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FOOTBALL QUALIFICATIONS.

Now that the football season is at its height, people are wondering just how candidates for place on the teams manage to get into the game. It seems that every young man in the country wants to play football, and the ordinary citizen mavels that enough are left after selecting teams to make up a crowd of spectators. But the footballist must stand a thorough examination. He must prove himself to be a man of steel, equal to any great emergency that may arise. The Boston Post prints the following list of questions that are propounded to the candidate for honors on the gridiron and the answers that crown his aspiration with success:

Q.—Age?

A.—Nineteen.

Q.—Weight?

A.—Hundred and sixty-four.

Q.—Knuckles hard?

A.—I can crack boiler plate with 'em.

Q.—Good biter?

A.—Bite an iron spike in two.

Q.—Good kicker?

A.—Kick a man's lung out.

Q.—What would you do if you were running toward the enemy's goal with the ball and their crack player tackled you?

A.—I would throw the ball to my support, after which I would tackle the tackle.

Q.—Please explain.

A.—I would place my right arm under his chin and my left over his knees, and then I would bend his back over my right knee until his spine cracked, after which I would jump up and down on him with my spikes.

Q.—How would you amuse him while doing this?

A.—I would permit him to chew my thumb.

Q.—Suppose you found yourself the under man in the pileup?

A.—I would eat my way out.

Q.—How would you tackle a heavyweight tackle.

A.—I would first butt a hole through his vitals and before he recovered from the shock I would pick him up and throw him over the grand stand.

Q.—Suppose you were defeated in doing this?

A.—Then I should swallow the ball and stand pat.

MOTHERHOOD

Is a natural instinct which shows itself in the girl as soon as she is big enough to play the mother to her doll. Unfortunately the womanly health does not always keep pace with the motherly instinct, and when real motherhood comes it often comes to mothers who suffer intolerably during maternity and who are unable to nurse the weakling child which frets and moans in their arms.

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Q.—What are the three cardinal indispensables in a football game?

A.—A doctor, an ambulance and a hospital.

Q.—Anything else?

A.—A funeral.

Q.—You cherish no personal ill feeling against the members of the opposite teams?

A.—Not in the least.

Q.—I understand that you know nothing of the technical points of the game?

A.—That is true.

Q.—You will do; please sign here.

The Post-Intelligencer, recalling the defeat of Congressman Loud of California, says it was brought about through his failure, as chairman of the committee on postoffices, to report favorably the bill for an increase in the pay of letter-carriers, which aroused the hostility of the union laborers of his district and resulted in his political undoing, after he had served six terms in congress. The Seattle paper points out as of peculiar interest the influence of that vast army of federal employes known as the lettercarriers' association, and suggests that, were the government to take over those utilities which man would have it operate, this nation would become an institution of, by and for federal salaryseekers. The Post-Intelligencer is careful enough not to commit itself, but the inference is plain that it regrets the sucessful effort of the carriers to secure the desired increase. No one will gainsay that the government has made a success of the postoffice department, nor is there any reason to believe that it would make a sucess of the operation of railroads. The great problem for solution today is the wage question, and it would seem that, since the operation of the postal system by the government has resulted in living wages for the lettercarriers, the circumstance tends to strengthen the position of those who favor government ownership of railroads rather than to weaken it. The lesson taught by the defeat of Congressman Loud is merely that organized labor is the secret of success for the man who must work. It would be unreasonable to presume that lettercarriers or others of an organized body would support a man who had denied them what everyone will concede was fair remuneration for their services; and it is equually as plain that government ownership of certain utilites might be of vast benefit if it would have the effect of increasing wages that were not fair. Whatever is good for the workingman is good for the nation, and that which is detrimental to his interests must have a like effect on the institution of which we are so proud.

There has been another sale of boots for the benefit of the Duke of Northumberland at Alnwick, says London Truth. The last took place in 1899, and then, as now, the boots were the property of Alfred Burn, a local bootmaker. Mr. Burn is an owner of freehold property in Alnwick who refuses to admit the duke's claim to a quit rent of 1s. 1d. a year, and part of his stock—on the last occasion it was six pairs of boots, and this time 20 have been taken—is periodically seized by his grace's minions and put up for sale by auction in satisfaction of the ducal demand. The writer says he supposes that the duke is legally entitled to the quit rent, but Mr. Burn cannot be blamed for resisting payment of what he truly describes as petty, vexatious and unjust tax, and it is a wonder that more of the householders of the town do not take up the course. The "lord" who pocketed the rent ceased long ago to render any of the services for which it was originally paid, and such a survival of feudalism should not be tolerated in the twentieth century.

The civic improvement department of the Woman's club of Astoria is undertaking a most important move in its effort to interest the school children of the city in a work that should receive more of their attention. The plan to impress upon the pupils the need of brightening the appearance of their homes and of the school buildings and grounds is certainly a most commendable one. A spirit of carelessness seems to pervade the atmosphere of Astoria, and in consequence the city does not bear that attractive appearance which otherwise would be taken on. It is remarkable what a decided improvement in the general appearance of a community can be accomplished by a little timely and intelligent effort. Removal of rubbish and other unsightly stuff of the kind will go far toward bringing about the desired brightness of things, and it seems to us that the club is making a good start in endeavoring to interest the school children.

And now some of the eastern papers are saying that Bird Coler's flight was a defective flew.

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The train is to be known as The Chicago, St. Paul and Minneapolis Limited and will consist of sleeping car, buffet library car and reclining chair car through without chnge between Chicago and Minneapolis and St. Paul Dining car service will also be maintained, supper being served out of Chicago and breakfast into Chicago. Trains will leave St. Paul at 7:10 p. m. and arrive in Chicago 9:30 a. m. Leave Chicago at 6:10 p. m. and arrive in St. Paul 9:40 a. m. making close connection at St. Paul with all western lines. Tickets can be purchased via. this line, in connection with all western lines, at all stations.

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