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MONDAY, MARCH 5, 1906.

They say best men are moulded out of faults. —Measure for Measure.

The Mortgage Tax.

Eight months ago, the mortgage tax law went into effect in New York, and the Sun has collected a number of expressions as to the practical operation of the law. The first witness is R. S. Donaldson, of Buffalo, secretary of the Erie County Savings Bank, and he testifies that:

"Since July 1, 1905, our bank has taken forty-one new mortgages; if business were in its normal condition we ought to have put out that number in one month. The total amount of these mortgages is $514,000, and four of this number amount in themselves to $321,500. Since July 1, 1905, our bank has been obliged to add one-half of 1 per cent. increase to the rate of interest on mortgage loans. I think that you must admit that up to this time this bill has not produced the revenue expected."

Next comes ex-Judge Watson T. Dunmore, of Utica, who relates this piece of history:

"On July 1, when the law took effect, the Savings Bank, of Utica, the Utica Trust and Deposit Company and the Citizens' Trust Company of this city immediately advanced their rates of interest one-half of one per cent., and, if I am correctly informed by those conducting those institutions, there has not been a loan made which prior to July 1, 1905, would not have been made at a rate of interest at least one-half of 1 per cent. lower than the rate exacted."

From Rochester, John S. Bronk contributes this interesting information:

"Since the mortgage tax law went into effect I have personally drawn at least twenty real estate mortgages on which the rate of interest was 5 1-2 per cent. Had it not been for the mortgage tax law the rate of interest on all of these loans would, I am certain, have been 5 per cent. In this county many real estate mortgages are being recorded with the rate of interest 5 1-2 per cent., but until the mortgage tax law went into effect that was seldom the rate of interest."

This is the experience of the Oneida County Savings Bank, as told by John R. Edwards, its president:

"Prior to July 1, 1905, we made all loans from $300 to $5,000 at 5 per cent., but since have made all loans at 5 1-2 per cent., feeling obliged to do so in order that our earnings should be sufficient to continue to pay 3 1-2 per cent. to our depositors and have a little surplus for protection, having only accumulated about $30,000 of surplus in the past ten years on nearly $2,000,000 deposits, so it cannot be charged that we are piling up a large surplus with the rate of interest charged. The borrower with us is a person owning a farm or a building or buying a moderate priced house, and as long as there is any kind of tax on mortgages, the borrower will be obliged to pay it in interest, or some other way."

Now for a word from Herkimer, through the lips of W. C. Prescott:

"The current rate of interest on mortgage loans at this place, has been 5 per cent. for some time, but I have not drawn any mortgages since July 1, 1905, for a less rate of interest than 5 1-2 per cent. In nearly every case the borrower has to pay the increased rate of one-half per cent."

Let the borrowers' side by told by Bishop Colton, of Buffalo, who says:

"In regard to the matter of the tax on mortgages, I consider the tax very burdensome and shall be glad if the law be repealed. Our struggling congregations must needs raise mortgages on their churches to help them establish them, and they have all they can do to meet the interest. With this half per cent. increase the burden heretofore so heavy becomes unbearable. Everywhere I go through the diocese, which covers a sixth part of this State, I find the dissatisfaction of pastors and people with this tax, and the wish and hope are expressed for its repeal."

This is proof upon proof. But is any proof really needed? The consumer always pays the tax. We may talk all we please about taxing the money lender, but the borrower is the man who pays the lender's tax. It is an injustice; it is a hardship; it retards progress; and after all the money lender sometimes dodges, even after he has saddled the tax on the borrower.

We hope to see the whole wretched system reformed in Virginia. We want to see a system under which all property will be assessed and taxed at its fair market value and the tax on debts abolished.

Judicial Salaries in Virginia.

We note with the measure of satisfaction which arises from the prospect of seeing justice done to worthy ministers of justice that the Senate Committee on Finance has recommended an increase of one thousand dollars annually in the salaries of the judges of the Supreme Court of Appeals of Virginia. Some weeks ago we published an article from the December, 1905, number of the Virginia Law Register, in which attention was called to the fact that, under section 102 of the Constitution of Virginia, unless the salaries of the judges are increased by the General Assembly now in session, it will not be possible for subsequent Legislatures to effect the change and at the same time make the salaries of the five judges uniform, that section providing that their salaries "shall not be increased or diminished during their terms of office," and section 91, providing for the election of the judges for terms of different length. The same article also called attention to the inadequacy of the present salary, four thousand dollars, and gave a tabulated statement of the salaries paid by the several States of the Union to their appellate and trial judges. From this the State of Virginia appeared among those placing the lowest valuation upon judicial services.

