

The San Francisco Call

FRIDAY, MARCH 1, 1901

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AMUSEMENTS. Orpheum-Vanderbilt. Grand Opera-house-"A Husband's Honor." Alcazar-"What Happened to Jones." Columbia-"Zaza." Lyric-"The Girl I Left Behind Me." Central-"The Girl I Left Behind Me." California-"The Village Parson." Alhambra-Minority. Olympia, corner Mason and Eddy streets-Specialties. Chutes, Zoo and Theater-Vanderbilt every afternoon and evening. Fischer-Vanderbilt. Metropolitan Temple-The Henschel's Recital to-morrow afternoon. Mechanics Pavilion-Trained Animal Show Saturday. California Jockey Club (Oakland)-Races. Trianon Park-Races.

AUCTION SALES. By American Auction Co.-Tuesday, March 12, at 10 o'clock. 2000 Tents, etc., at 517 Market street.

THE SHIPPING BILL

AGGRESSIVE Bryanites and timid Republicans in Congress have joined to prevent action on the bill to restore our merchant marine. No argument worthy of the name has been made against that measure in the Senate or the opposition press. A great deal of mouthing has been done by parties who are without knowledge of the features or intentions of the bill.

It is intended to extend to deep water ships the same equalizing policy of protection which has so immensely developed our lake and coast shipping. The latter is exclusively American. No ship flying a foreign flag is permitted in the coastwise trade. Therefore the 25 per cent higher cost of building and 35 per cent higher cost of running an American ship are not felt in that trade, since the cheaper built and cheaper run foreign ships are not permitted to enter it and compete with ours.

On deep water, however, we have to meet that cheap competition, and our competitors have the ships and we have not, so they get the trade and we pay them about \$160,000,000 a year for carrying our products, which ought to be paid to our own people. Senator Hanna has been called on to make a statement, outside the Senate debate, giving the purpose and effect of the bill. From his analysis of the measure it is seen that its advantages are open to any American ship that is in first-class condition; it does not exclusively favor any type of ship or route; slow ships may under it compete with fast ships, and single ships with lines of ships; compensation is based on size of ship and distance sailed, with extra for steamships exceeding twelve knots. For every American built ship now in commission its owner must build a new tonnage equal to 25 per cent of the existing ship within ten years. For every foreign built ship admitted to American register equal new tonnage must be built in the United States for its owner within ten years. Foreign built ships admitted to American register receive but half the compensation given to American built ships. Not a dollar is paid to any American citizen until he has constructed new tonnage and put it in operation in deep water.

As foreign ship-owners now carry 92 per cent of our foreign commerce it is only natural that they oppose this measure, which will make us independent of them in a few years. No one expects that they will permit the passage of the bill if they can prevent it. For their American allies an excuse equally innocent cannot be given.

These American friends of the foreign ship builder and owner pretend to believe that our merchant marine may be revived by free ships—that is to say, by permitting American citizens to buy cheaply built foreign ships, put them under the American flag and register and compete for deep water trade. This is a vain scheme. The cost of running an American ship due to our higher wage scale is 35 per cent more than the cost of running a foreign ship. That shuts us out of the competition unless we reduce the pay of American sailors to the foreign standard, or equalize the cost of operating ships by the plan proposed in this bill.

The nations with which we must compete to recover the right to carry our own merchandise pay their ships in bounties and subsidies more than \$20,000,000 a year, which they get in addition to the advantage of cheaper construction and operation. So Americans who attack this bill because it pays a bounty are the staunch friends of a foreign bounty system which has effectually driven us off the seas as we could have been swept therefrom by the great guns of a hostile fleet directed against our unarmed merchantmen.

The local Civil Service Commission and the Board of Public Works have again been tearing the reputations of one another to tatters. They have the advantage not enjoyed by the public of knowing one another intimately enough not to violate the truth.

THE COST OF BAD ROADS. THE many road bills introduced into the Legislature at this session, while perhaps not creditable to the local enterprise of the sections from which they come, are evidences of a feeling that better country roads are necessary.

The users of country roads, who must haul over them to and from market and ride over them on business or pleasure, do not need to have pointed out to them the inconvenience and annoyance of bad roads, but they are strangely oblivious to the waste and loss which such roads cause.

THE COST OF BAD ROADS.

