MISSOURI'S GOVERNOR

Makes a Strong Appeal for Honest Legislation.

The Special Subjects the Legislature Has Been Specially Called to Consider Set Forth—The Lobby Must Work Openly or Go.

JEFFERSON CITY, Mo., April 23.—When the special session of the Missouri general assembly was called to order at noon to-day the following message was presented from the governor:

GENTLEMEN OF THE SENATE AND HOUSE OF REPRESENTATIVES—I have felt it my duty to convene the general assembly in extraordinary session, to consider several questions of high public importance.

I.

I ask the general assembly to enact a law governing elections held for the election of public officials in cities having a population of 100,000 and over. The desire for a better law, applicable to such cities, is so universal, and the necessity for it so generally conceded by right-thinking people, that I feel as if I need do little more than submit the subject for your consideration; there is certainly no occasion for an elaborate discussion of it. The residents of St. Louis and Kansas City are impressed with the belief, which, unhappily, is justified by experience, that gross frauds in election held under the existing law have been and can be committed. Even when this law is administered by the most honest and painstaking officials, it is practically impossible to prevent fraudulent registration and voting on a comparatively large scale. The number of frauds, and the facility with which they may be committed, can, of course, be greatly augmented by the connivance of dishonest officials; but, as I have said, it is extremely difficult, if not practically impossible, to so administer the present law as to prevent a large number of fraudulent registrations, and, in consequence, a large number of fraudulent votes.

There is no doubt of the truth of this statement. The necessity for a better law is, therefore, self-evident. The ballot-box should be guarded with the utmost vigilance against crime, and be protected, as far as possible, from every description of fraud. Election machinery should be constructed with the sole object of securing a fair and honest election. No patriotic citizen, no honest man, can object to that. Every qualified elector has a right to cast one vote, to be fully protected in the exercise of that right, and to have his ballot honestly counted. The public will, fairly expressed at the polls, should be promptly and implicitly obeyed. To the extent that these plain and familiar truths are departed from, the public right and safety are invaded and our institutions of government imperiled. In my opinion, any man who contests the accuracy of this view, or who acts on a contrary principle, is the slave of partisan passion, or is absolutely dishonest. Those party bosses who seek to control party politics for personal ends, and who stand ready, when there is need, to unite even opposing forces by covert co-operation for mutual gain, are the worst enemies of fair elections. So far as they can they will put obstacles in the way of legislation and of successful administration, and this often with much adroitness, and with much protesting and plausible pretense of fair play. No man who really merits the title of "boss" desires a fair election, for a fair election diminishes his power and interferes with his occupation.

Party advantage should not be sought in the enactment or administration of election laws. There can be no party advantage in the efficient and honest administration of wholesome laws. Any law which, by its terms, affords one individual or party an advantage over another, is a bad law. A perfect law, which will entirely prevent fraud, is, perhaps, impossible, but a law can be enacted which will make fraudulent practices exceedingly difficult and hazardous, and thus minimize the evil. If the gentlemen of the two houses will come to the consideration of this subject, not in a spirit of narrow partisanship, but with the sole desire of advancing the public weal, remembering that whatever their politics they are all Missourians, and should be interested in the honor of the state, there will be no serious difficulty in reaching a satisfactory result. I express the hope that wise counsel will prevail, and that a law designed wholly to promote the public good may be speedily agreed to.

II.

I ask the general assembly to enact a law defining the relations between railroad corporations and their employes, and also to define and fix the legal liability between such corporations and their employes for injuries suffered by one employe as the result of the culpable negligence of another employe while engaged in the service of the same corporation. Nearly sixty years ago two servants of an English butcher were riding on a wagon, used by their master in his business, and by reason of some defect in the wagon or some negligent act of one of the servants, or partly from both causes, the other servant was injured. Suit for damage was instituted by the injured man against his master, and in that case it was held by Lord Abinger, in the court of exchequer, that the master was not liable to one servant for injuries received as the result of the negligence of another servant engaged in the same common service, unless the master was himself guilty of negligence in employing or retaining the servant whose negligence caused the in jury. From this case sprang the doctrine of the master's exemption from liability for injuries received by one of his servants by reason of the negligence of a fellow servant. Upon this precedent other cases were decided until the rule laid down by Lord Abinger has come to be generally accepted as the doctrine of the common law.

