

LOS ANGELES HERALD

BY THE HERALD COMPANY FRANK G. FINLAYSON, President ROBT. M. YOST, Editor-in-Chief S. H. LAVERY, Business Manager

OLDEST MORNING PAPER IN LOS ANGELES. Founded Oct. 2, 1873. Thirty-fourth year Chamber of Commerce Building.

TELEPHONES—Sunset Press 11. Home The Herald. The only Democratic newspaper in Southern California receiving the full associated Press reports.

NEWS SERVICE—Member of the Associated Press, receiving its full report, averaging 25,000 words a day.

EASTERN AGENT—J. P. McKinney, 604 Cambridge Building, New York; 311 Boyce Building, Chicago.

RATES OF SUBSCRIPTION WITH SUNDAY MAGAZINE: Daily, by carrier, per month, \$4.65 Daily, by mail, three months, \$13.95 Daily, by mail, six months, \$26.90 Daily, by mail, one year, \$50.70 Sunday Herald, by mail, one year, \$2.50 Weekly Herald, by mail, one year, \$1.00 Entered at postoffice, Los Angeles, as second-class matter.

THE HERALD IN SAN FRANCISCO AND OAKLAND—Los Angeles and Southern California visitors to San Francisco and Oakland will find The Herald on sale at the news stands in the San Francisco ferry building and on the streets in Oakland by Wheatley and by Amos News Co.

Population of Los Angeles, 300,000 LARGEST CITY ON PACIFIC COAST

Last call for June brides!

Mayor Schmitz' latest tune: "Not Yet, but Soon."

Watch the straw lids bloom out at the beaches today!

Harriman denies that he is to retire. Such a disappointment!

That Yosemite bandit seems to have a bully publicity promoter.

These are the days when it must be a pleasure to be the iceman.

How good that Owens river water would feel down here about now.

Why let the good roads movement die just to please the Southern Pacific?

Onions are stronger—in price, that is; odoriferously, they are at the same old notch.

Taxing franchises is sport for Assessor Mallard, but collecting the taxes will be no joke.

About now, hear poverty howls from the big corporations with taxable franchises. Assessor Mallard is getting busy.

Taxing the franchise will help Los Angeles out of a financial hole, and is a good move. It should have been done long ago.

Why not let the Los Angeles-Pacific company put down the third rail and settle the legal status of it by a suit afterward?

Just as well get the ambulance corps in practice, and have the hospital surgeons at their posts. The glorious day draws near.

No, Harriman is not going to retire. There are several millions of dollars that he hasn't corralled yet, lying around loose.

The rumor that Mayor Schmitz will preside at San Francisco's Fourth of July ceremonies is denied—unless they are held in jail.

That Nebraska boy who eloped with his stepmother gives hope that there will yet be found a fool big enough to wed his mother-in-law.

Mark Twain wore a robin's egg blue hat robe through a London street, and they thought it was funny. Still, it would be funny, right here in Los Angeles.

If any town lacks a man to give it a real bangup, blowout Fourth this year it might negotiate for Harry Orchard. He is well up in handling high explosives.

Will the confessed felon mayor of San Francisco, or the convicted felon mayor, make the Fourth of July oration about freedom and liberty and honesty, up there this week?

The real joke about Mark Twain's visit to London is to see the Britishers grin when he gets off a purely American witticism, or whose meaning they have no comprehension.

There is to be no change in the Panama canal staff. No; army officers are digging the ditch now. And they are really digging it, not merely playing for fat jobs elsewhere.

All the facts in the case of Police Commissioner Schenck should be made known at once. And if they prove his guilt, Mayor Harper should at once remove him from office.

The queen of Siam is coming here inognito. It was generally supposed that she would come in trousers, which is her native garb. This will cause keen disappointment, it is feared.

Everybody hopes that Police Commissioner Schenck is not guilty of the charge of having addressed an impertinent remark to a passing lady. But if he should prove to be guilty, it will be the general demand that he be "fired" from the police board. Nobody knows better than Police Commissioner Schenck that one of the disgraces of Los Angeles is the habit which some alleged men indulge in of standing upon street corners and making insulting remarks to and about passing women and girls. The habit must be stopped, no matter who may be hurt in the process.

WELCOME THE TEACHERS

The coming of the National Educational association to Los Angeles is an event of peculiar significance, and it should not be allowed to pass without Los Angeles feeling its import and taking advantage of its offering.

