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FRIDAY'S WEATHER.

Generally Fair. Southwesterly Winds.

By the United States Weather Bureau.

MINNESOTA—Generally fair, except possibly light showers in southwest portion; warmer in northern portion; southwesterly winds.

NORTH DAKOTA—Partly cloudy; possibly showers; westerly winds.

SOUTH DAKOTA—Partly cloudy weather; possibly light showers; colder in western portion; westerly winds.

IOWA—Partly cloudy weather; possibly showers; southerly winds.

MONTANA—Scattered showers; colder; westerly winds.

WISCONSIN—Fair weather; warmer; fresh southerly winds.

YESTERDAY'S TEMPERATURES.

The Northwest.

St. Paul	52	Battleford	34
Duluth	36	Prince Albert	38
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YESTERDAY'S MEANS.

Barometer	30.30
Mean temperature	43
Relative humidity	69
Wind at 8 p. m.	Southeast
Weather	Clear
Maximum temperature	56
Minimum temperature	30
Daily range	26
Amount of precipitation (rain and melted snow) in last twenty-four hours	0

RIVER AT 8 A. M.

Station.	Danger Line.	Gauge Reading.	Change in 24 Hours.
St. Paul	14	3.9	0.0
La Crosse	10	4.7	—0.1
Davenport	15	4.9	*0.1
St. Louis	30	18.5	*0.4

*Rise. —Fall.

Note—Barometer corrected for temperature and elevation. —P. F. Lyons, Observer.

ATLANTIC LINERS.

NEW YORK—Arrived: Island, Copenhagen. Sailed: Augusta Victoria, Hamburg; Friedrich der Grosse, Bremen; Cufic, Liverpool; America, London.
GLASGOW—Arrived: Anchoria, New York.
LIVERPOOL—Arrived: Waesland, Philadelphia.
QUEENSTOWN—Sailed: Majestic, New York.
LONDON—Sailed: Mohawk, New York.
HAMBURG—Arrived: Pennsylvania, New York.
ROTTERDAM—Sailed: Amsterdam, New York.
GENOA—Sailed: Werra, New York.
BREMEN—Arrived Trave, New York via Plymouth; Dresden, Baltimore.
HAVRE—Arrived: La Bourgogne, New York.
PHILADELPHIA—Arrived: Nederland, Antwerp.

TODAY'S EVENTS.

METROPOLITAN—Richard Burton lecture, "More About Japan," 8 PM.
GRAND—"Gayest Manhattan," 8 PM.
Dwyer-Fischer wrestling match, Conover hall, 8 PM.
Democratic-Citizens' committee, Endicott Arcade, 4 PM.
Naval recruiting board, Federal building, 10 AM.
Second ward Prohibitionists, 718 East Third, 8 PM.
Municipal league, chamber of commerce, 4 PM.
Trades and Labor assembly, Assembly hall, 8 PM.

—We may have to stop this row with Spain to go over to South Dakota and whip the Sisseton and Wahpeton Indians. The government, regarding these red men as mere "cattle," is trying to pay them for their lands in cattle instead of money. When will Uncle Sam ever learn that he should be fair even with an Indian.

—The legislature of Pennsylvania has met with poor success in its efforts to restrict and discourage alien labor by its act taxing unnaturalized laborers three cents a day and making the employers collectors of the tax. Court after court in the counties has declared the law unconstitutional, and there is no doubt that the supreme court of the state will so hold it should a case reach it on appeal.

—Now that Senator Mitchell, of Wisconsin, has joined Joel Heatwole in the cry for war it is difficult to see how the president can put off the great conflict until Monday.

This Looks Like War.

Two events yesterday indicate that nothing can prevent an early declaration of war by congress but the backdown of Spain, and that is outside of all probability.

The reply of the president to the representatives of the six European powers carries its sting in its tail. He asks the powers to appreciate the endeavors of the United States to "fulfill a duty to humanity by ending" a situation that "has become insufferable." While these are the words of diplomacy, they are to be read with the preparations that have been made for a state of war. It really looks as if the president had assumed a stationary position and were looking the situation squarely in the face.

But the more significant event is the recall of Consul General Lee from Havana. This is tantamount to a recognition of the existence of a state of war. At the least it indicates a conviction that hostilities are impending and unavoidable. We have felt confident that, in spite of all the bluster, there would be no war; we are now convinced that nothing but the concession by Spain of independence to Cuba can avert it. And of that we are hopeless. Spain would prefer a fight to that, even if defeat were certain.

