

"Very good. You can go for three months after he comes back. That will give him six months' rest."—(Philadelphia Ledger.

One of the most picturesque remains of the glories of New France, whose history and legends date back to the age of Frontenac and La Salle, is the old stone fort at Chambly, in the Province of Quebec. The recent tablet on the ruins, with its motto, "Courage and Loyalty" in French, bears this inscription: "In the reign of Louis XIV of France and Navarre, the Marquise de Vandreuil being Governor of New France, this fort was erected in 1711, burned in 1776, restored by Guy Carleton in 1777, abandoned in 1847. It was repaired in 1882 in the reign of Victoria, Queen of Great Britain, the Marquis of Lorne being Governor General of Canada," etc. A fact which the inscription kindly fails to record is that the burning referred to was by the American troops, who, having captured the fort in 1775, under General Montgomery, burned it the following year when they retreated to Lake Champlain. The various restorations have been made skilfully to harmonize with the weather-beaten portions which resisted the fire more than a century ago. Its custodian, Joseph Dion, in face and manner has something of a suggestion of the grand seigneurs of the age of Louis XIV, and the visitor of to-day who ascends the River Chambly or Richelieu in one of the small pleasure steamers will be well repaid for his visit to this lichen covered and historic monument of days to which history and romance now give a melancholy interest.

Officer—I got you this time, Mr. Burglar.
Burglar—Yes, it is a case of overconfidence. I didn't think there was a cop on the force that suffered from insomnia.—(Chicago Journal.

Senator Berry, of Arkansas, according to "The Buffalo Commercial," tells of a happy old darky who came down the country road singing camp meeting hymns when another old, woolly pated one stopped him and asked the reason for his happiness. The reply was: "I's enj'yin' my 'legion mo' an' mo', Petah. We'se be'n revivalin' at ouah chu'ch all wintah." "Any convertin' bein' done?" "Yas, Petah, souls is bein' saved by de hund'ds. We has one gre't preachah. He tole us t'night all 'bout Jonah swallerin' de whale." "An' whah did dis Jonah come f'um? Ahkansaw?" "I dunno, Petah, I dunno, 'case de preachah didn' say. But I s'pecks Jonah was a Vaginny niggah." "An' what makes yo' say Vaginny niggah?" "Well, Petah, dem big-mouthed Vaginny niggahs nebber tire o' fish."

Nothin' Doin'.—The Publisher—We will publish your joke book if you are prepared to guarantee us against loss.

The Humorist—Not me. I never could enjoy jokes at my own expense.—(Chicago News.

"AMERICAN WINDOW" AT STRATFORD.

Miss Marie Corelli, the novelist, in a letter to "London Opinion," writes as follows:

> The Americans are a great people. They started a memorial window in Shakespeare's church ever so many years ago, and it is not yet paid for. A complete edition of Shakespeare's plays is being published for the first time in Shakespeare's native town, and I believe America has not yet furnished forth more than one subscriber—but all honor be with that noble one!
>
> It is not easy to understand why an American should be supposed to be under obligation to subscribe for a new—and absolutely unnecessary—edition of Shakespeare. We dare say, however, that many Americans will buy the new Stratford edition when they have learned of its existence. As to the memorial window in the Shakespeare church, the attention of Miss Corelli might properly be called to the facts in the case, as stated in the April number of the "New Shakespeareana":
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> Our Stratford-on-Avon correspondent informs us that the not over-courteous (not to say insolent) summons to Americans to pay up a balance still due for the "American window" in Trinity Church still hangs in the vestibule of that venerable edifice. Our readers will recall that, when the matter came up, some seasons ago, we stated that American visitors in Stratford-on-Avon need not contribute to wipe out that balance unless they saw fit; that there was no rational nor patriotic reason for their doing so; that said window was ordered by the authorities of Trinity Parish, and christened "American," in order, strenuously, and after the usual parochial manner, to suggest that Americans pay for it. We may add that, since we made this announcement we have taken steps to verify it, by personal application to the designers and makers of that window, and have learned, at first hand, that no citizen of the United States ever ordered, contracted for, expressed a preference for, or undertook to pay for that window—and that the whole claim was one of those "fakes" with which, we regret to say, the town of Shakespeare's birth has been too often connected.

THE CECILS AT BAY.

Traditions of One Prime Minister and Strategy of Another.

London, March 21.