The N. E. A. is an organization made up largely of teachers—of those who in the school room imbue the youthful mind with knowledge. The impressionable intellects which they train are quick to retain impressions and prone to remember them long after they forget things learned in later life.

Many of these teachers will come to this great city for the first time this summer. They have heard of it and have taught of it, using the ordinary school geography as a textbook. Thus they have only a concept of a city as seen by the authors as it stood some years ago.

Great as that city was, it is merely overshadowed by the city of today, which is doubly larger than it was at that period.

If it be true—and none disputes it—that a geography must necessarily be written in the past tense, then it is highly important that the exponent of that geography, especially in the case of a city so very rapid in its growth as is Los Angeles, be thoroughly able to extend the limitations of the book, to carry forward its deficient statistics and impressions and to make upon the child's mind the proper impress of its present status and its future.

This is easy in the case of older places, because they grow in a sort of orderly and staid fashion, at a regular percentage of increase a year, and calculations may readily be made.

But Los Angeles is a problem apart. It has trebled its growth in five years and though still quoted in the census tables as a city of 100,000 population now it has more than that. How shall the ordinary rules apply to a multiplicity that simply runs away from everything in that style? They cannot; a new basis of calculations must be found; new ideas must be obtained; new concepts and new impressions.

The teachers met here something like a decade back; many of the same persons will return again for the first time. They will be able to note the tremendous strides during that time; they may help out the conservative imaginations of the others to an extent. Others who come here frequently can do still more. But none of them is able fully to destroy the limited ideas possessed by the vast majority of teachers concerning this city or dispel the feeling that its growth of late years has been largely a matter of boom.

What should be done is to insure that every teacher coming here sees and knows for him or herself just what this city now is. Take them in trolleys and autos over its miles of streets, through its parks, to its environs and among its homes. Let them see not only the show places but the acres and acres of bungalows, where thousands of families live in a luxury not dreamed of in the crowded east. Let them behold the wealth of flowers and palms and bowers and trees and get acquainted with brange and lemon and nut and small fruit groves. Impress upon them the way things are done here; how we build by the twenty-five miles a year; how we extend car lines over night; how we run up sky scrapers and how factories are multiplying. Give them literature and statistics and views and pictures till they can't rest, and show them at first hands the things these printed pages contain. Make them see, feel and understand the spirit of Los Angeles and of the Southern California of which it is the center.

Fix all this firmly in their inner consciousness and send them back home so thoroughly imbued with the reality that hereafter the fictional Los Angeles of census and geography will be as much of a joke as it is to the resident of the real Los Angeles, which must be seen to be known. Then, indeed, will the visit of the National Educational association have been worth while, not only to themselves and to their pupils, but to Los Angeles as well.

BEATS THE BUNCH

The esteemed western sisters of Los Angeles make a poor comparative showing as they appear in the financial swim. The end of the fiscal half year, now at hand, brings to light an interesting exhibit of figures. Certain cities that hold their heads proudly in the Los Angeles "set" are found to be relative weaklings in their financial underpinning.

The bank capital of Los Angeles exceeds the combined bank capital of the five cities named above—\$13,945,000 for Los Angeles, \$13,944,000 for all the rest. The bank deposits of this city at the present time foot up the splendid total of \$112,000,000. Of that sum \$40,000,000 is "velvet"—the people surplus, securely tucked away in the savings banks. The accrued interest on the bank deposits of the city for the half year now closing foot up the snug sum of \$900,000.

GROWING AT RAPID RATE

Building permits for the month of June in Los Angeles exceed \$1,600,000 in value, including 350 new homes.

That is some indication of the continued marvelous growth of this beautiful and unrivaled city.

But these figures have reference only to actual results. They do not include the vast plans for improvements and enterprises which are in process of arrangement in every direction. They tell the good story of accomplishment, which is a source of pride and pleasure, but they are the proverbial "drop in the bucket" compared with the known developments in every line of construction.

Since the voting of the \$230,000,000 of bonds for the great Owens river aqueduct, public confidence in the future of Los Angeles has been augmented, for they constitute the assurance that there need be no limit hereafter to the growth of this city or to Southern California.

Under a wise, careful and economical administration of municipal affairs, enterprises of every character are beginning to be planned and rapidly consummated. Real estate deals have resumed their forward movement. Sky-scrapers and cottages are now going up at a rate which makes it difficult to keep pace with them. Street railway extension is again pushing out into suburban sections and through the heart of the city. The great subway system to the sea is nearly ready for the actual work of construction and splendid industries are in process of formation and building.