This rule of the common law, as administered by the courts, is sweeping in its application. Very few exceptions to the rule have been admitted. It has been broadened in its application until it covers all classes of servants, without regard to the nature of their employment. Whether this rule, as applied to the servants of a master engaged in the simple and purely private business of a butcher is just, it is needless now to argue. But the difference in condition and in the character, purpose and scope of the employment of the servants of an English butcher and those of a great semi-public railway corporation, is so marked and clear as in my mind to separate them and place them on a different footing. How can any just comparison be made between two servants of a butcher, familiar with each other by daily association, acquainted with the simple methods and harmless means employed in the conduct of a business almost wholly free from danger, and in the prosecution of which they are ordinarily in contact and in the presence of each other; and the servants of a great railroad corporation, numbering thousands, scattered for hundreds of miles, employed in widely different classes of labor, having no direct connection, and in the main unacquainted with each other, and all, or nearly all, engaged in a work of peculiar hazard? Can any just comparison be made in the condition, responsibility or the nature of the employment between two butcher boys driving a wagon loaded with tallow along a public street, and railway engineer and conductor in control of a train of cars, loaded with human beings and flying with the speed of the wind along a railroad track? The difference is so complete and emphatic as to make comparison absurd. And ought there to be no difference in the nature and measure of responsibility of such masters as these to their respective servants?

Let me suppose a case: A passenger train starts out of St. Louis at night, encountering a storm so black that the fire-eye of the locomotive seems only to make the darkness visible, and dashes away over hills, along winding valleys, around obscure curves, at a speed of 40 miles an hour, with the engineer at his post, his hand upon the throttle and his eyes watching for any signal of danger, when suddenly there is a jar, a lurch, a crash, and the engineer is buried in the ruin. An incompetent, negligent or vicious switchman has failed to do his duty. By reason of the carelessness, negligence or indifference of this switchman, employed to perform certain duties, the engineer is crushed or burned to death, or terribly mutilated. With the employment of the switchman the engineer had nothing to do; he had no connection with him; he had not even known him. The engineer was in no sense to blame; he had simply discharged his duty to the fullest limit. Under the law of Missouri the engineer would have no legal claim for damages against his employer. Is that right?

Let me suppose the case of a train that should have been sidetracked, but on the contrary, was ordered to proceed, and in consequence of which a collision occurred with terrible effect on trainmen and passengers. The disaster was due to a dispatcher who misunderstood or was incapable of understanding his orders, or was guilty of some gross negligence. The trainmen were not to blame; they simply obeyed orders and discharged their duty. Should they be denied all right of redress against an employer who takes a man in his service so incompetent or negligent as to precipitate such disaster? It will not do to say that the employer was unaware of the habits or inefficiency of the switchman or dispatcher. It should be his duty to keep himself informed. Passengers injured in such wrecks would have a cause of action. Why should it not be equally the duty of the master to protect its employes in such cases as I have stated?

Disasters of the kind described have occurred. It would not be difficult to multiply instances similar in nature, if not in detail. Such cases illustrate the unreasonable injustice of the harsh rule of the common law, and demonstrate the necessity of some material modification of it. The force of this necessity has been recognized both in England and America.

In England, where the doctrine of exempting the master was first announced, it has been greatly mitigated by the statuary enactment, and in its application to servants operating railway trains almost wholly abrogated.

A number of the American states have entirely changed the rule of the common law, in so far as it applies to the employes of railroad corporations. Section 2002 of the Iowa code provides that—

"Every corporation operating a railway shall be liable for all damages sustained by any person, including employes of such corporation, in consequence of the neglect of agents, or by any mismanagement of the engineers or other employes of the corporation, and in consequence of the willful wrongs, whether of commission or omission, of such agents, engineers or other employes, when such wrongs are in any manner connected with the use and operation of any railway on or about which they shall be employed. And no contract which restricts such liability shall be legal or binding."

Laws of similar import, and more or less comprehensive, in the different states, have been enacted in Georgia, Wisconsin, Kansas, Florida, Massachusetts, Minnesota, Montana, Wyoming and others. In Mississippi the new and better doctrine was incorporated in the constitution adopted in 1890. The 193d section of that instrument provides that "Every employe of any railroad corporation shall have the same right and remedies for any injuries suffered by him from the act or omission of said corporation or its employes as are allowed by law to other persons not employes," etc.

When the necessity of a more humane and enlightened rule—one more in harmony with the altered conditions of our later civilization is being so generally recognized, both in our own country and abroad, why should Missouri stand obstinate in the path of progress, and cling stubbornly to an ancient precedent which is fast coming under the ban of universal disapproval? Why should not Missouri enact a law for the proper protection of the 25,000 men employed in operating the railroads of this state? Why should Missouri postpone to the very last, much less deny, any modification of a rule, unjust in itself, which never had legislative sanction, but exists purely as the creation of judicial precedent, and which stands almost universally condemned by public opinion?

I venture to assert that there are not ten men in a thousand who would conscientiously deny that a right of action should exist in such cases as I have above described. Why then do we persist in perpetuating a rule of law which shuts the door of the courtroom in the face of men who have suffered injuries for which, in all good conscience and fairness, as a matter of wise public policy and simple justice, they should have redress?