We commended the Register article to the thoughtful attention of the members of the General Assembly, and now have reason to believe that it has at least proven a factor in the deliberations of the Senate Committee on Finance, the action of which, we believe, will be endorsed by both branches of the Legislature. Certainly it is a conclusion that just men must applaud. Ability and hard work should be both encouraged and invited in every branch of our government. A policy which looks only to securing the lowest-priced labor can hardly be dignified, even with the name of penny-wisdom, for it is rather the folly of the man whose range of vision is co-extensive with the length of his nose. A much sounder policy is that of estimating professional services of conceded merit and faithfulness in connection with the growing revenues of the State, upon which the demands of her administrative officers should be a first charge, and we cannot but believe that the quotient in the present case will be a minimum of five thousand dollars.

Giles Jackson, Missionary.

Hurrah for Giles Jackson! He is a good Virginian, and he has given the Yankee negroes a timely and stinging rebuke. There is no bad blood between the decent white folks and the decent black folks of Virginia. We believe that there is less of race antagonism in Virginia than there is in Massachusetts. If there is any serious friction between the whites and blacks of Virginia, we are not aware of it. There is certainly no evidence of it in Richmond. Yet a handful of negroes in Massachusetts are holding up the bill in the Legislature appropriating a sum of money for an exhibit at the Jamestown Exposition, because of the suffrage laws of Virginia.

Giles Jackson made a visit to Boston, appeared before the committee which has the bill in hand, and entered his protest against such "prejudice" and sectional spirit. Moreover, the colored Virginian wanted to know what his Massachusetts brethren had to do with Virginia laws, anyway. His speech must have been a startler to his Boston audience. Yet it was not a new topic. Many years ago white men in Virginia asked the New Englanders much the same question that Jackson put to them so pointedly. But that is another story.

By the way, we observe in the Boston Transcript of Saturday evening a communication from a colored preacher, commenting on the recent race riots in Springfield, Ohio. He says that he was for several years pastor of a colored church in that town, and knows the conditions well.

"When all the heat and excitement have subsided," says he, "what I express now will be found to be the truth. Springfield, like all other cities North and South where the two races live together, has its disreputable negroes and its disreputable white people. These elements in every part and section of the United States, consort together. But the root of the trouble in Springfield is by no means due to disreputable and vicious negroes; it is due to the envy and jealousy of some of the whites of the thrift and prosperity of some of the blacks."

There is no such feeling among the whites of Virginia, as is abundantly testified by the fact that the colored people of this State are to have a prominent part in the Jamestown Exposition, and will make a special exhibit to show the progress and prosperity of their race.

We repeat it: Hurrah for Giles Jackson of Virginia! He is doing excellent missionary work in New England.

A Cheap Road Machine.

The Roanoke-Chowan Times, of Rich Square, N. C., one of the most intelligent of the Carolina weeklies, says that the split-log drag as a road-worker was successful tried in that community recently.

The road on which it was used was badly cut up and very rough. A piece of 8x8 oak timber eight feet long was fitted up as a drag, and with two mules three-quarters of a mile of road was put in first-class order in about an hour. The road was made as smooth as a marble-yard.

This is certainly a very cheap contrivance, and within the reach of every community. We hope that some of our friends in the rural districts of Virginia will give it a trial and let us know the result.

The mid-convention meeting of the Supreme Council, held in the chapter-house of Washington city Rho on December 26th and 27th, was properly marked less by social gayety than by plain hard work. But little of the more or less limited time which the members of the Council had at their disposal was given over to pleasure, though a ship dinner tendered to them and the Washing Chapter by Brother Burt, of the United States Navy, furnished a welcome and highly enjoyed interlude. E. S. A. Levere was early on the ground with a manuscript report of mammoth dimensions, and the consideration of the points there raised took the Council pretty thoroughly over the field of Sigma Alpha Epsilon interest. Just what was definitely accomplished has already been detailed in the Recorder's Phi Alpha article and need not be recipitulated in this place. Suffice it here to say that the meeting was valuable, if in no way showy, and left the men of the Council with the distinct impression that these biennial business sessions between conventions are distinctly worth while.

Superintendent Saunders, of Portsmouth, reports that only 41 per cent. of the children of school age in that city are attending school. He therefore concludes a compulsory attendance law is a "logical demand" of a system of public education. The members of the Virginia Legislature do not think so, and we are satisfied that public sentiment in Virginia is not in favor of such a regulation. But if the people of Portsmouth or any other city or county or magisterial district of Virginia wish to adopt such a local regulation, why should they not be permitted in law to do so?

The manager of the Waldorf-Astoria has retired on a million dollar fortune. Had he kept on a few years longer he might have grown rich enough to associate with some of his waiters.

The Texan witness who was so promptly judged for perjury made the fatal mistake of not being a prominent life insurance official. Prospective perjurers can't afford to neglect details like this.

If the President doesn't care for office of any sort upon his retirement from the White House, he can doubtless find plenty of occupation in simply being a good friend to Jake Riis.