The uneasy feeling in the eastern money markets has already disappeared, and the financial condition of Los Angeles is better than it has been in many years. Several months ago certain eastern railroad "wizards of finance" made an effort to impede public sentiment against them by threatening hard times and predicting a close money market; and for awhile, it must be confessed, they had the bankers and people guessing. But they cried "wolf" too soon. There is no wolf, and it did not take long to discover that there does not exist, present or prospectively, a single one of the conditions necessary to create hard times.

In politics there is not and will not be any cause for apprehension. Both the leading parties are showing no inclination to disturb the general prosperity, and it is felt that even the presidential year will have little or no effect upon the commerce of the country.

As for Los Angeles and its delightful environs, there is every reason to foresee the greatest year in its history. All we need to do is to continue the old habit of pulling together and working conservatively toward the achievement of marvelous results.

SCIENCE OF THE DIVINE PASSION

Why men and women love, as a serious problem, tested the skill and philosophy of mankind since Adam wooed Eve in the garden of Eden. It will likely be as much of a problem when the last scroll is writ and the earth has outlived its usefulness. And then the wise man will be no nearer the solution of the problem than he is today.

This aphorism, however, does not prevent many a scientist from presuming that love is a fit subject for dissection, analysis and classification. Each fresh venturer into this field starts most enthusiastically, progresses rapidly at first, then more slowly, and finally comes to a cold, dead halt, convinced that he has been traveling only in a circle and that the end is but the beginning, after all.

The latest professor to put his head into this noose is Dr. G. Stanley Hall, president of a university in Worcester, Mass. Dr. Hall has written books upon the psychology of love, also its physiology, and has given years of hard study to it. He really believes that he has arrived at some definite conclusions, and a resume of them is printed in another column of The Herald today. But has he settled the great problem? Undoubtedly, no.

For one thing, Dr. Hall asseverates that 50 per cent of the college educated girls scorn matrimony. The census reports do not prove that they do not wed; quite the contrary. However much they may "scorn" it in the abstract—and that is a habit of many girls who never saw a college—they nevertheless are quick to enter its holy bonds when the right man pleads for their hand and heart. College with its schools and its isms may not be a good school for the blind god, but it doesn't seem to eradicate the idea that Cupid, after all, is a pretty wise little chap, and knows his business, in or out of school.

Then the learned doctor goes on to analyze, on the basis of college boys' poems, the stronger attractive features about the opposite sex which lead to love. Because more verses are indited to eyes and hair, he forthwith insists that hair and eyes are the greatest snares which a woman possesses. But he doesn't differentiate between the varieties of either. He falls to infer whether carrotty red locks are as strong a magnet as shimmering gold, or if watery blue eyes will pull with the same power as soulful brown. Hence, what do the conclusions prove? And he utterly overlooks the fact that few

words in the English language afford easier or more plentiful rhymes—a necessary fact to be considered in versifying—than do these two. Such partial conclusions, therefore, are decidedly unreliable and misleading.

Again, the doctor argues that a lip is a potent repellant force. Now, this doesn't hold good. Lipping, if prettily done, is one of the most attractive things about a lovely maid, and is sure to set her apart from the great mass of her correctly enunciating sisterhood. Lipping, it seems, therefore, should be included in the list of strongest attractions. On the other hand, what is more disgusting in a fair girl than the chewing gum habit? And this is a thing that Dr. Hall admits draws men unto her!

Undoubtedly the good doctor is earnest in his efforts to analyze and classify the various attributes of the divine passion; he has spent years at the work. But he is traveling in a circle, all the same. It proves nothing that half the world finds a single charm a potent one; the other half may think it only a mark of repulsion. The fact is that love is as fleeting, as transitory and as elusive as the first faint flush of dawn; it comes unbidden more often than it does by pressure; it seeks its own, unerringly, out of a world of others, and it knows its own under any circumstances, no matter how improbable or unpropitious. It is no more to be analyzed than is the evanescent charm of the summer zephyr, and no more to be corralled and classified than is the music of the spheres. It is, in fact, a bit of the divine; an emanation of the infinite; a whiff of the glories of the future world of bliss, given man that he may find herein a basis for his dreams of the coming elysium; it defies analysis as does the knowledge inherent in man that there is a God; it exists, but none may define, limit or segregate it.