I will not say, for I do not believe, that there is no man honestly and conscientiously opposed on principle to a measure of the kind in question. It would be difficult to propose any important measure of legislation or public policy which would be free from criticism or opposition from all quarters; and there are some men, often very good men, so constituted that their natural sphere is one of the opposition. But this I say, without fear of serious contradiction, that a statute of the character proposed could be easily enacted if the tremendous influences of the railroad corporations were not concentrated in constant and active opposition.

Is there one to doubt that such a law would find a place on the statute books if that opposition did not exist? And why do the corporations oppose it? Only because it would result in increasing to some extent their own pecuniary liabilities. I know of no other reason for their opposition. But exemption from pecuniary liability in this behalf is in itself the denial of a right to others which should not be denied. Considerations of that character can not justify the maintenance of a rule of law which, if not wrong in its inception, has been so widened in the scope of its application that manifest injustice is now frequently done under its operation. I would not do the least injustice to railroad corporations. But they should do justice themselves; they should not seek an advantage, nor strive to avoid just responsibilities. Especially should they not resort to vicious or improper means to perpetuate an advantage that ought not exist at all. In view of the premises, I confidently appeal to the general assembly to enact a just and liberal measure of legislation on this subject, while at the same time I urge the necessity of exercising every possible care in its preparation, so as to prevent any abuse of its provisions.

I may be pardoned for diverting at this juncture to a contention put forth since my proclamation convening the general assembly to the effect that while the governor may submit any given subject of legislation at a special session, he can only do so in general terms and can not, in anywise, limit the extent to which the general assembly may go when it comes to deal with that subject. From that premises it is contended that when the legislature is called for the purpose of defining by law the relations and liabilities which should exist between railroad corporations and their employes, that call authorizes the law-making power, under the constitution, to take jurisdiction of the whole field of the fellow-servant legislation and to embrace in their enactments all other classes of employers and employes.

The language of the constitution is as follows:

"The general assembly shall have no power, when convened in extra session by the governor, to act upon subjects other than those specially designated in the proclamation by which the session is called, or recommended by special message to its consideration by the governor after it shall have been convened."

The subject "specially designated" in the proclamation is to define the relations between railroad corporations and their employes, and to fix the legal liability of such corporations for an injury done to one employe by the negligence of another employe. Railroads are semi-public corporations, engaged in semi-public business, and their servants are subject to peculiar and extraordinary dangers in the prosecution of a service in which the public, in one sense, is as much concerned as are the corporate masters in another sense. I am unable to perceive any possible similarity or logical connection between such corporations and a private corporation or individual engaged in mining or manufacturing or other purely private pursuits. But however that may be, I still submit, with due respect, that the language of the constitution is so simple, concise and plain that it can not be misunderstood, and that any effort to construe it can only result in confusion.

One of the subjects "specially designated" in the proclamation is "to make an appropriation for the expenses of this extra session of the general assembly." Does this authorize the general assembly to take possession of the whole field of appropriations? Would the limited authority conferred by the call to appropriate money to pay the expenses of this session authorize an appropriation to construct a public building or for any other purpose? I do not believe that the contention referred to is well founded. Who makes this contention? Who desires a larger field to work in? Who is especially solicitous to embrace every master and servant? Other employers are not knocking for admission or clamoring to be taken in. Other servants, although willing to share in the benefits of such a law, have, through their industrial organizations, expressed an unwillingness to interfere in the consideration and passage of the measure specially submitted.

Who, then, are the ardent advocates of opening the door to all employments? So far as I have observed, this contention has proceeded from railroad circles. At all events, whatever else may incline to favor a "general law," the agents and lawyers of the railroads are the special advocates of that policy. But how does the inclusion of other servants and masters in a bill or law benefit the railroad corporations? What practical difference does it make to them? Do railroad attorneys make this contention as philanthropists in the interest of humanity, or in the hope that by enlisting a multitude of opposing interests they will be the better able to defeat all legislation? Is not this movement merely an exploit for recruits? But some have said that to confine the operation of a so-called fellow-servants' bill to railroad corporations and their employes is class legislation. Might not the same thing be said with equal force concerning the laws enacted in the interest of members of the law for factory inspection? of the law giving preferred liens to mechanics, landlords, etc., or the law providing that no property shall be exempt from execution for wages due a house servant of common laborer? Are not the statutes replete with so-called "class legislation?" Why should there be any especial sensitiveness on that subject at this particular juncture?

Railroads, as I have said, are semipublic corporations. In this respect they are different from almost all other corporations. They are clothed by law with peculiar and extraordinary powers, rights and privileges. They are employed in the public business, and deal daily with the people of the state. There are strong reasons, founded in public policy, aside from any abstract question of right, why the servants of such corporations should receive the recognition they ask. These reasons have influenced legislative thought in England and in many American states, where laws of this kind specially applicable to railway employes have been enacted. In my opinion the various objections urged against the proposed legislation are wholly untenable. So firmly am I of this opinion, that I am unwilling to believe that a Missouri general assembly will refuse to pass a liberal law on the lines proposed, when opportunity is given for a fair consideration of the subject.