An Appeal to the Women's Clubs.

Elsewhere in this morning's Globe is a letter from the Cuban central relief committee, of which Clara Barton is the head, stating, in reply to a request of The Globe for information in what way the women's clubs of St. Paul could assist in their charitable work, the manner in which the clubs can contribute and the needs of the committee. It is accompanied with interviews with several ladies connected with various clubs, and their commendation of the movement is cordial and strong.

The appeal to human sympathies always gets a warmer response from women than men; their gentler natures being more sensitive to suffering than are those of men, casehardened by daily contact with conditions that incrust the sensibilities with indifference. There is pertinence in the suggestion of one of the ladies that the Daughters of the American Revolution might, with exceptional propriety, lead in this work, and the Women's Relief Corps of the G. A. R., themselves so closely in touch with the suffering war entails, might co-operate. Mothers' clubs, too, mindful of the mothers and children of Cuba who are suffering for life's necessaries, can be confidently relied upon to assist. We may all differ as to the merits of the cause that has brought the misery that calls for relief, but all differences fall away in the presence of starving women and children. What will be the response of the women's clubs of St. Paul to Clara Barton's appeal?

Awfully Tough—But They Like It.

The Republican city convention's platform opens with a sober, decorous and entirely original proposition. "The Republican party of the city of St. Paul," it reads, "in convention assembled, points with pride to the record of the last few years in the fulfillment of its pledges."

Up in one of the lumber camps of Maine, so runs a story that Blaine used to tell, there had been so much grumbling about the grub that it was agreed by the men that the next one who complained should be fined a month's wages, the proceeds to go to improving the larder. One day an unusually leathery pie was served, and one fellow, tugging away at his slice to sever a mouthful, stopped to ejaculate: "This is the dod-blastedest, toughest pie I ever chawed"—then, remembering the compact—"but I like it," he finished.

"Pointing with pride" to the record of an administration all mention of the name of whose responsible head the same convention received with hisses, and whose request for the vindication of a renomination they rejected with scorn, is rubbing it on pretty thick. But it is hardly to be expected that entire frankness should characterize such a body, assembled for such a purpose, and whose action culminated in the nomination of a man for the same responsible headship with such a record as the Always Reaching has. In fact we cannot see what else, under the circumstances, it could have done. Like the Maine lumberjack's pie, the record is dod-blasted tough; but, like him, they were constrained by the exigencies of the situation to vow that they like it.

The Campaign's Comedy.

We have seen many grotesque situations in the play of politics, but we do not recall any more so, any that more excited ridicule than is this candidacy of Erwin for the mayoralty. There is grotesqueness in a criminal lawyer, an adept in the art of saving criminals from merited punishment, a disciple of Brougham, whose maxim was that any means were excusable that would win a client's case, posing as the scourge of corruption, the champion of purity in municipal government, the rebuker of immorality, the foe of the unjust, the defender of public justice. We question if Erwin can resist the impulse to wink at his two partners when they meet after one of his theatricals.

Then there is his delicious posing as a Democrat; possibly the funniest part of his whole performance. To The Globe's doubts of the orthodoxy of his Democracy he explained in a subsequent speech that he was a Democrat because he had stumped the state for the Alliance in 1890 and because he had defended the Homestead men in 1892. It would detract from the melodramatic effect of this were the size of the retainer in either of these cases stated, and we are glad that Mr. Erwin does not diminish the hilarity of his antics by dragging in so prosy a matter. There were, however, several other retainers accepted by Mr. Erwin to defend men accused of crime, that of the murderer of the Sioux City minister, for instance, or his defense of Hayward, which he might cite as evidence that he is a Democrat.

We have not observed any reference by him, in support of his claim to being a Democrat, to his assistance to the Republican managers in the campaign of 1892 in their installation of the People's party organization in this state for the express purpose of setting to diverging the converging lines which promised to bring into union the Alliance and Democratic parties, but we assume he will put this forth later as a claim for Democratic votes. Meanwhile, we trust that Mr. Erwin will continue to contribute to the gayety of the campaign with his motley crowd of Falstaffian recruits.

—The gunboat Diogenes has been renamed Topeka. This government wants nothing in its service suggestive of a tub.