All one has to do to enjoy it is to accept it; no man can create it or destroy it; none can make or unmake it. It is a fact—alone, incomprehensible, immense.

Happy he who has caught a glimpse of it; doubly blessed he who has grasped the torch and has kindled its blaze at his own fireside. He knows what love is; and all the drydust philosophy or psychology in the world conveys to him not one iota of meaning or care or knowledge. He has the divine afflatus; for more he gives not a hang!

That eastern magazine which advertises for "good, truthful fish stories" is commended to the choice collection printed on The Herald's dramatic page today.

A police commissioner should be a model of good behavior. When he proves not to be, his office should be declared vacant in short order.

WITH THE POETS

BALLAD OF OUR COOKS

Selena's specialty was brooms And scrubbing and adjusting. Daily she cycled through the rooms Industrious dusting. When the door stood staid shut And milk staid sweet—sic semper; We really loved Selena, but We couldn't stand her temper.

Carlotta's voice was soft and low— A most pacific creature; And scrubbing and adjusting. Upon her every feature. And clever, too, we never had To shout to make her see things; It's cruel to be obliged to add She stole our silver tea things.

Jemima—bless her!—loudly scorned The least prevarications; Her lightest moments were adorned With scrubbing and adjusting. We liked Jemima—I'll be bound I sometimes think we would have kept her forever. But we found She ranks more than she should have.

Katrina flirted all day long; Elizabeth was never strong (But dances)—by the dozens. Now she's in the household actively our culinary; And we—we patiently await A fresh surprise from Mary. —Puck.

SPRING—IN THE PUBLIC PRESS

The hedges shoot, the linnets sing, The lambskin coats his capers; And yet—a surer sign of spring— They're writing to the papers:

"I heard the cuckoo yesterday," Said a Painted Lady; "I found an orchid blooming gay Within a copious shady."

"The lilac trees are all in bud Down here in Sleepy Hollow," "I've roused a tadpole from the mud," "I've seen the primal swallow!"

And so on. But the while I doubt If such they're really seen, sir, And read the rest they laid out With rather skeptic mein, sir.

I'm glad to meet them, I confess, And always feel elated When cuckoos cuckoo—in the Press, A fortnight antedated.

And swallows are—on paper—seen Some weeks before they're due, sir, Because spring's journeyed "green" Forecasts spring's verdure true, sir. —Truth.

FISHY-WISHY FANCIES

Sometimes, when I am weary, I have the curious fancy That I were but a tadpole, Or just a jelly fish.

For if I were a tadpole I'd have no social fads; I'd spend my time "in swimmin'" With other little tads.

And if I were a jelly fish, That all day long I eat My mother's apple jelly, Or other jells as sweet.

But, ah! I can't play tadpole. For I am twenty-nine— And hoping like a bullfrog To keep myself in line.

And how can I indulge me And raise its scolded name? I'm flopping like a flounder To keep me "in the swim." —Robertus Love in Judge.

THE GRADUATES

Once more a world all tired and worn With buffeting of fates Is called upon to rise and greet The sweet young graduates.

They mean to elevate the world And raise its scolded name; But all too soon will they find out They cannot raise the rent.

Undaunted by experience For great reforms they ache; They burn with fine religious zeal And also burn the steak.

So hail them as they proudly stand In leams of row on row; They know each blessed thing on earth Except how much they know. —New York Sun.

Railroad Side of Rate Question

From an Address Before the National Editorial Association at Jamestown by W. W. Finley, President of the Southern Railway Company

It must not be understood as opposing legislation for the proper regulation of railroads. I am not at all desirous of defending any wrong practices or harmful policies. I believe that I speak for practically every responsible railway manager in the United States when I say that I favor such governmental regulation as is necessary to prevent discrimination between shippers and travelers and to prevent unreasonable or exorbitant charges. On the ethical side of railway management, legislation cannot be made too stringent, but on the economic side legislative enactments should be avoided.

The object should be to prevent wrong rather than the management of a business in which private individuals assume all the risk. On the ethical side of railway management a great deal has been accomplished. There has not only been an awakening of the public conscience, but there has been an awakening of the corporate conscience as well, and many of the faults of railway management that were justly causes of complaint have been made to appear in their just light and have been corrected. The grounds of just public complaint against the railroads having been removed in large part, if not almost entirely, the time has now come to look to the safety of property rights, and to consider whether a policy that will result in the impairment of railway credit is not as little to be justified as damming up the rivers and filling up the harbors of the country.