III.

I ask the general assembly to enact a law to sustain, and, if possible, to suppress the practice of lobbying, which has grown into an alarming evil at the capital. It has come to pass that certain railroads maintain an organized lobby at the state capital during the sessions of the general assembly. This practice has prevailed for a number of years. It is maintained ostensibly for the purpose of "protecting" the interests of railroads against the assaults of the people's representatives.

In the prosecution of this service the lobby agents of these corporations have assumed that every measure, which looks to the regulation or control of railroads, or by which they are affected, is an "attack" upon them. This is an insult to the people of the state, for it assumes that they are viciously disposed, and that they are incapable of administering, or unwilling to administer, public affairs in the spirit of right, honor and justice, and that it is necessary for the railroads to resort to extraordinary agencies to protect themselves against the hostility of the very sovereignty which created them.

Because the people of the state do now and then deem it wise and provident to enact some law to prevent abuses, and for the better government of such corporations, they are regarded as enemies, and every proposal to enact such a law is resented as a declaration of war. And so to "protect" themselves against the people who created and support them, the corporations organize a band of crafty "diplomats," a coterie of skillful manipulators in the art of lobbying, and maintain them at the capital of the state. These corporate agents employed to influence public officials, have grown in numbers and audacity until they have become a positive nuisance, a menace and a disgrace to the state. Not only do they interfere in legislation which refers exclusively to railroads, but they do not hesitate to thrust themselves officiously into important measures which relate wholly to other subjects. The bad and long-continued example of the railroad lobby has become infectious. Others have fallen under its pernicious influence, until now the agents of more than one special interest are kept at the capital to "protect" their employes against the representatives of the people. About the streets and hotels they are ubiquitous; they swarm in the corridors of the capitol; they frequent committee rooms and public offices, and are almost as familiar to the halls of legislation as those entitled to seats by virtue of their commissions.

This practice is demoralizing in the extreme, if nothing more, and every consideration of honor, decency and good government requires that it should be stopped. The railroads themselves should be the first to put an end to this miserable practice of organized, professional lobbying, which they inaugurated, and for the growth and continuance of which they are chiefly responsible. I protest that they should not persist in a practice that brings only reproach upon the state. The people are not hostile to railroads, but quite the contrary. Whatever prejudice may exist is chiefly the result of injudicious policies adopted and persisted in by the roads themselves. Railroads are necessary to the well-being of the state. They are great enterprises, requiring large investments of capital, and in the successful operation of which the highest intelligence and the most exacting attention are demanded. Any causeless prejudice against them is stupid and contemptible; any unreasonable hostility toward them would be the height of folly.

If railroads will simply attend to their legitimate business and do right, I have the utmost confidence in the belief that they would have nothing to fear. It seems clear to me that the interests of these great corporations can be best promoted by methods that tend to elevate, not to lower, the standard of public administration. They ought to be the very last to introduce practices that exercise a corrupting or demoralizing influence on public affairs. But in any event, the arrogance of the lobby should be restrained by putting some severe check upon its constant impertinent interference in legislation.

The right of any citizen to be heard in a proper way before a committee of the legislature, or before any executive officer or body, is one that can not and ought not to be denied. A fair and intelligent presentation of the views of those interests at stake, so far from being forbidden, should be invited. But a band of lobbyists, organized and maintained as a permanent institution, to hang about public offices and the halls of legislation, with the sole object of interfering with public affairs, and with authority to use any means, however, questionable, to promote their ends, is altogether another thing. That kind of thing is wrong, wholly and irretrievably wrong. The evil of professional lobbying has invaded other states as well as Missouri, and scandals of the most disgraceful character have frequently occurred.

The necessity of exercising public authority to lessen, and if possible to suppress, the evil, has been very generally recognized. Particularly have the old commonwealths of Massachusetts and Virginia, representing the best types of the Puritan and the cavalier, struck a blow at this vice which Missouri would do well to imitate. It is unnecessary that I should say more at this time. The subject does not require further elaboration, for the evil to which I direct attention is so patent, so glaring, so pronounced and has been so generally observed and commented upon that nothing I could say could make plainer or more imperative the necessity of devising some adequate means of ridding the state of its debasing influence.

To these several subjects I have the honor to invite the careful and considerate attention of the general assembly, and since two of them have been already considered at great length and exhaustively discussed, both in committee and in the house and senate, I indulge in the hope that you may be able to reach an agreement without serious difficulty or much delay.

WM. J. STONE.

JAPAN'S AMBITION

Is to Advance in the Path of Progress and Develop Her Industries.