—On the verge of war is it appropriate to inquire whether Gen. Miles would look better on a warhorse or a sawhorse?

—The greatest sorrow of the people just now is that they will have to wait half a dozen years before they can wipe Mark Antony Hanna off the political map.

—The first half-dozen days of April have too many frost barbs. The month can yet become popular, however, by turning on the heat and becoming the real old-fashioned April.

—A company in Milwaukee, which is getting in trim to slap Spain's face, is making a wise move in taking target lessons. It is now trying to see if it can hit the side of a barn.

—The Chicago Times-Herald has challenged the Chicago Tribune to produce its books and make good its declaration that its average Sunday circulation for the last three months exceeds 120,000 copies. The Times-Herald selects as the committee of investigation three members representing the six largest advertisers in the Chicago Sunday papers. If the committee reports that the claim of the Tribune is well founded, then the Times-Herald will contribute $5,000 to any charity in Chicago named by the committee of investigation.

—"The peculiarity of a Cuban bond," says the New York Evening Post, "is that, by some mysterious influence, it stimulates the holder's sympathy greatly with the Cuban insurgents, and makes him extremely desirous, although he knows little or nothing about either their rights or wrongs, that other men should lay down their lives for them. What kind of government they will set up after these men have died for them, he does not care a cent. It is pretty well known today that the Cuban bond is the greatest obstacle now to a peaceful settlement with Spain. Give the most peaceful, middle-aged American a Cuban bond, and ten to one he begins, in a day or two, to whoop and howl for war like a dervish."

—The reform government of New York city, which was ousted by the united Democracy last November, is in danger of indictment for having exceeded the constitutional debt limit in their expenditures of the city's money. Comptroller Coler estimates that $30,000,000 is a conservative estimate of the amount by which the debt limit has been exceeded. Mayor Strong and the other reformers sneer at the charge very much as Bill Tweed once sneered at a body of citizens engaged in investigating his rascalities. The language which he used on that occasion was: "Well, what are you going to do about it?"

HUMOR OF THE NORTHWEST.

Bishop Whipple—Many years ago (says the bishop, who is testifying to the honesty of the red Indian) I was holding a service near an Indian village camp. My things were scattered about in a lodge, and when I was going out I asked the chief if it was safe to leave them there while I went to the village to hold a service. "Yes," he said, "perfectly safe. There is not a white man within a hundred miles."—Tacoma (Wash.) Ledger.

If you sin, you must suffer for it; that is law. But though you sin, you may be forgiven for it; that is love.—Bede's Budget.

If you love, and the other fellow steals your girl, you put a head on him; that is business.—Ortonville Journal.

The boom-boom of the prairie chicken; the song of the meadow lark, the sample dress goods received by the ladies, and the green postage stamp all seem to indicate that spring is near.—Beardsley News.

A man told us recently that everything is imagination. That the tree we think we see is not there; it is just our imagination. That is all right. But suppose that fellow had a pretty wife and some other fellow went up and kissed her, he would have a nice time convincing him that it was all imagination—that his wife wasn't there at all. If it really is imagination—we are willing to let our imagination travel that way—often.—Edgeley (N. D.) Mail.

There was a young man from Pauline, who fell into a threshing machine; they rubbed him down with butterine, rolled him up in bandoline, then administered kerosene, fed him two days on parafine, made him drink pure gasoline, and his bread spread with parisgreen, soaked his feet in carboline, smeared his clothes with cottolene, dyed his hair with tourmaline, and nursed him back with vaseline, chucked him into a magazine, and that's the last of him they've seen. —New Richland North Star.

NORTHWEST NEWS AND VIEWS.

There was another chairman once, who shocked St. Paul and bluffed even J. J. McCafferty—and he's a mighty man. The Courier cannot allow a man by the name of Funk to be the only bedbug in the political bunk, so we say:

Funk has qualities good and great,
But when of chairmen you would prate
We'll sing of him with mouth of flannel
Who floored O'Brien, Butler, all—Bill Erwin's Paddy Scannell.

—Grand Forks Courier.

The board of inquiry made its report yesterday. The "Maine was blown up from the outside." Now then, Spain should be blown "inside out."—Carlton County Vidette.