The simple fact that Springfield is not located in the Southern black belt puts some of our Northern editorial friends in a somewhat trying position.

There is understood to be a strong feeling in the W. N. Cromwell family that Senator Morgan is a mean old thing.

The McCurdies seem to have got through that threatened criminal prosecution quite sailingly.

Mr. Tillman, no doubt, has his defects, but he has some points of marked advantage over fellow Senator Depew.

There is a saying in Springfield, Ohio, that few colored people ever die of boredom.

If the McCurdies had consulted us before leaving, we would have suggested Patagonia or Van Dieman's Land.

It appears that the one constant factor in Chicago civic life is thuggery.

Compared to Mr. Rockefeller's, however, Joseph's was a mere cosey-corner.

As for "looking into" the canal, there is as yet very little "into" there.

Rhymes for To-Day

A Painful Story.

(A New York clergyman says that twenty-four girls at a lunch party drank thirty-six bottles of champagne and smoked eighty-four cigarettes.)

Good gracious! Mercy Me! Oh, dear!
What is this painful tale I hear,
Dear girls, regarding youse?
Can it be really true, my pets,
That you've been smoking cigarettes
And pifficating booze?

You needn't tell—I know it's true;
The butler who attended you
By mere luck chanced to be
A second cousin of my aunt's
Young footman's niece, and so by chance
The tale came straight to me.

Those gilded tips and extra dries,
Dear girls, are sad to realize;
They tell a story I'd
Be glad to hush. But 'tis my task
To publish it—so let me ask,
Girls, were you rory-eyed?

—H. S. H.

Merely Joking

No Inference.—At 9 in the morning—The newsboy: "Wuxtry! 2 erclock! Wuxtry!" Uncle Abner (absently): "2 o'clock? Why, golram it, m' watch is five hours slow!"—Puck.

A Dilemma.—"Claude and Clarice are in a terrible predicament." "How is that?" "They paid so much for their going-away outfit that they can't go away."—Louisville Courier-Journal.

Where She Comes In.—"I suppose," said Mrs. Jawback, "that you think it's fun for me to sit up and wait for you every night like this." "Nope," answered Jawback, "I'm having my fun while you are waiting. You have yours when I get home."—Cleveland Leader.

Somewhat Grim.—"I don't see where all those people get their money." "Visit the poor, and you'll know."—Life.

Reciprocity.

She loved him for all she was worth,
And also, it's safe to infer,
Since she had much goods of this earth,
That was the way he loved her.

—Philadelphia Ledger.

THIS DAY IN HISTORY

March 5th.

1660—Monks' Parliament ordered the printing and setting up in churches the solemn league and covenant.

1686—James II. forbade the bishops to preach on controverted points.

1805—The mouth of the Cuyahoga River, where the city of Cleveland now stands, made a port of entry on Lake Erie.

1829—President Jackson's inaugural address received in New York city by express, twenty-six hours after its delivery at Washington.

1830—Abraham Lincoln's father moved with his family from Indiana to Macon county, Ill.

1854—Martial law proclaimed throughout Russia and Poland by special authority from the Czar.

1855—Ratification of the treaty of alliance between Sardinia and the western powers exchanged. Sardinia transmitted to other governments the declaration of war against Russia.

1860—Mr. Coode, of Pennsylvania, throws a firebrand into the House at Washington by introducing two resolutions for the appointment of a committee to investigate whether the President or any other officer of the government has, by money, patronage or other improper means, sought to influence the action of Congress, or any committee thereof, for or against the passage of any law appertaining to the rights of any territory, and also to investigate the charges of improper use of money to carry elections, and the reported postoffice and navy yard abuses. The resolutions, after considerable opposition, are adopted, when the President protests against them as violating his constitutional rights and immunities; the committee makes an elaborate report in June.

1861—General Beauregard took command of the troops at Charleston.

1885—President Cleveland sent to the Senate his Cabinet nominations. Objection was made to Bayard for Secretary of State, and the confirmation vote went over.

1895—Mrs. William K. Vanderbilt, in New York, secured an absolute divorce and the custody of their three children.

Views of the Virginia Editors

Monument to Poe.

A monument to Poe! How pitifully inadequate the idea seems to be that it requires bronze or granite to perpetuate the memory of genius such as his, when in his own works he has builded for himself a memorial to future ages that will outlast all the fleeting effigies proposed, which, after all, are tributes more to the vanity of those that create them than to the genius of the immortal poet.

But if the promoters of the movement for a monument to Poe would appropriately commemorate his life and genius they could not do so better than by the erection of a home where aged and physically disabled authors might pass the evening of their days in the enjoyment of the comforts which were too often denied to Poe in this life. Such a monument would have some significance, and would have practical utility as well as aesthetic quality. In its construction there would be ample scope for the display of artistic skill—quite as much, if not more than might be found in a figure of bronze, and while enshrining the memory of Poe would also be rendering a noble service to humanity.