PARIS, April 24.—The Journal Des Debats publishes a report of an interview with Mr. Sone Arasuke, Japanese minister to France, upon the results of the China-Japanese war. The minister declared that European trade would be unable to withstand the competition of Japan. This, however, he said, was purely a pecuniary question, and could be modified in accordance with the adoption by European countries of a bimetallic standard or the retention of the existing standard. Japan, he said, does not project any conquests. Her one ambition is to advance in the path of progress and develop the trade and industries of the country she has recently acquired. The fears of Spain that Japan will encroach upon the Phillipine islands, the minister said, are groundless. Japan is perfectly satisfied with the possession of Formosa.

A CONFERENCE

To be Held in London Within the Year on Colonial Affairs.

MANCHESTER, April 24.—The Guardian says that a conference will probably be held in London some time within the year 1895 with a view of putting into effect several proposals based on the report submitted by the earl of Jersey of his observations at the Ottawa intercolonial conference. The idea of the conference is strongly favored by Lord Rosebery and the marquis of Ripon, secretary of state for the colonies.

THE RAILWAY LOBBY.

Its Investigation Inaugurated in the Lower House of the Legislature—State Officials and Legislators Who Travel On Passes to Be Given an Opportunity to Ease Their Consciences.

JEFFERSON CITY, Mo., April 27.—The lower house of the Missouri legislature has passed resolutions to investigate the railway lobby. The speaker appointed as a committee under the resolutions Messrs. Hammond, Sartin, Grubb, Armstrong and Rothwell, of Randolph. The first three named are republicans and the latter two democrats.

The following are the resolutions under which the committee will work:

WHEREAS, The governor of the state, in his proclamation calling the general assembly to meet in special session, charges that legislation in this general assembly has been practically controled by the influences of an active and arrogant lobby; and,

WHEREAS, This charge has been taken up and magnified, and widely published by certain newspapers in the state; and,

WHEREAS, A representative of the house has brought forward a resolution, and asked its adoption in the house, in which it is recited that members of the house are accused of receiving railroad passes, in violation of law and of their oath of office; and,

WHEREAS, All these charges and accusations are made in such vague and general terms as to put a stigma on the entire membership of the assembly, and to tend to bring into disrepute the legislative branch of our government; and,

WHEREAS, The constitution prohibits state officials and legislators from accepting transportation; be it

Resolved, That it is the judgment of this house that an opportunity should be given for the proper investigation of such charges and accusation, and that all who make charges of reflection on the integrity of members of this house shall be asked to make such charges specifically, and to furnish proper evidence to sustain the charges.

Resolved, That a committee of five be appointed by the speaker to hear and investigate all the charges and accusations that may be made before them against any member of this house on account of any alleged bribery or receipt of railroad passes or tickets, or of any act that shows any undue illegal influences that may have enabled any lobbyist to control or influence any member of the house.

Resolved, That such committee shall have power, also, to investigate any charges that may be made before them in relation to the receipt of railroad passes or tickets by any of the state officials, or by members of their families or friends at their instance.

Resolved, That the committee be given power to employ a stenographic clerk, and is hereby authorized to summon witnesses and to send for persons and papers during the progress of such investigation, and to enforce obedience thereto, as the committee deems proper to make.

Resolved, That the governor of the state, the reporters and editors of newspapers, the authors of the resolution, and all other persons, are hereby invited to appear before such committee, and to aid in such investigation by making specific charges and offering all available evidence in support thereof.

COL. PHELPS.

The committee held a meeting soon after the adjournment of the house, but only to organize. Col. W. H. Phelps, of the Missouri Pacific law department, who is accused of handling railroad passes, appeared before the committee. He said he was desirous of leaving the city for a time, and as he had been informed the committee desired his evidence, he was ready to be examined. After a brief consultation the committee concluded to postpone the investigation until next week, and Col. Phelps was informed that he would be notified should his testimony be desired.

To a group of reporters Col. Phelps said he would respond to a summons from the committee at any time or any place. The house, he said, could not have done less than to adopt the resolution, because to have defeated it would have been accepted as an admission of guilt.

GOV. STONE.

[Interview in St. Louis Globe-Democrat.]

"Will you be a witness before the pass investigating committee?"

"I have not been summoned as such."

"Did you ever travel on a railway pass since your election as governor?"

In very emphatic tones, accompanied by expressive gestures, Gov. Stone said:

"You have asked the question direct, and I answer it direct—no. I have never received, accepted or made use of a pass of any railway in the state of Missouri or out of it. My wife and children have never received, accepted or made use of a pass on any railway within this or any other state. Friends have often come to me and requested me to ask transportation for them. In almost every case I refused. No less than 500 parties have urged me to recommend them for passes during the last two years. In a dozen cases or so I heeded the request, and wrote to personal friends of mine, who were managers of railways, asking them to interest themselves in behalf of my friends on purely personal grounds; for, mind you, I have many warm personal friends who are managers and chiefs of departments in the employ of railway corporations. I generally refuse to write letters for my friends, because I did not wish to make myself a nuisance with my other friends in connection with the railroads, and did not wish to become involved in such matters. If there is any impropriety in writing such a request to oblige a friend, why, then, I am guilty of an impropriety. But in my own behalf or that of my family no request has ever been made, no pass received, none used, and you can put that down for good and all."