Judging by the favorable notice given by the Pioneer Press to Dr. Schiffmann, the St. Paul candidate for mayor on the Democratic ticket, it will require a clean-cut man on the Republican ticket to get under the wire first.—Stillwater Gazette.

Archbishop Ireland, as the representative of the pope, may undertake to mediate between Spain and the United States. The good archbishop will save his pride a long fall if he keeps out of the muddle. The government, if not the administration, is competent to deal with Spain.—La Crosse Press.

CONSUL GENERAL LEE'S REMARKS.

From the New York Sun.

The Spaniards call Fitzhugh Lee a Yankee. —Havana Dispatch.

"They say that I'm a Yankee:
I have heard it many times,
I have seen it in their papers,
It is their songs and rhymes;
I'm the Yankee Counsel-General,
I'm the Yankee who's come down
To steal the brightest jewel
From the old Castilian crown.

"They say that I'm a Yankee:
If I'd heard it in my youth,
I might perhaps have questioned
Its everlasting truth;
But now I glory in it;
It's the landmark of my birth,
And I'd rather be a Yankee
Than anything on earth.

"They say that I'm a Yankee,
And I'm glad to say I am;
A Yankee of the Yankees,
And the man ain't worth a—well,
Who wouldn't be a Yankee
When the Banner is unfurled
That has made the Yankee Nation
The greatest of the world?

"They say that I'm a Yankee.
Virginians, can it be
That history will mention
The Yankee, Fitzhugh Lee?
I hope so; and, Virginians,
Let all of us give thanks
That now dear ol' Virginny
Is loaded full of Yanks."

—W. J. L.

DANGERS IN CULLOM BILL

MORE POWERS TO INTERSTATE COMMERCE COMMISSION

The Bill Analyzed by President Smith and the Objections to the Grant of the Powers Asked Pointed Out, While the Arguments for It Are Criticised and Answered.

Milton H. Smith, president of the Louisville & Nashville Railroad company, presents, in the April Forum, his reasons for considering the demands of the interstate commerce commission for enlargement of its powers to be dangerous. He makes the Cullom bill, introduced in the senate last January, and which embodies the suggestions of amendments contained in the report of the commission, the text of his article. After specifying them in detail he summarizes them and their effect in the following language:

In other words, the proposition is to give the commission the power to regulate, in the most complete and extensive manner imaginable, every detail of intirstate railroad traffic; all such regulations to take effect without any resort to judicial tribunals for their enforcement, and, ordinarily, in spite of the pendency of proceedings of review in court. Relief from the regulations can be obtained only when the carriers go into court and there show that the regulations are unlawful; whereas, the intention of congress in creating the interstate commerce commission was simply to confer upon it such powers as would enable it to ascertain violations of the law, and to proceed in the courts for their correction. The purpose is to change the commission from a mere auxiliary tribunal, assisting the courts in their lawful work, into a tribunal with vast original powers far greater than any court can exercise, and which can be made effective without any resort to the courts.

He then proceeds to consider the reasons assigned for the proposed increase of jurisdiction. The argument that it is absolutely essential to clothe the commission with these powers if congress should authorize railway companies to pool their traffic, is met by him with the statement that it rests upon the fallacious theory that pooling contracts destroy the competition that regulates rates, and that, if such competition be destroyed, the regulation of rates must be given to the commission. To this he replies:

This argument proceeds on the erroneous theory that pooling contracts destroy the competition that regulates rates, and that, if such competition be destroyed, the regulation of rates must be given to the commission. But the effective competition in the regulation of rates is not so much a competition between railroads, which would or could pool their traffic, as a competition with waterways and between markets, which cannot be destroyed or controlled either by pooling contracts or otherwise. If railroads be permitted to pool their traffic, these kinds of competition will still remain, and will still effectually control rates.

Again, to the argument that similar powers are given the English railway commission, he makes answer that, while it is true, that commission not only possesses the powers of a court, but is in fact a court, three of its members being judges of superior courts and one of the other two must be a man experienced in railway matters. The commission is made a court of record by the act creating it, and its sole business is to hear and determine complaints and determine the relief which the law allows. It acts as judicially, construing the railway laws as does a law court construing the civil law. None of our interstate commission is a judge, none of them is or is required to be experienced in railway management, and "in fact none of them has had such experience." It is more of an inquisitorial body than a court; a sort of grand jury restricted to matters relating to railways. The English court cannot make rates except under restrictions, through rates; that power is reserved to parliament.