Eastern engineers have taken up this subject and, in conjunction with the Agricultural Department, have developed the economy of good roads. As a result of these investigations we have very accurate estimates of the pulling power of a horse on different kinds of roads. A horse will pull at a force of 100 pounds in his traces all day, but the amount of load he can drag after him by that steady exertion of force depends on the kind of road he pulls it over.

The load that one horse can move on a level road of iron rails requires a horse and a half on asphalt, three and a half on best Belgian blocks, seven on good cobblestone, twenty on ordinary earth road, and forty on sand.

A carefully made map of transportation in all sections of the country gives the average wagon-haul for produce to a market—that is to say, to a railroad or navigable water. This haul is, in the—

Table with 2 columns: Region and Miles. Eastern States, 5.0 miles; Northern States, 6.9 miles; Southern States, 8.8 miles; Cotton States, 12.6 miles; Prairie States, 8.6 miles; Pacific States, 23.3 miles.

To get a ton of freight to market, to railroad or boat, by wagon, costs in the—

Table with 2 columns: Region and Cost per ton per mile. Eastern States, \$1.89; Northern States, 1.86; Southern States, 2.72; Cotton States, 8.06; Prairie States, 1.54; Pacific States, 5.12.

The difference in cost per ton per mile is due to the difference in the quality of the roads, and therefore in the hauling power of the horse. The cost in the Pacific States is 21 cents per ton per mile, while the railroad charge is less than half a cent per ton per mile.

The average cost of the wagon-haul all over the United States is 25 cents per ton per mile.

Now it would be hard to convince the rural producers that it costs them more to haul their produce to the railroad than it does to ship it by rail. But on the face of the facts that is the case. General Stone, chief of the road bureau of the Agricultural Department, estimates the cost of hauling products over rural highways to a railroad or point of water shipment to be \$946,000,000 per year.

That sum is greater than the operating expenses of all the railroads in the United States.

It is said that the common answer of farmers is that it costs them nothing to haul their produce to market. That idea stands in the way of a general movement in favor of better roads. As well might a farmer say that it costs him nothing to raise his crops. Until that wrong idea is overcome, and men generally see not only the superior convenience of good roads and the greater pleasure in their use but also their great economy, we will not have a disposition of local districts to secure good road metal and put it down in the most approved way. The rural land-owner will perhaps see the benefit to him of good roads if put in another way. They directly increase the value of his land for precisely the same reasons that land values are advanced by the building of a new railroad to which the lands have access.

General Stone estimates this increase in value on the 690,000,000 acres of farm land in the United States to be \$1,120,000,000, which would build the best roads to be had to serve every farm and economize the marketing of its crops.

When the legislators can devise an equitable system for division of the cost between the farm lands, the county and the State, we will probably bring road improvement. The State and county should share the cost because they get benefit in the increase of taxable values.

English merchants are organizing, it is said, to oppose what they fear are the aggressions of American trade in their country. They evidently still believe that curious notion of antiquated political economy that in a bargain either the buyer or the seller must lose. They should not deprive themselves of an advantage or us of a privilege.

OUR TRADE WITH RUSSIA.

FIGURES which have just been compiled by the United States Bureau of Statistics show that the evil of the tariff war which Russia has precipitated is by no means so serious as the general public has feared. The exports of manufactured goods from this country, so far from reaching the value of \$30,000,000, as has been asserted, have never reached one-fourth of that sum. That much is made clear by the official statistics not only of the United States but of Russia.

According to the report of the bureau the American exports of manufactures to Russia range in value from \$3,000,000 to \$4,000,000 annually. That is the showing of figures obtained in this country. The Russian official statistics show that our manufactured exports to that country have averaged in value a little over \$4,000,000 a year since 1895, the earliest date at which detailed figures of Russian imports are obtainable.

The report of the Bureau of Statistics goes on to point out that the Russian statements of total imports of goods of all classes originating in the United States have never, save in two exceptional years, shown as much as \$30,000,000, and have averaged since 1895 less than \$25,000,000 per annum, and of this sum more than three-quarters represents raw cotton, which is not affected by the recent order of the Russian Government. Much of the American cotton imported into Russia is bought in the markets of Europe, and thus, while represented in the Russian importations as of American origin, does not show in the export statements from the United States because it is sent from this country direct to the great cotton markets of Europe, Liverpool and Bremen, and thence is distributed to Russia and other interior states of Europe.