—The poet dare help himself wherever he lists—wherever he finds material suited to his work. He may even appropriate entire columns with their carved capitals, if the temple he thus supports be a beautiful one.—Heine.

RATTLE OF THE CARS.

THREE engines, made by the J. T. Case Engine company of New Britain, Conn., have recently been shipped to Moscow, Russia.

SPEEDS of over eighty-four miles an hour are often made by the Philadelphia & Reading and Central New Jersey engines.

THE New York Central has some smoking cars equipped with corduroy covered seats and green cambric curtains to the windows.

BUT few persons are aware of the fast schedule made by the limited mail train over the Pennsylvania & Vandalia westward. The train leaves Pittsburgh only ten minutes ahead of train No. 7, which is considered fast, and arrives in St. Louis six hours and fifty-two minutes ahead of it.

A LIVE-STOCK train of twenty-four cars was hauled over the Peoria & Eastern from Bloomington, Ill, to Indianapolis, recently, in 6 hours and 15 minutes; distance, 166 miles, and making the run it passed ten trains on side tracks. The average speed of the train when running was fully 30 miles an hour. Three years ago 12 miles an hour for a stock or freight train was considered fast.

PUNGENT PARAGRAPHS.

—Hoax—"There goes a man who will treat you, and then make you pay for it." Joax—"What is he—a beat?" Hoax—"No, a doctor."—Philadelphia Record.

—First Boarder—"What's the star boarder making all that hubbub about over that berry pie?" Second Boarder—"I guess he found the berry."—Syracuse Post.

—She—"Isn't Harvard a very exclusive college?" He—"Well, rather. I was excluded from three courses before I had been there two months."—Harvard Lampoon.

—"Oh, my dear Mrs. ——, how glad I am to see you: It is four years since we met, and you recognized me immediately." "Oh, yes. I recognized the hat."—Fliegende Blaetter.

—Dismal Dawson—"Kin I use your telephone a minnit?" Merchant—"It won't work." Dismal Dawson—"So? Have you any objection to me shakin' hands with it?"—Cincinnati Tribune.

—New Woman (in crowded car, speaking indignantly to herself)—"I didn't mind giving the young man my seat, but he might at least have had the decency to thank me for it."—Chicago Tribune.

—An Excuse.—O'Kief—"I hear you caught Jack breaking his pledge; did you catch him in the act?" McEll—"No, between the acts; he said the play was so bad he couldn't help it."—Brooklyn Eagle.

—Friend—"I can't think why you don't attend to yourself instead of having that young Dr. Gravely." Eminent Physician—"I can't afford it, my boy. My charges are two guineas a visit, while Dr. Gravely only charges five shillings."—Tit-Bits.

—Accommodating.—Mrs. Richley—"Please, Mr. Burglar, don't take that diamond pin; it's a keepsake!" Burglar—"Dat's all right, ma'am; I give yer me woyd as a gentleman dat I'll send yer de pawn ticket be mail, de foyst ting in de mornin'."

—A man would be willing that his wife should have the last word if she wouldn't be so long getting to it.—The wise man never loses his reputation by trying to answer too many questions.—There is nothing so unreasoning as a woman's love, unless it is a woman's prejudice.—Albany Argus.

—Little Robert Remembered.—"When the snow and ice have gone," said the Sunday school teacher, beaming upon the boys, "and nature awakens from her long sleep, the tiny buds begin to appear, and then what do we have? You may answer, Robert." "Sulphur and molasses," replied Robert, earnestly.—Rockland Tribune.

—Jones found Smith engaged in vigorously polishing his shoes. "What are you doing that for? I thought you always wore patent leather." "These used to be patent leather," replied Smith, painfully bringing his spinal column into its normal position, "but the patent on them has expired."—Washington Pathfinder.

—Aqua Pura Costs Money.—Customer—"Fifty cents for filling this prescription? Why, at the drug store down the street they charge me only a quarter." Druggist—"That's all it's worth at that store, ma'am. They put about four cents' worth of drugs in the bottle, and then fill it up with water. I put in the same drugs, and fill the bottle with the finest aqua pura. Thanks. Anything else?"—Chicago Tribune.

OURSELVES AND OTHERS.

Faults in Others Are Not Always Faults in Ourselves.