The Cecils now provide the byplay of English politics. The Prime Minister is the most distinguished among them, and, while he succeeded the late Lord Salisbury, he has found his most merciless critic in his cousin, Lord Hugh Cecil. The present Lord Salisbury while he was in the Commons had the reputation of being an arduous worker, but a maladroit speaker, with a perverse talent for saying the right thing in the wrong way. As cold in temperament and as clouded in style as his brilliant brother was ardent and humorous, he seemed destined for a heavy part in the drama of British politics, and the Prime Minister has provided him with a Cabinet office where drudgery is its own reward. Not content with routine work, he has suddenly emerged as his brother's defender and the expositor of his father's opinions, and he has attacked Mr. Chamberlain at a moment when the tension between the Balfourites and the tariff reformers is already approaching the breaking point. Mr. Chamberlain, in justifying the action of the Greenwich tariff reformers in nominating a candidate against Lord Hugh Cecil, has quoted the father against the son on the subject of fiscal policy, and the present marquis has rushed to the aid of his brother with the emphatic declaration that his father profoundly dissented from the Birmingham leader's tariff policy. Whether so capable a man as Lord Hugh Cecil, who is never at a disadvantage in fighting his own battles, will be grateful for this act of fraternal devotion, may be doubtful; but it is certain that Mr. Balfour will be embarrassed by another act of Cabinet intervention in the work of the local associations of the Conservative party. It was necessary to explain away the chief whip's letter respecting Lord Hugh Cecil's official status at Greenwich, and to call off Lord Stanley when he had agreed to support Mr. Gibson Bowles at King's Lynn; but Lord Salisbury's repudiation of Mr. Chamberlain's policies is a more direct attack than either the whip's or the Postmaster General's, and it is made by a Cecil in the Cabinet on behalf of another Cecil who has been speaking, if not voting, steadily against it.

There cannot be any doubt respecting the late Lord Salisbury's public utterances on the fiscal question. His famous Hastings speech raised the issue that devotion to Free Trade, while it might be a beautiful thing by itself, was not business, and that a nation which gave away its markets gratuitously was not in a position either to make bargains or to defend its interests. That speech, delivered over twenty years ago, had the promise of whatever potency the Balfourian policy of retaliation may have, and it was followed by other addresses, in which the weakness of the Free Trade system was set forth and the necessity for preferential relations and commercial union with the colonies disclosed. Mr. Chamberlain may not have shown good taste in quoting the father against the son, but he was fully justified in referring to the late Lord Salisbury's speeches as proofs that retaliation and colonial preference were not to be regarded as Birmingham nostrums so much as prescriptions by a distinguished Conservative practitioner. The present marquis does not deny that his father for many years was inclined to favor a policy of retaliation, yet he asserts that the great statesman's views were altogether opposed to those of Mr. Chamberlain on the fiscal question. The interval during which this change of opinion was effected was certainly short. It was not until May, 1903, that Mr. Chamberlain's first speech on retaliation and colonial preference was made in Birmingham, and in the course of three months the late Lord Salisbury was in his grave. During those three months the retired statesman was in feeble health, and any opinions expressed by him on the fiscal question must have been confined to the Birmingham speech, since the tariff reform campaign was not opened in Glasgow until two months after his death. Such comments must have been brief and desultory, and less importance is to be attached to them than to the public utterances made at Hastings and before the United Empire Trade League when he was in the plenitude of his power and influence. He became cautious in his closing years, and perhaps twelve months before the Chamberlain change of base at Birmingham contended that the relations of the mother country and the colonies could not be worked out hastily, but there was no repudiation of his Hastings speech.

What the dying statesman thought about Mr. Chamberlain's Birmingham speech during those closing weeks of failing strength he whispered to members of his family or explained in private correspondence. He did not take the nation into his confidence, nor warn his party against the economic heresies for which Mr. Chamberlain and Mr. Balfour were responsible. The fact that he dissented in a general way from the new views of fiscal policy is less interesting than the use made of it by the Cecils. The present marquis considers it necessary to vindicate his brother's opposition to fiscal reform by a sweeping generalization that his father dissented profoundly from Mr. Chamberlain's policy. That is an indication that he resents with passionate intensity the attack made upon his brother's seat at Greenwich, which the Prime Minister sought to save. That assault is apparently regarded as a family affront, and Mr. Chamberlain is to be deprived of the privilege of referring to the late Lord Salisbury's speeches at Dumfries, Hastings, South London and elsewhere in favor of fiscal reform and colonial preference, and is warned that there was something like a deathbed repentance which completely nullified all previous arguments and convictions deliberately formed and unequivocally stated. The Liberals may be influenced by partisan bias when they assert that the breach between the Cecils and Mr. Chamberlain is now complete, and that the Prime Minister, as the head of the clan, must destroy his rival's prestige and influence; but it is fairly certain that the tariff reformers will be intensely irritated by this attempt of a member of the Cabinet to prove that the late Prime Minister was an irresponsible advocate of retaliation twenty years ago, and that he would have stood with Lord Hugh Cecil as an irreconcilable opponent of colonial preference if he