Owing to the fact that Russia obtains a large portion of her American cotton imports through other countries there is a discrepancy in the showing of her trade statistics when compared with our own. Our statistics show exports of only about \$10,000,000 in value to Russia, while the Russian figures show imports of American goods to the value of \$25,000,000. The difference is due to the cotton shipped by us to Great Britain or Germany, and thence taken to Russia, where it is credited to the United States.

WILLIAM M. EVARTS.

WILLIAM M. EVARTS has been out of politics, out of business and out of public life of any sort for so long a time that the announcement of his death will come to many people as a surprise. Doubtless many intelligent Americans have not been aware for several years that Evarts was still alive, for his retirement from the world was almost as complete as if he had been out of the world altogether.

Now that he is dead the people will gratefully recall the story of his great services to the nation and do justice to his career at the bar. He was unquestionably one of the most eminent lawyers this country has ever produced, and ranks among the few men who have attained the foremost rank in both professional and political life.

Strong as were his political convictions and fully as he understood the necessity of party organization for the support of political measures under our form of government, his legal training and his judicial temperament prevented him from ever becoming an intense partisan, or even a great party leader. Nevertheless his political work was of a high order and extended over a long period of time, during which he served as Attorney General in the administration of Andrew Johnson, Secretary of State in the administration of Hayes, and afterward in the United States Senate.

As a forensic orator Mr. Evarts during his practice at the New York bar had no rival except Charles O'Connor. There were others who perhaps were more eloquent speakers, but none except his one great rival who combined an equal knowledge of the law with an equal ability to expound it by every art of argument, satire, invective and appeal known to great advocates.

His most notable speech was that made in defense of President Johnson when impeached before the Senate. The occasion was one of the greatest in modern history and commanded the attention of the civilized world. Mr. Evarts was fully able to meet the requirements of such a trial, and even by those who were most certain that Johnson should have been convicted the speech of Evarts in his behalf was recognized as a masterpiece of oratory.

It may be noted as an illustration of the versatility of the man that he was as skilled in making after-dinner speeches as in pleading great causes at the bar or in the Senate. In those lighter moods he did not have to rely upon telling good stories for the entertainment of his audiences. His wit was bright and facile. It never offended nor was it ever lacking, and he was as ready with the polished and light repartee and jest of the banquet-hall as with the learning or the arguments required to meet opponents in court or in the Senate.

In his later years he developed a strange belief that exercise is unnecessary for the continuance of health after reaching maturity. He frequently boasted that he never took exercise, and it appears the boast was justified by the facts. The result was that during his later years he was virtually dead to the world while men equally old and having no stronger constitution to begin with continued to be active and vigorous, doing useful work in the world. His life, therefore, while full of noble lessons for all, contains one notable warning. It is in vain that even the most robust frame can neglect altogether the law of nature which demands work for the body as well as for the mind.

When the history of the United States for the period that followed the close of the Civil War down to the end of the reconstruction of the Southern States comes to be written Mr. Evarts will occupy a prominent place in its pages. He was a great lawyer, a pure statesman and an unswerving patriot. His retirement from public life at an age when his powers should have been still useful to his country was a loss to the nation, and now that he has gone the people may well mourn his death.

THE ANTI-SUFFRAGIST.

MANY a periodical has been started in the United States for no other purpose than that of supporting some particular movement. Indeed some of them have been designed to advance what should be termed a "wiggler" rather than a movement. Rarely, however, has any one thought it worth while to launch a new publication merely for the purpose of opposing something. It is therefore worth noting that there has now been established in New York City a neat little four-page periodical bearing the title "Anti-Suffragist," which has for its sole object a refutation of the arguments of the advocates of the enfranchisement of women.

The paper asserts that the woman suffrage movement received its first impulse from what it calls "the extravagant teachings" of Jean Jacques Rousseau, and goes on to say: "It stands to-day at its first real turning point. Its old leaders are reverting to some of its earlier utterances and conduct. They have published a Bible that reveals the soul and intelligence of the movement. Law and religion are attacked, and man is denominated woman's enemy. Another leader in reverting to the early type is organizing a crusade against a country that grants woman far more legal privileges than man. The new leaders, meantime, have thrown aside the old arguments and ceased to utter the ringing war cries that confused the battle and misled the unwary."