Our own actions do not raise in us the same feelings as similar actions on the part of others. Egoistic emotion is more or less present with all. Egoistic emotion invariably warps the truth. We do a thing, and it seems all right; another does the same thing, and it seems all wrong. A man of high moral ideal found fault with his neighbor for working on Sunday about a suburban house. The following Sunday men came from the city with a view to purchasing some lots which the moral man was desirous of selling. He took the prospective buyers over the lots with great alacrity, showing the good points. The neighbor reproved the moral man, who became extremely angry. Laborers frequently denounce a trust with great bitterness of feeling, and yet they proceed to form a labor trust with the express purpose of making labor dear and shutting off competition. They refuse to let an outside workman mine coal, except at the risk of his life, although his children may be starving. Do the workmen experience the same feeling of indignation at their own conduct in forming a trust as they do toward other trusts? A woman was one day genuinely indignant because candidates lacking a certain characteristic had been elected members of her club. In less than a week she was trying to secure the admission of a friend who lacked precisely the same quality. No feeling of indignation at her own conduct ruffled that woman's brow this time.—R. P. Halleck, in Popular Science Monthly.

Published for a Century.

There are only thirteen American newspapers which have reached the century mark. The names of these papers and the dates when they were founded are as follows: 1756, New Hampshire Gazette, Portsmouth, N. H.; 1758, Newport Mercury, Newport, R. I.; 1764, Connecticut Courant, Hartford, Conn.; 1771, Massachusetts Spy, Boston and Worcester, Mass.; 1779, New Jersey Journal, Elizabeth, N. J.; 1785, Augusta Chronicle, Augusta, Ga.; 1786, Hampshire Gazette, Northampton, Mass.; 1790, Salem Gazette, Salem, Mass.; 1792, New Jersey State Gazette, Trenton, N. J.; 1792, Greenfield Gazette, Greenfield, Mass.; 1792, The Guardian, New Brunswick, N. J.; 1793, Portsmouth Journal, Portsmouth, N. H.; 1794, Rutland Herald, Rutland, Vt.—Rutland Herald.

Vineyards of Old England.

Though the practice of wine making has ceased in England for more than a century, the remains and records of the old English vineyards are abundant and suggestive. East Smithfield was converted into a vineyard, and held by four successive constables of the tower in the reigns of Rufus, Henry and Stephen. In the reign of Richard II. the Little Park at Windsor was taken for a vineyard to supply the castle; and it was asserted of the vale of Gloucester that "there is no province of England that hath so many, or such good, vineyards as this country, either for fertility or sweetness of the grape; the wine thereof carrieth no unpleasant tartness, being not much inferior to the French in softness."—London Spectator.

Highest of all in Leavening Power.—Latest U. S. Gov't Report

Royal Baking Powder

ABSOLUTELY PURE

Scenery in the Behring Sea.

"Sailing southeasterly along the shore of that haunt of the walrus and polar bear—St. Matthew's island, in the Behring sea," said a navigator of those waters, "one is impressed by the mingling of the grotesque and the terrible in the character of the scenery. The northwest point of the island is split up into a collection of large rocks of most fantastic shapes. Houses, spires, cathedrals and figures of men and beasts are some of the forms assumed by these volcanic fragments, which, rising about the white seething foam of the sea that breaks against their base, give a weird aspect to the grim and desolate region. One rock resembling a large saddle suggested to me the thought that some antediluvian giant might in his time astraddled it, and, perhaps, fished for reptilians over the beetling cliffs which it surmounts."—N. Y. Sun.

—Preyer, the German student of the child's mind, taught his son of two years to distinguish primary colors by means of small ovals each of a different color. A student of Preyer's book has hit upon a less scientific but more poetical scheme of teaching the same thing to a little child by means of flowers and other natural objects. The difficulty, of course, is to be sure of uniformity of color in natural objects throughout the year. Even a very young child soon learns to dissociate the idea of color from the object itself when a yellow pansy, a red rose, or a blue violet is presented after a drill with different colored flowers of the same kind. A red rose and a yellow rose are quickly recognized and differentiated, and the quality of color is accentuated when a red rose and a yellow pansy are brought to the child's attention.

$100 Reward, $100.

The reader of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly on the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers, that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

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WHEN a man has more money than he knows what to do with, he proceeds to find out what he does not know.—Puck.

THE average impressionist is not as bad as the pictures he's painted.—Puck.

THE MARKETS.