It is the right and duty of the government to protect the public from oppression and wrong. When that limit of the right of governmentally owned railroads is reached, the purchaser of transportation and the public generally have a right to demand that the charges of the carriers shall be reasonable and that they shall not be discriminatory, so as to place individuals or localities or commodities at an unjust commercial disadvantage. No purchaser of transportation has the right to expect or demand that the railway shall perform any service for him at less than a reasonable charge, and, consequently, the right of governmental regulation does not extend to the point of requiring any service to be performed for less than a reasonable charge for that specific service.

Public sentiment and the laws of the country should be such that any business enterprise to receive a reasonable price for what it sells. This right is an incident to all property, and I do believe that when public sentiment fully realizes that a railway is simply a business enterprise, engaged in the production and sale of transportation, it will advocate policies that would deny the right to charge a reasonable, and not discriminatory, price for the commodity which it sells. I believe that an intelligent public sentiment will recognize that this is the right inherent in the property of the carrier, and one that cannot be justly or constitutionally denied to it. To deny this right to the carrier would be clearly confiscation of its property. In other words, a carrier has performed its full public duty in respect to the charges when it has established a reasonable scale of rates and has refrained from discrimination in rates or facilities as between individuals, localities and commodities.

After it has discharged and complied with these and its other public obligations, the business of the carrier is the private property and should be respected as such by governmental policy and public sentiment. There is at the present time much discussion of propositions for a valuation of the railroads of the United States by federal authority and the enactment of legislation for the prevention of overcapitalization. In some quarters exaggerated ideas as to the extent of the alleged overcapitalization of railroads have prevailed. While the capitalization of each road must be considered by itself, I think it can be truthfully said that the railroads of the United States, considered as a whole, are not overcapitalized. Students of railway capitalization and value know that there has been much exaggeration of the extent of overcapitalization. President Roosevelt, for instance, in his speech at Indianapolis on Decoration day, declared:

"There has been much wild talk as to the extent of the overcapitalization of our railroads. The immense expenditures in recent years in double tracking, improving grades, roadbeds and structures, have brought the total investments to a point where the opinion that the real value is greater than the face value is probably correct. The question of valuation and capitalization are, in the main, of interest to the buyers of railway securities, but they are of small practical interest to the traveler or shipper, for the reason that they do not govern the fixing of railway charges. The railway in this respect is much like a newspaper. Each

of you knows that even if an editor is publishing a newspaper in a field in which there is no rival publication, he cannot fix either his subscription price or his advertising rates so as to yield a predetermined rate of income. He is subject to the competition of other newspapers, and he is fixed for him by competitive conditions over which he can have no control. He meets, in most places, the direct competition of rival publications in his own field and everywhere, the competition of publications having a wider circulation in an entire state or section or over the whole country.

Railway charges are regulated in the same way by economic forces beyond the control of the railway manager. He must accept those rates that will induce the publisher to carry over his railway and that will enable the products of the farms, the mines, the forests and the factories along his lines to be sold in distant markets. The competition he must meet is complex. It includes the competition of rival carriers by water or by rail, the competition of rival markets, each trying to draw traffic to itself, the competition of similar products, that may be substituted one for the other, and the competition of rival producing localities. It is no operation of the law of supply and demand, with each railway constantly striving to develop more traffic in its own territory, that has brought American railway rates down below those in any other country. These conditions create economic laws of trade and rates that are not subject to controlling and cannot be disregarded or disobeyed.

There is a striking analogy between the charges of a railway and those of a newspaper. You have different rates for advertisements. In most newspapers there are column rates and less than column rates, corresponding to the railway rates for different classes of advertising notices without any regard whatever to cost of the service. For instance, I know of one large daily having a scale of rates on different classes of advertisements ranging from 5 cents a line for "Special Wanted" to \$12 for a class of special notices. These charges might be compared with the railway rates on wheat and on millinery. The cost of actual service in transporting a carload of wheat or a carload of ladies' hats may be about the same, yet if the railway should charge the same rate on wheat as on hats the wheat could not move in any considerable volume, and if it hauled all its traffic at the wheat rate, without regard for conditions which justify it in differentiating its rates, it would go into bankruptcy. The rate charged for each road must be represented by freight charges that may amount to as much as a tenth of a cent—possibly a quarter of a cent if the hat is unusually heavy.