It is to meet the crisis of this turning point that the new publication has entered the field of combat. It gives fair notice that if a woman "believes in suffrage it should receive her aid in the hour of its trial. If she does not believe in suffrage she should give help to those who are striving to lay to rest the haunting presence of a figure that has loomed athwart the path of woman's progress, lo, these many years."

Such is the aim and object of the new champion of woman's cause, and from the brightness and directness with which the attack upon the suffragists is made in the first number it is evident the editors of the periodical intend to support their side of the issue with vim and vigor.

A bill designed to make the occupants of public office the logical candidates to succeed themselves has been introduced at Sacramento. It is honestly to be hoped for this city's welfare that the measure will not become operative until the existing administration has passed into history.

MONTE CARLO—C. B. City. Monte Carlo is a small principality, the smallest of the independent principalities of Europe. It is on the Mediterranean coast, a few miles northeast of Nice. It is surrounded by France territory. It consists of three towns, Monaco, the capital, Monte Carlo, and Monte Carlo. At the last named place is the Casino, a group of buildings situated in a park, also hotels and villas for the accommodation of the visitors to the gambling rooms, which are located in the Casino.

PAPERS ON CURRENT TOPICS.

PREPARED BY EXPERTS AND SPECIALISTS FOR THE SAN FRANCISCO CALL. Interesting Story of the Finery and Frills Which Delighted Women When the Nation Was Young. By Alice Morse Earle.

AUTHOR OF "COSTUME IN COLONIAL TIMES," "HOME LIFE IN COLONIAL DAYS," "CHINA COLLECTING IN AMERICA."

II.—WOMEN'S COSTUMES.

A complete history of the costumes of the nineteenth century may be obtained not only from discarded and obsolete fashion plates of the day, which show what tailors, mantua makers and milliners wished men and women to wear, but from contemporary portraits which reveal to us what was actually worn. Fortunately the first half of the century was a day of portrait-painting, hence we have preserved for us in color and in the details of authentic costume which the portrait's dull successors—the daguerreotype, ambrotype and photograph—reveal only in outline in dull black and white.

The nineteenth century opened in France upon a time of confusion and revolution. In America the new order of things in the new republic was running smoothly, with no marked events of history save the death of Washington, which had temporarily dressed American women in mourning ribbons, pockets, gloves and even gowns, for as long a time as court mourning is worn in royal circles.

Ladies' Modes for 1801. An attempt at revolution of feeling against the costly stuffs and extravagance of the eighteenth century made simpler materials proper for wear even in full dress. Gowns were made of plain, simple lines, and less material was used in the manufacture of gowns. The skirt was short, reaching in meager, clinging folds only to the feet, with but slight flouncing at the lower edge. It was stretched as tightly as possible across the front of the bust, sometimes held across with whalebones placed horizontally. A short bodice had puffed sleeves of moderate width, with long, straight mittens of nankeen or linen. Often a long, tight epaulet of a muslin tippin, surrounded the neck. Through the ab-

Pump and row was my face And graceful was my form; The fashion deemed it a disgrace To keep my body warm. Very little underclothing was worn; no fannel save a rare fannel petticoat by the younger girls, covering rather than look stout. The scanty gowns were easily made. A good dressmaker could make three or four gowns a day and some cheap. The wife and commanders of the United States navy had a gown that cost \$50, and a friend wrote that she could not see how Ay (Mrs. Commodore) could "justify such extravagance to her conscience." A wedding outfit could be bought for \$50, if it was no larger than the opening and vast prosperity of our East India trade had brought these showy and costly gowns into vogue. The opening and vast prosperity of our East India trade had brought these showy and costly gowns into vogue. The opening and vast prosperity of our East India trade had brought these showy and costly gowns into vogue.