But as for Poe himself, he needs no monument other than his own genius has created and put in perpetual and self-perpetuating form.—Index-Appeal.

A Short Sermon.

Remember that charity thinketh no evil, much less repeats it. There are two good rules which ought to be written on every heart. Never believe anything bad about anybody unless you positively know it is true; never tell even that unless you feel that it is absolutely necessary and that God is listening while you tell it.—Big Stone Gap Post.

Busy Times in Bedford.

At no time in the past has there been such stirring times in Bedford as will be seen in the next two years. The Norfolk and Western has let to contract the grading for its double track through the county of Bedford. This work is heavier than the making of the original road and more costly. It almost amounts to a new line in which curves are taken out, grades reduced and culverts made to replace bridges. This will bring a large number of laborers to the county and give employment to men, boys and teams.

The Tidewater road also has been let to contract from the Roanoke to the Campbell line, and already hundreds of laborers are at work building a road that will be constructed on the straightest line possible from the mountains to the sea, and with a grade unequalled any existing line. This road is unique in the fact that no stock is being sold, or bonds issued, and yet money is supplied from some unknown source to build and equip the road in the most substantial manner. In addition to these enterprises, it is now given out that the Southern will let to contract the grading for its double track from Lynchburg to Lynch's along the eastern border of Bedford. With such great enterprises in progress Bedford should have booming times in the next two years.

But there is a reverse side to this picture. While money will be poured out in the county like water, farming operations will be made more difficult. The farmer cannot pay the prices paid by those who have contracts on these roads, and therefore laborers will leave the farm and in many cases the farmers themselves are working themselves and their teams on public works. The wise farmer, therefore, will so plan his operations as to need the least labor, and endeavor by trucking, the sale of fruits and poultry, to compensate for the diminution of the heavy crops.—Bedford Democrat.

The Investigation.

It is very evident from the evidence brought out before the committee having in charge the investigation of the discharge of a clerk of the Corporation Commission that an investigation was necessary, and it seems the question of those who wanted to know what there was to investigate has been well-answered already. No one, we believe, has ever charged any criminal wrong against any one connected with the lamentable affair, but the evidence of the clerk alone shows a sad state of affairs to have existed in the foremost functionary body in the State. Making public the entire matter will enable the general public to decide where and how far any blame attaches to any one and place them on the equality with the inner circle who had, it seems, been privately informed of all the facts in the premises.—Blackstone Courier.

The Hepburn Bill.

Editor of The Times-Dispatch:

Sir,—A careful study of the Hepburn railway rate bill as passed by the House of Representatives leads to the hope that it will be thoroughly overhauled and materially amended by the Senate before it passes that body. Not only are there constitution questions raised as to the power of Congress to enact such legislation that, if answered by the Supreme Court in the negative, would wipe the whole law from the statute books, but there are grave practical objections to giving to a political commission, responsible to the President of the United States and to no one else, such vast powers over the commerce and industries of the United States as is proposed.

Some of these objections are of particular interest to the South, for the reason that many of the most important industries of this section of the country would be endangered if the Interstate Commerce Commission should interfere with the present adjustment of rates, whereby they are enabled to reach competitive markets on advantageous terms. Notwithstanding some opinions that have been expressed to the contrary, it can be stated positively that Representative Littlefield, of Maine, one of the ablest lawyers in either house of Congress, was right in holding that the Hepburn bill would give the commission power over differentials—in other words, power to apportion commerce among the different localities and sections throughout the whole United States. This power is distinctly conferred by the language of the Hepburn bill, conferring rate-making authority on the commission taken in connection with section three of the original interstate commerce law, which the Hepburn bill neither repeals nor modifies.

Giving this power to a political commission would be bad enough if it were proposed that the acts of the commission were to be subject to full judicial review under a law expressly conferring on the United States courts authority to consider every question involved and all the equities in the case, including the question of the reasonableness of the rates that would be set aside by an order of the commission and the effect of the commission-made rates, not only on the revenues of the carriers involved, but also on the commerce of localities that would be disastrously affected by such change in the relation of rates as necessarily follows every change that may be made, either in a single rate or in a group of rates.

Under the Hepburn bill the courts could exercise no such authority. It is seriously questioned by able lawyers whether the courts would consider an application for a review of an order made under the Hepburn bill on any ground whatever, and it is certain that if there could be any review at all, the courts would be limited to the single inquiry as to whether a rate or a group of rates made by the commission were so low as to amount to the taking of the property of a carrier without just compensation. The doubt as to whether the courts would take jurisdiction of an application for a review of an order of the commission is based on the fact that the Supreme Court of the United States, from the foundation of the government down to the present time, has held that the United States courts are courts of limited jurisdiction and can exercise only such jurisdiction as is expressly conferred upon them by the Constitution and the laws of Congress. This being so, it is doubted whether the provision of the Hepburn bill that rates made by the commission shall go into effect thirty days after notice and shall remain in force, "unless the same shall be suspended or modified or set aside by the commission or suspended or set aside by a court of competent jurisdiction," would be construed by the courts as such legislation as would be required to give them jurisdiction of cases arising under the law. There is no other language in the bill that could be construed as directly or indirectly conferring jurisdiction on the courts.