NEW YORK, April 29, 1895		
CATTLE—Native Steers	$4 80	@$5 25
COTTON—Middling	6⅞	@ 7
FLOUR—Winter Wheat	2 45	@ 3 45
WHEAT—No. 2 Red	68½	@ 69
CORN—No. 2	54	@ 55
OATS—No. 2	32⅝	@ 32¾
PORK—New Mess	13 50	@ 14 00
ST. LOUIS		
COTTON—Middling	....	@ 6⅝
BEEVES—Fancy Steers	5 60	@ 5 90
Medium	4 80	@ 5 25
HOGS—Fair to Select	4 60	@ 4 95
SHEEP—Fair to Choice	3 25	@ 4 50
FLOUR—Patents	3 10	@ 3 25
Fancy to Extra do	2 60	@ 3 00
WHEAT—No. 2 Red Winter	62	@ 62½
CORN—No. 2 Mixed	45½	@ 45¾
OATS—No. 2	30	@ 30¼
RYE—No. 2	58	@ 60
TOBACCO—Lugs	3 00	@ 8 00
Leaf Burley	4 50	@ 12 00
HAY—Clear Timothy	9 00	@ 11 25
BUTTER—Choice Dairy	13	@ 16
EGGS—Fresh	....	@ 11
PORK—Standard Mess (New)	12 50	@ 12 60
BACON—Clear Rib	6⅝	@ 7
LARD—Prime Steam	....	@ 6⅝
CHICAGO		
CATTLE—Shipping	4 75	@ 6 25
HOGS—Fair to Choice	4 60	@ 5 05
SHEEP—Fair to Choice	3 75	@ 4 60
FLOUR—Winter Patents	2 60	@ 3 00
Spring Patents	3 25	@ 3 75
WHEAT—No. 2 Spring	65⅝	@ 65¾
No. 2 Red	61	@ 61½
CORN—No. 2	47¼	@ 47½
OATS—No. 2	....	@ 28⅝
PORK—Mess (new)	12 25	@ 12 40
KANSAS CITY		
CATTLE—Shipping Steers	4 80	@ 5 70
HOGS—All Grades	4 55	@ 4 85
WHEAT—No. 2 Red	60½	@ 61
OATS—No. 2	....	@ 29¼
CORN—No. 2	44½	@ 45
NEW ORLEANS		
FLOUR—High Grade	2 75	@ 3 05
CORN—No. 2	....	@ 50
OATS—Western	....	@ 33
HAY—Choice	15 50	@ 16 00
PORK—New Mess	....	@ 13 00
BACON—Sides	....	@ 7½
COTTON—Middling	....	@ 6⅝
LOUISVILLE		
WHEAT—No. 2 Red	67	@ 68
CORN—No. 2 Mixed	48	@ 48¾
OATS—No. 2 Mixed	31	@ 32
PORK—New Mess	13 00	@ 13 50
BACON—Clear Rib	7⅝	@ 7¾
COTTON—Middling	....	@ 6⅝

A TEMPERANCE TOWN.—He (rapturously)—"How beautiful you are! Just to gaze into your eyes intoxicates me." She (in alarm)—"Hush—sh-sh. Don't speak of it. This is a local option town and I may be arrested and fined."—Detroit Free Press.

"I SEE you have a safe in your dining-room," said Perkins, who was visiting Jarley. "Is that for your silver?" "No; that's my wine cellar," said Jarley.—Harper's Bazar.

"WANT any mouse traps? Come buy one, do!" "No, thanks; we have no mice." "Ach, I'll throw 'em in with pleasure!"—Humoristisches.

ON THE BAMBOO.—"I've had fully a dozen offers of marriage lately." "Mercy me! Good ones?" "Yes. All from George."—Life.

BIDDY—"Miss Arress is not at home sor. Will ye lave yer name?" M. P. Kewn—"Do you think she would take it?"—Chicago Dispatch.

THE Nashville, Chattanooga & St. Louis Railway is the Historic route to Chattanooga and the Southeast and the short line from the North and Northwest, to be used by those who desire the best facilities and the quickest time going to Chattanooga to attend the Second International Convention of the Epworth League in June. Special cars can be parked convenient to the place of meeting, to be occupied as sleeping quarters if desired while in Chattanooga. For further information call on or address BAIRD F. HILL, N. P. A., 328 Marquette Building, Chicago, Ill.; R. C. COWARDIN, W. P. A., Room 3, Insurance Exchange Building, St. Louis, Mo., or D. J. MULLANEY, N. E. Agent, 59 W. Fourth Street, Cincinnati, O.

YOU can get a very good idea of "natural selection" in its practical workings by viewing a celery glass after it has been once round the table.—Tit-Bits.

A Poisonous Mist.

This fitly describes miasma, a vaporous poison which breeds chills and fever, bilious remittent, dumb ague, ague cake, and in the tropics deadly typhoid forms of fever. Hostetter's Stomach Bitters prevents and cures these complaints. Biliousness, constipation, dyspepsia, nervous and kidney trouble, rheumatism, neuralgia and impaired vitality are also remedied by the great restorative.

AN AMPLE REASON.—She—"I cannot marry you." He—"And why not, pray?" She—"You don't pay any income tax."—Detroit Free Press.

When You Want a Thresher,

Horse Power, Swinging or