When our Grandmothers Went Shopping. From newspaper advertisements of that day we learn exactly what goods and stuffs were imported and sold. In the Columbia Centinel in February, 1801, we find frequent notices of the sales in Boston of muslins, muslins, muslin garments of various colors; jaconet, tambooured, open-work, fancy and sprigged; cambrics; printed muslins, China ribbons and tapes; plattias, ginghams, Madras longcloths, lappet muslins, gauzes, cypress—all these were thin stuffs for winter wear. There were sold in the offices of merchants and in the houses of hundreds of trace of the significance of the names or of the quality of these stuffs is now lost with the death of the old India merchants who imported and sold them. We know that among white cottons were Tansianstas, Allebad, Cossas, Tanda Mamoodas, Crapoor, Cossas, Chandore Cossas, Bats, Aitohas Sannas, Boran Cossas, Mow Sannas, Culoor Cossas. Among the colored goods were preshams, muslins, Custers, Sooty Rumols, Blue Gittas, Blue Guinees. Other stuffs advertised in 1801 were Tana Batta, Madras, Madras Dungree Stripes, Jallapur Mamoodas, Albad Baftas, Janna Cossas, Omelty, Tockeys, Gude Cossas, Barboom, Gurranah, Gungah, Gungah, Gungah, Gude, Chittabally Baftas, Toopore Cossas, Selinas, Janna Sulquachis, Kerboom Surra, Sistrays, Tockeys, Tockeys, Penasorys, Jugedahs, Carlapahats, Seelsackers. The last named was still have-seersuckers—the others are lost in the dust of past centuries. There were nine fancies were muslin shawls, tambooured and open-worked; purple chintz and different Indian shawls. There were also parasols with honeycomb fringes; elastic wire and horse hair glove ties. These were the fancies of the day. The fancies were to hold the long gloves up at the elbows.

A pelisse was the warmest outer garment of the day, with a close fitting collar, brightened with gold clasps and lace. Pelisses of scarlet, pink, flame color and green were worn, and called by the name of the long contest which was maintained against the Athenians for 300 years. The Peloponnesian war suddenly engulfed the island.

ANSWERS TO CORRESPONDENTS.

COUNTING IN CRIB—H. F. B. City. I never saw kings, queen and jack and king turned up count 15.

ANDREW CARNegie—L. A. H. and Subscriber, City. The address of Andrew Carnegie is 5 West Fifty-first street, New York City.

ON THE TRANSPORTS—A. B. City. For information as to the examination required for those who seek employment in the transport service of the United States Army and Navy, apply at the office of the transport service in the United States Army building, on New Montgomery street, near Mission.

NOMINATION—B. H. H. Oakland, Cal. In a fraternal organization it is customary, but not necessary, to second the nomination of a member for an office. It is that is requisite to place a member in nomination so that the others may know that he is a candidate. The condition of a nomination is merely complimentary.

THERMOBAROMETER—E. Oakland, Cal. There is an instrument used for measuring altitudes according to the boiling point of water. It is called thermobarometer and consists of a metallic vessel for boiling water, fitted with very delicate thermometers, graduated only from 80 to 100 degrees centigrade (176-212 F.), so that each degree centigrade corresponds to the scale, every hundredths of a degree may be noted; thus it is possible to determine the altitude of a given place within about ten feet.

TRANSPIRE AND PERSPIRE—A. H. City. There is the same definition for "transpire" as there is for "perspire," namely, "to emit through the pores of the skin." In the ordinary use of the English language the word "perspire" is used in speaking of sweat, and "transpire" is used to designate "come out" or "become known." The definition of "transpire" given as "to pass off through the pores of the skin in the form of vapor," and that of "perspiration" as "evacuation of moisture through the pores of the skin."

PERSONAL MENTION.

G. A. Dougherty of Salinas is at the Grand. Dr. A. M. Gardner of Napa is at the California. James W. Abbott of Salt Lake City is at the Grand. Paul F. Green, a Santa Rosa merchant, is at the Grand. Gus Holmes, a hotel man of Salt Lake, is at the Palace. E. W. Runyon of Red Bluff is a guest at the Occidental.

D. L. Ewing, a Fresno oil man, is a guest at the Lick. F. R. Lindsey, an oil man of Sanger, is staying at the Lick. H. B. Kirk, an attorney of Sacramento, is at the California. B. U. Steinman, ex-Mayor of Sacramento, is at the Palace. A. M. Allen, a merchant of Monterey, is staying at the Grand.

A. J. Elmore, an oil man of Fresno, registered at the Lick yesterday. Wesley Clark, a real estate man of Los Angeles, is a guest at the Palace. F. H. Whitney, an oil man of Santa Barbara, are guests at the Occidental. Ex-Senator H. V. Morehouse and wife of San Jose are registered at the Palace. J. A. Brent, a mining man, well known throughout the State, is registered for a few days at the Palace.