Whether or not it would be possible to secure a judicial review of an order of the commission, on the ground that it was confiscatory, it is certain that the Hepburn bill would not permit review on any other ground. This was freely admitted by advocates during the House debate, and this is the ground on which the strongest arguments for the amendment of the bill by the Senate are based. If the bill should become a law in its present form, the Interstate Commerce Commission will be given absolute and unrestrained authority to adjust rates affecting rival communities without any consideration for the special needs of those communities, or, if the members of the commission endeavor to give consideration to the special needs of localities, they will have to act with such imperfect knowledge as they may have, and the inevitable result will be a relative adjustment of rates that will seriously injure or totally destroy many industries that are now dependent upon the present adjustment of rates for their success. This is a matter of special interest to the South, for the reason that in no other section of the country has the system of adjusting transportation charges so as to put products into competitive markets on advantageous terms been more generally followed.

Under the Hepburn bill an adjustment of rates might be brought about that would give to the cotton manufacturing industry of New England tremendous advantages over the cotton mill industry of the South, or that would place the iron and steel industry of the Southern States at a great disadvantage compared to that of Pennsylvania, but in neither case could those whose business would be injured or destroyed obtain a hearing in court. Unless they had been parties to the original proceedings they could not even apply for a rehearing of the case by the Interstate Commerce Commission. Had this law been on the statute books when the Interstate Commerce Commission, in the maximum rate case, undertook to readjust freight rates into Southeastern territory in favor of Cincinnati and Chicago as against Richmond and the other Eastern cities, that order would have been legal and would have gone into effect, and the merchants of Richmond and the other Eastern cities would have been utterly unable to have obtained any kind of a judicial review of the order, though the business of many of them might have been seriously damaged or totally ruined. A complete overhauling of the Hepburn bill by the Senate and its amendment, so as to open the doors of the courts to all who may be affected by the orders of the commission is necessary, not so much in the interest of the railways of the United States as in the interest of a "square deal" for business interests and communities that might be ruined by the efforts of a political commission to make rates either in accordance with some fixed system or in accordance with the views of the commissioners as to the amount of business that each community should be permitted to transact.

FAIR PLAY.

The Labor Question.

Editor of The Times-Dispatch:

Sir,—Most views of the labor immigration question as affecting the rural South seem to me erroneous. In the first place, the main reason for the scarcity of labor is that land is continually sold or rented to the very class upon whom we depend for laborers. Were this not the case, the negroes would have to labor for others for their living. And as to the matter of animus, I hasten to say that, in my judgment, the natural laborer of the South, the negro, is not improved in his own condition by either buying or renting land. He only becomes a peasant farmer of a very low type, of little use to himself or the country.

Beyond correcting this habit of putting laborers in charge of land, which they can only mismanage, laborers, whether native or imported, must be made experimentally acquainted with the law of trespass and be kept from thinking to make the most of a precarious living roving over the lands of others. Cut-off roads and paths must be abolished, as, indeed, will be necessary when the old estates are made into fenced cattle ranches, as they must be in the immediate future, whatever other uses are made of the inside lots.

If it be objected that this would involve almost a reorganization of society, it must be answered that our rural society must be reorganized. The makeshifts adopted by a disorganized and impoverished people after the Civil War have yet to give place to permanent arrangements.

The immigration of working farmers from whatever section or country is not a proper solution of the difficulty. A working farmer in the South is, for both physical and social reasons, a peasant and undesirable. Such Northern farmers as come here, in the large majority of instances, fail to prosper and return whence they came.

It was not by chance that the rural economy of the South differed from that in the North. The Southern estates were organized right industrially, and must be reorganized as large estates, with free labor instead of slave labor. The same genius that made gardens of the slave plantations will make a success of the same plantations, and even larger ones, with free labor, which is not really more expensive than slave labor.

When men complain of negro labor there are generally two things to consider. It may be that the employer was not able to pay his laborers regularly. Again, for this reason and others, his management, both of the laborer and of the business generally, may have been at fault. I believe that negro labor, well managed and properly paid, is the best labor now available on the face of the earth. Our people will never tolerate the temper of Italians. We cannot afford to try any of the races that have become inoculated with union notions and who are so quick to over-estimate their contributions to the success of the enterprises upon which they work and demand wages accordingly. If the comparatively prosperous Northern farmers cannot satisfy white laborers, how can we expect to enter the labor market of the world? Mr. Koiner is on a wrong scent.