The rate is a very reasonable one as applied to ladies' hats, but if applied to wheat or coal it would be unreasonable. But neither the rate on millinery nor the rate on wheat or coal is based on capitalization, valuation, cost or mileage, or any other arbitrary basis. Any attempt to do so would discriminate against the wheat and coal, and any attempt to make rates on any such basis would discriminate against communities and would put many men out of business. It would be a complete reversal of the policy of the American railways, which is to keep every one along their lines in business and to assist them in expanding their business. The railroads of the United States are asking for no special favors. All that they ask is that the American people, in their public opinion, shall take a broad view of the whole transportation problem.

Pi-Lines, Pick-Ups

BOOKS

The pugilist a scrap book keeps, The cook a reference book; The yachtman has a salesbook and At it he'll often look.

The motorist a check book needs, For reasons all can tell; The acrobat a balance book Should study very well.

The miner needs a pocketbook; Passbooks for sleight-of-hand; The wife an order book of keeps For husband—understand?

The poor excuse we have always with us.

The difference is that while an Indian scalps his enemy a white man skins his friend.

A New York woman dropped dead while listening to a street band. It may not have been the band's fault, but what luck she was in!

PHOEBE, WHERE ART THOU?

Miss Phoebe Tibbetts is one of the most accomplished and versatile belles in the whole county and Green View is justly proud of her. After having established her reputation as the most divine of concertina players, whose beauty of soul has charmed many, she has taken up the study of that difficult instrument, the trombone. Her many admirers predict that she will become a great artiste. It is with such spirits as her that the king pin impresarios like Corried, Hammerstein and Bud Ridley make their great successes.—Kentucky Illuminator.

A Kentucky paper advises its readers to "kill a rat whenever you see one." But the Kentucky brand is so apt to make a man think he sees 'em when none is there.

Jack London "thanks God that he is not an authority on anything." It seems as if it ought to be up to the rest of us also to thank God.

HIS NEW WORRY

Palm—Why's he worrying now? He has all the money he can spend. Pepper—Yes, but he can't think of any new ways to spend it.

A New York railroad company has insured all its employees. But the fools who pay to ride on that line can keep on insuring themselves.

Honesty is the best paid up policy.

One pair in the dark beats three of a kind. Ask any girl.

Boston is to erect a monument to "Silence." Of course, a man will typify the sentiment to be expressed.

A traveling evangelist, after forty-eight hours in Pittsburg, gave it up as a hopelessly wicked town. He might have ascertained that in less than forty-eight hours if he had consulted his brothers of the cloth.

"Where do you people put your money?" asked a Detroit preacher in his sermon. And there were many women who involuntarily stooped and clutched at their skirts!

FOR TODAY

Orange—Tell me that story about the church bells. Lemon—Sorry; they are tolled only on Sunday.

King Edward is going to build a castle in Spain. Hope he will put it up right next to ours.

A Kansas man has eloped with two girls. They always were freaks for getting into unusual trouble in Kansas.

An Illinois man has grown a strawberry tree. But it's not nearly so popular as is the plum tree, with election next year.

NO TAR ON THESE HEELS

The bull cart is a familiar sight on the streets of many towns, but the steer buggy is a rarity. One drove through our streets Monday and was making right good time.—Oxford (N. C.) Public Ledger.

If Attorney General Bonaparte really wants to make the umbrella trust shut up he might give it a poke in the ribs. Then it would come down.

SOME QUESTIONS

I wonder why the water works, And what "Said Pasha" said; And also where the onion sets, And why are pencils lead?

Please tell me are the old sea dogs, What cause the ocean barke? Also, high fyers, do they have The liveliest skylarks?

When dog catches the cur take up, What do the puppies pound? Is there much gold in Salem, Ore.? Say, how does Puget sound?

Pray tip me what the poppy seed, What does the alley way? Oh, yes, I know you'll answer these; I'll have some more next day. —W. H. C.

THE HUMOROUS SIDE

Deacon Slicker—I think the parson is not sufficiently progressive, and yet I hate to suggest that we discharge him. Deacon Hardhead—Why not raise his salary? Then he'd probably drop dead.—Puck.

"If I lend you money how do I know that I shall ever see it again?" "It depends somewhat," answered the food expert, "on whether you eat it or try to smoke it."—Washington Star.

"He looks terribly sad." "Yes; his engagement with Miss Perty has come to an end." "No; married him."—Houston Post.