E. M. Hamilton and G. B. Bruce, experts in forestry for the Government, are registered at the Occidental. John W. Gunn, an insurance man of Portland, Or., accompanied by his wife, is a guest at the Occidental. A. B. Hammond, a railroad man of New York, and Ed Chambers of the Santa Fe are both staying at the Palace. State Prison Director James H. Wilkins of San Rafael left yesterday for Mexico to look after his mining interests there. Charles A. Bonilla and wife are at the Occidental. Mrs. Bonilla is better known to the public as the writer, "Annie Laurie."

William H. Hibbard, special representative of the New York Journal of Commerce and Commercial Bulletin, is now visiting California in the interests of that paper. Mr. Hibbard will also spend some time in Portland and Seattle.

CALIFORNIANS IN NEW YORK.

NEW YORK, Feb. 28.—The following Californians are in New York: From San Francisco—L. B. Feigenbaum, at the Cadillac; R. Gryce, at the Everett; W. Gates, at the Imperial; J. D. Hom, at the Hoffman; J. N. Peterson, at the Marlborough; J. Whalams, at the Rossmore; Miss Mantell, at the Hoffman; C. J. Stovel, at the Imperial; H. L. Close, at the Broadway Central. From Los Angeles—H. W. Duncan, at the Astor; J. C. Hays, at the Grand Union.

CALIFORNIANS IN WASHINGTON.

WASHINGTON, Feb. 28.—The following Californians are in Washington: Shoreman—L. B. Woodworth, California. Arlington—Mr. and Mrs. Mack. Miss Gerstle and Miss Mack, San Francisco.

GRAM'S ATLAS OF THE WORLD 1900 Census Edition.

Is offered as a premium to all Call readers. Several sample atlases are on exhibition at the business office of this paper and all persons desiring a first class atlas are invited to call and inspect this splendid book of reference.

A CHANCE TO SMILE.

Mrs. Cubiegh—But, Henry, dear, in this photograph you have put one button on my dress. Mr. Cubiegh—Thank heaven, you've noticed it at last! That's why I had the photographer taken—Smart Set.

"I am afraid," said the editor, after he had read the manuscript of the dramatic critic's first criticism, "that you do not possess the aptitude for speaking of the drama." "But," protested the poor fellow, who really knew a good play when he saw one, "do I not say that 'Jangled Jangles' is a play of deep interest?" "You do, but you fail to say that it is a play of deep human interest."—Harper's Bazaar.

Instead of "Twinkle, twinkle, little star" Boston kindergarten wren ones are taught to recite: "Scintillate, scintillate, globule vivifica. Gazed on with rapture by girls scientific, tossed in ethereal atmosphere high. A sparkler from 'way back hung up in the sky."—Denver Evening Post.

"It is a mistake," said Senator Sorghum, "to suppose that I have not a sensitive disposition. I do not remember an occasion when just one little word made me feel blue for a week." "When was that?" "When I asked him for a subscription to my campaign fund. He said 'no.'"—Washington Star.

He—Well, what have you there? She—Two of your old attires, dear. He—Umph! What's the first one—that forty-pager? She—One you sent me when I had a slight cold before we were married. This half-pipe is the one you wrote last winter when I was very ill with the influenza. That's all, dear.—Tit-Bits.

Lady Sharp—Her marriage seems to be happier than the majority of that kind. The Hon. Billy—Yes, and it's all owing to the wisdom of her father. Instead of settling a fortune upon them, he gives his titled son-in-law an allowance that is to cease if they ever separate. Lady Sharp—Oh, I see. Instead of buying a house, she secured one on a salary.—Modern Society.

"And I want to say, 'To my husband,' in an appropriate place," said the widow in conclusion, to Slab, the gravestone man. "Messum," said Slab. And the inscription went on: "To my husband. In an appropriate place."—Tit-Bits.

ADVERTISEMENTS.

NOT COD-LIVER OIL but Scott's emulsion of cod-liver oil. They are not the same; far from it. Scott's emulsion is cod-liver oil prepared for the stomach. Let cod-liver oil alone if you need it. When your physician orders toast, do you breakfast on flour? Pure cod-liver oil is hard to take and hard to digest. A man that can keep it down, can saw wood. He thinks he is sick; he is lazy. We'll send you a little to try if you like. SCOTT & BOWNE, 499 Paarlstreet, New York.