Finally, Mr. Editor, it is nothing short of a shame and disgrace to the fair fame of our old State that we are hawking our lands about in the markets of the whole world as of little worth, because we think we cannot handle them. The great race of Southern planters must be disturbed in their graves!

We need no more laborers—no more peasants. It is a question of management and finance—not immigration. There is money enough in our banks to reorganize our plantations, if a little of the old genius of management is left, if a little of the genius wasted in the law and politics in our cross roads and cities and in Northern cities can be brought to bear again on our lands. The old Southern gentlemen were a great race of farmers. Their descendants can do even better than they did under the present altered circumstances, which really afford greater opportunities than our fathers enjoyed. The men of the new South must take the materials at hand, and with the magic touch of brains and management make the land of cotton and tobacco rejoice.

W. ALDRICH.

Jefferson, Va.

The Dog Nuisance.

Editor of The Times-Dispatch:

Sir,—It is with great satisfaction I read Mr. T. H. Chaffin's article in your paper of February 17th, especially that part where he speaks of the destruction done by the dogs in this State.

This question of allowing worthless dogs to so overrun the country as to compel farmers to give up keeping sheep is very serious, and one that our lawmakers should take up. Have more stringent laws and officials who will enforce them—a dog tax heavy enough to reimburse farmers for the damage done by dogs, whether to sheep, fowls or other live stock.

Some States tax male dogs $1 and female dogs $3. A person not willing to pay that on a good dog should not own one, and no one wants to pay that on a poor dog. Then let every dog-owner keep his dog at home, where they belong. Let the tax collector be authorized to kill untaxed dogs or those that no one owns. Every town have a pound, where all dogs found running about can be placed and put out of the way after a certain number of days, unless claimed by the owner on payment of pound tax of $1 for its release; and it is surprising how many dogs will be kept off the streets.

Dogs and hogs running at large destroy more game of all small sorts than do the hunters, for they only shoot part of the year, while dogs and hogs hunt the year round, destroying nests of eggs newly hatched, as well as grown birds, and young rabbits are greedily devoured. We frequently hear of mad dogs; yet a real case of hydrophobia is very scarce, though mange is very common, and many do not known it is contagious. Mange, fleas, scab, etc., will cause dogs great suffering, specially in warm weather, sometimes getting so severe as to cause them to run about as if they had fits or were mad. Then the cry of mad dog is made, and someone mercifully shoots the poor beast and relieves it from its suffering. To any lover of dogs it is truly distressing to see so many half-starved, emaciated dogs running about, when we know death will be their only release.

Good dogs get classed with the worthless ones; the owners of good dogs are the ones who really pay for the damage done by bad ones; therefore, I say, have more stringent dog laws, for it is safe to say not over 50 per cent. of the dogs in Virginia are taxed, or rather have had their taxes paid. I wish to give two cases I know of in different sections of this State:

First, a hotel proprietor owns three dogs; pays no tax on them. The assessor said one was too good a ratter, second was too good a hunter (the assessor uses him in the fall), and the third was too old to tax.

Second, I met a farmer in Warren county who owned a flock of 200 sheep. Within two years they were so ruined by dogs that he sold the balance at one-fifth the cost of the lot. A neighbor of his, Mr. A., had a smaller flock, and to protect them drove them into a small yard every evening. Dogs got to bothering about the yard, so he kept watch with a gun, and killed 26 dogs in about 30 days, and only one complaint heard from. Mr. B. accused Mr. A. of killing two dogs of his. Mr. A. admitted the killing, but said Mr. B. did not own the dogs. A law suit was talked of; then a lawyer tried to get Mr. A. to settle with Mr. B. Then Mr. A., in the presence of the lawyer, asked Mr. B., "Did you own those dogs, and for how long?" Mr. B. answered, "Yes, and for two years." Mr. A. then said, "Yet for two years you have told the assessor and collector of revenues you did not own any dogs?" It is needless to say the case dropped right there. There are many who will not pay tax on a dog. Yet, how many sheep owners get off from their tax?

W. P. L.

Clifton Forge, Va.

SHELTERING ARMS.

Board of Managers Feel Greatly Encouraged By Many Donations

Founder's Day at the Sheltering Arms Free Hospital, Tuesday, February 13th, was most successfully observed. Many friends visited the institution and left several gifts of money and supplies. The Board of Manager feel most encouraged by what seems to be new interest in this worthy charity, and desire to return thanks to the following contributors:

Mr. Fred W. Scott, Mrs. Russell Robinson, Mrs. Robert Lecky, Charity Circle of Fairfax, Mr. James D. Crump, Mr. A. T. Harris, Mr. E. J. Willis, Mr. Brydon Tennant, Mrs. H. M. Smith, Mrs. James M. Gordon, Mrs. A. D. Landerkin, Mrs. A. L. Adamson, Thoughtful Circle of Barton Heights, Mrs. W. C. Reed, Mrs. James Hickey, Mrs. J. H. Southall, Mrs. Archer Anderson, Mrs. W. P. Word, Mr. E. B. Addison, Mrs. Joseph Rosenbaum, Mr. Milton Strauss, Mr. H. W. Fortsman, Mrs. C. M. Ramsey, of Westover; Mrs. Ella Strauss, Mrs. Nannie Brooke, Miss Emily Harvie, Mrs. F. D. Williams, Miss Mary Mason Anderson Williams, Miss Mary Hatcher, Mr. L. T. Christian, Mrs. Alston Cabell, Mrs. George A. Lyon, Mrs. John Addison, Miss Annie Ball, Mr. James M. Ball, Jr., Mrs. M. E. Foster, Mrs. S. W. Huff, Mrs. T. B. Floyd, Mrs. Robert Blankenship, Mrs. J. L. Taliaferro, Helpful Circle, Mrs. T. M. Williamson, Misses Claiborne and Blair, St. John's Circle, Miss Frances Scott, Mrs. Landon Edwards, Mr. Jones, Miss Virginia Grattan, Mrs. Frank McGuire, Mrs. J. C. Freeman, Mrs. E. O. Nolting, Miss Ellen Wade, Mrs. D. R. Gould, Mrs. J. K. Branch, Mrs. Jones Otey, Mrs. Burruss, Mrs. John E. Epps, Miss Maria Allen, Mrs. Lightfoot Brooke, Mrs. Thomas Cary Johnson, Home Circle of Christ Church, Mrs. R. A. Patterson, Miss Mary Sparrow, Mrs. Claude Swanson, Mr. and Mrs. Fred Gray, Miss Lizzie McCrary, Mrs. Ellen Wise, Mrs. Stephen Beveridge, Mrs. Gordon Wallace, Mrs. Robert Craig, Mrs. Charles Hardwicke, Mrs. Beverly Crump, Kate Empire Guigon Circle, Mrs. Bartlett, Mrs. R. A. Lancaster, Mrs. Preston Cocke, Cup of Cold Water Circle, Mrs. Ida W. Ellerson, Miss Anna Boykin, Alpha Circle, Dr. M. D. Hoge, Offerings in Box in Hospital, Mrs. Magill, Mr. D. O. Davis, Mrs. Louis Pizzini, Mrs. A. Bargamin, Mrs. John Bell Bigger, Mr. A. D. Williams, Mr. Thomas Jeffress, Mr. F. A. Davenport, Mr. B. B. Stringfellow Mr. Julius Strauss, and son, Mrs. E. W. Dill, Miss Tucker, Misses Munford, Silver Cross Circle, Mrs. Katherine Williams, Mr. W. H. Grant, Jr., Mrs. Julius Strauss, Mrs. L. M. Williams, Mr. Hugh Antrim, Mrs. Polteaux Robinson, Miss E. Hope Stewart, Mrs. Lucy Gilmer, Mrs. B. B. Valentine, Mrs. R. F. Ladd, Anonymous, through Mr. O. S. Morton; Mrs. Thomas Bocock, Mrs. Robert Bosher, Mr. Percy Bosher, Mrs. Robert Green, A Friend in West Virginia, Mrs. W. B. Isaacs, Mrs. Joseph Bryan, Dr. and Mrs. R. C. Crouch, Mrs. F. M. Boykin, Mr. J. P. George, Newberry Memorial Circle, Mrs. T. J. Jones, Leader, Mr. George R. Cannon, Mr. James M. Cannon, Mrs. C. H. Lehman, Mrs. John Stewart, Mrs. R. R. Carter, Mrs. McVey, W. A. Hammond, R. L. Christian, Mrs. W. G. Bragg, Mrs. R. A. Patterson, Mrs. T. W. Wood, Mrs. E. H. Peterkin, Mrs. Farrell, Mrs. H. W. Bassett, Miss Carrie Kidd, George T. King, Mrs. George A. Lyon, Mrs. W. H. Nelson, Mrs. C. A. Payne, Mrs. H. K. Bresden, Miss Irene Bossieux, Mrs. John T. Goddin, Mrs. C. D. Laws, Miss Sallie Galt, Mrs. Welford Reed, Mrs. H. K. Franklin, Mrs. Beazley, Mrs. E. R. Cox, Mrs. Green, Mrs. A. L. Adamson, Mrs. R. T. Wilson, Mrs. George T. King, Mrs. J. B. Lacy, Mann & Brown, Mrs. H. W. Rountree, Thoughtful Circle, Mrs. E. B. Thomasson, Mrs. J. B. Kidd, Mrs. R. D. Garcin, Mrs. M. L. Williams, Mrs. Dudley Edwards, Mrs. M. W. Tatum, Mrs. J. E. Eubank, Mrs. Klein, Miss Dicie Denoon, Mrs. H. Clinton Boudar, Mrs. L. E. Bishop, Mrs. L. C. McPhail, Mrs. T. A. Cary, Mrs. H. Lee Lorraine, Mrs. E. H. Meanley, Mrs. Dickie, Mrs. E. A. Crump, Mr. H. S. Hutzler, John O. Taylor, Mrs. Thomas Atkinson, H. C. Brauer, Mrs. Joseph Anthony, Mrs. K. M. Williams, Miss May Gilham, Mrs. M. S. Valentine, Mrs. J. B. Newton, Mrs. J. C. Joplin, Mr. Granville G. Valetnine, P. H. Baskerville, Miss Sallie Anderson.

Hold Series of Meetings.

A series of meetings, under the auspices of the Christian and Missionary Alliance, will be held at the Union Gospel Mission, No. 1 North Seventh street, commencing to-night at 8 o'clock. The services will be conducted by the Rev. A. S. Worrell, of Louisville, Ky., on the deepening of the spiritual life. Two meetings will be held daily, at 11 A. M. and 8 P. M. All are invited.

Deep Run Hounds.

Deep Run drag hounds will meet during the month of March, 1906, as follows:

March 14th—Brook Bridge, 4 P. M.
March 17th—Rio Vista, 4 P. M.
March 24th—Reservoir, 4 P. M.
March 31st—Hill Monument, 4 P. M.

The Risen Star.

(For The Times-Dispatch.)

The sea was dark, the water wide;
My bark was driven by the gale;
And to the port it now doth glide
With riven mast and shredded sail.

My precious freight was early lost—
The ship alone is left to me—
And though I still be tempest toss'd
A light is flung o'er troubled sea.

O'er dark-ning wave, thro' thick'ning mist,
I saw the light break from afar
And spirit lips to which I list
Said softly, "'Tis the risen Star

"Which leadeth o'er the sea and land
The pilgrim midst the desert wide—
The sailor far from native strand—
The children lost to their Father's side."

Hence I steer by the risen Star,
Whether it lead thro' calm or gale;
Whether the port be near or far
Its light will pilot while I sail.

ROBERT BURKHOLDER.

ONE FARE AND THAT REDUCED

This Suggested By the Corporation Commission of North Carolina.

BETTER SERVICE; LESS COST

One Hundred and Fourteen Killed During the Year.

RALEIGH, N. C., March 4.—The annual report of the North Carolina Corporation Commission was completed and sent to the executive office of Governor Glenn to-day. It is for 1905 and is the seventh the commission has made. It treats in detail their supervision of railroads and quasi public corporations, banks and their work as a State tax commission.

In their report on railroads the commission declares that North Carolina is one of the exceptions in the requirement of railroads to furnish first and second-class fares shall provide separate accommodations for white and colored passengers necessitates too many cars, making an unwieldy and much more expensive train. They urge that if the roads were required to furnish one fare they could give better service at less cost and that the passenger fare should be reduced.

The report shows that during the past year 5,580,500 passengers were carried by the various roads in the State. Of these the Atlantic Coast Line carried 1,315,734; the Seaboard Air Line 650,089; the Southern 2,938,700, miscellaneous roads 884,987. The passenger earnings were Atlantic Coast Line $1,432,794; Seaboard Air Line $379,607; Southern $3,072,442.

MILEAGE.

The report shows that there are in the State 3,859.09 miles of road—an increas of 59 miles over last year. The total valuation is $59,673,334. Atlantic Coast Line 947.83 miles, $24,464,014. Seaboard Air Line 612.12 miles, $12,500,000; Southern 279.56 miles, $26,310,889; miscellaneous roads 1,006.58 miles, $6,398,731. The gross earnings of all roads were $22,441,705, and the net earnings, not including taxes and interest, $8,470,483—a gain of $931,472 over the year previous. The total capital stock is $64,368,405, and the total indebtedness $68,111,253. The miscellaneous roads other than Atlantic Coast Line, Southern and Seaboard Air Line, show $9,407,690 capital and $9,823,016 debt. The railroads pay to the State $641,766 taxes.

The railroads have 15,877 employes, their wages aggregating $6,758,107. The average daily wages paid are Atlantic Coast Line enginemen $4.37, conductors $2.90, mechanics $2.80; Seaboard Air Line enginemen $4, conductors $3, mechanics $200; Southern enginemen $4.92, conductors $4.01, mechanics $2.13.

During the year there were 114 persons killed and 787 injured in accidents—Atlantic Coast Line 20 killed, 95 injured; Seaboard Air Line, 15 killed, 185 injured; Southern, 61 killed, 476 injured, miscellaneous roads, 18 killed, 51 injured. These figures include passeng