He meets the argument of the hostility of the courts which has deprived the act of its intent, destroyed its efficacy and prevented the commission from prescribing rates, with a denial that there is to be found either in the act or in the debates preceding it, any evidence of the grant or intended grant of such power. He examines the report of the committee transmitting the original bill and the debates upon it, and shows that the courts have merely construed the law according to its letter, in which is to be found no such grant. One ground for the request for increased power is that, unless the commission can make rates for the entire railway system of the country, there will be no adequate remedy for extortionate charges. To this he replies:

Moreover, the argument proceeds solely upon the absolutely false assumption that rates in general in this country are extortionate; whereas, in fact, they are admitted to be remarkably low and, generally, to have decreased rapidly in the past few years. If any rates are too high, such rates are out of line with the general adjustment, and for that reason are in conflict with the present law and can be readily corrected under it. Since rates in general are admittedly not extortionate; since, if any particular rates are too high, ample opportunity for correction now exists; and since all other reasons urged by the commission for radical changes in the law are utterly groundless, the public now has ample protection, and there is not the slightest excuse for such sweeping legislation. The public has infinitely more protection for the really vital commercial interests involved than it could possibly have if the commercial destinies of the country were confided to the commission, as they would be if the latter's demands were acceded to.

Turning then to his exposition of the danger of bestowing upon the commission the powers asked, he says:

There exists a much closer community of interest between a railroad and the localities and industries upon it than is ordinarily realized in discussion of these matters. The only way a railroad can make money is to perform transportation service, and obtain the revenue therefor; but it cannot perform the transportation sevice unless there are passengers and property to be transported. Passengers and property will not be transported to or from a particular locality unless the state of business at that locality warrants the transportation. The greater the business, the greater the demand for transportation service, and consequently the greater the railroad's revenue. It is to the railroad's interest to develop as far as possible the productive enterprises of every productive enterprises of every locality upon its route. The greater the development the greater outbound traffic the railroad secures. The greater the demand for the section's products, the more prosperous its people, and the more they consume; hence the greater the inbound traffic. The railroad, therefore, is united in interest with the localities along its line. * *

To give the commission the powers demanded would deprive every locality of the opportunity, with the co-operation of the railroads, to develop new enterprises or maintain those already in operation, in order to compete with establishments on other railroads, except with the sanction of the commission. * *

This he illustrates by a recent case, with the locus of which we are all familiar, that of Eau Claire board of trade against the Chicago, Milwaukee & St. Paul Railway company:

It seems that Winona, La Crosse, and Eau Claire are rival lumber markets, and that the railroads extending westward from Winona and La Crosse, but not reaching Eau Claire, had, in the interest of Winona and La Crosse, and in their own interest, established such rates on lumber to the West as would encourage and develop the lumber trade at Winona and La Crosse. Eau Claire, which had the more favorable natural location, objected seriously to the favorable rates given to Winona and La Crosse. The commission sustained the objection, and held that a railroad had no right to develop the territory on its line by so adjusting its rates as to enable the points on its line to get a fair share of business in competition with points off its line having a more favorable natural location; pronouncing such a principle as "radically unsound." The commission's purpose, therefore, would be to give Eau Claire the full benefit of this natural advantage, even though it might drive Winona and La Crosse wholly out of the lumber trade, might practically destroy them, and might establish a virtual monopoly at Eau Claire.

After describing the intricacies of rate-making, and quoting ex-Commissioner Cooley's statement that this task for a single state would be an enormous, while, "in a country so large as ours and with so vast a mileage of roads, it would be superhuman." Mr. Smith goes straight to what, after all, is the gravamen of the entire problem, the fruitful source of all the just complaints out of which this railway legislation has grown, and to which, as yet, the commission has not adequately directed its powers. He says:

The one thing seriously needed to improve the rate situation in this country is the enforcement of the law against unjust discrimination by secret concessions, rebates, and other devices. The commission is charged with the power of enforcing these provisions; and it is made unlawful not only for the railroads to make unjust discriminations, but for shippers to induce or aid in them. Yet, one rarely hears of any attempt to punish the railroads, and never hears of any attempt to punish shippers, although the commission itself announces that this species of illegality is wide-spread in many sections of the country. So long as rate-cutting is not stopped, large establishments, willing to violate the law, have it in their power to secure from railroads—which, in order to get business, are ready to assist in such violation—better rates than small establishments can get. The result is an unjust discrimination; building up one person and prejudicing another, and at the same time entailing a loss of revenue on the railroad—all which would be prevented if the commission would enforce the law, as it is its duty to do. I take it, the commission would have the cheerful co-operation of the carriers in any practical propositions to strengthen the law so as to facilitate the prevention of these unlawful practices. The passage of a pooling law would, no doubt, aid in putting an end to rate-cutting; and if accompanied with ample power in the commission over pooling contracts, and over the rates maintained under those contracts, there ought to be no possible objection, even on the part of those who imagine that such contracts, if unrestrained, would lead to unreasonable rates.

National Honor First.

From the New York Sun.

To the Editor of the Sun—Sir: Has the president of the United States forgotten that we have lost a battleship by an act of war committed in time of peace? The court has decided that the cause was external and that the Maine was lost by no fault of her officers. This country wishes for no arbitration in that matter. To suggest it is an insult. To delay is making us contemptible in the eyes of all Spaniards, as well in the eyes of all civilized people. Englishmen in this country are saying: "You are not going to do anything about it?" "You will not fight?" It is beginning to look that way.

A few days since you published a letter (and a bill against Spain) favoring an indemnity of four of five million dollars. If we ask an indemnity, let us not put it, as in this case, below the market value of the ship. If it must be netted in dollars let it be thus:

Value of the Maine	$5,000,000
Indemnity for men lost	3,000,000
Penalty	45,000,000
Total	$63,000,000

If we ask for money, make the sum so large that little nations at least will be afraid to blow up our men-of-war as a matter of spite. The dignity and safety of our country demand that the question of the Maine disaster be settled first. To delay is to show the world that we have great sympathies and care nothing for national honor. The present action in pushing Cuba to the front as an issue will be interpreted as a cowardly thing on the part of this country.

We have no question for arbitration. Arbitration merely means that the party in the right gets half his just dues instead of the whole. It means that lies weigh as heavily as the truth. It means that you "split the difference" with the devil. America has had enough of arbitration.

If we are ready to fight, and mean to do so at any cost, we shall never be called upon to engage in war. If we demand what we think is due us, and persist in our demands, we shall obtain what we ask and there will be no fight either.

The administration should wake up to this fact. Americans have already done so. As an individual I am more deeply angry than I have ever been. My anger is growing. While I can wait I cannot see the important matter of national honor made second instead of first, at least not without a protest.

New York, April 3. —A. Grandson of 1812.

Believers in McKinley.

To The St. Paul Globe:

It seems to me that the men and papers who are urging "war at any price" are not much, if any, better than the "peace at any price" fellows. President McKinley now stands in the same relation to the "on to Spain" crowd that Lincoln did toward the abolitionists in '61 and '62. Mr. Lincoln first declared slaves "contraband of war," and then in the summer of '62 he liberated all the slaves whose masters were in the Confederate army.

I was in Virginia, as a ninety-day volunteer, when the first emancipation proclamation was issued, and shall never forget the crazy joy of the people in a colored church when our chaplain read the proclamation. Many of the abolitionists were much dissatisfied when they learned that only a small part of the slaves were freed. I stayed over night not long after with one of the leading abolitionists, and at morning prayers he prayed most earnestly that God would give Mr. Lincoln courage to do his duty. We soon saw the wisdom of Mr. Lincoln's movements, and so we will of Mr. McKinley's. Washington was first in peace as well as first in war. In the fullness of time, January, 1863, Mr. Lincoln declared every slave free, and the whole world, unless we except Spain, said amen! Yours respectfully,

—James Suydam.

St. Paul, April 5.

That "Monkey Doodle Pizness."

From the Park Rapids (Io.) Gazette.

We mean to be very reasonable and patient, but we are almost inclined to say with Yon Yonson: "That monkey doodle pizness about Spain makes us mad." Nothing seems to progress in connection with it but the voting of appropriations. Now the battleships rush down toward the gulf, and now they steam back to New York; today the papers tell us that the president is not weakening, and tomorrow a cabinet officer expresses the opinion that the whole matter will be adjusted diplomatically.

Mr. Reed's Joke.

From the Pittsburg Dispatch.

Recently Speaker Reed wished to see a man on some pending legislation and telegraphed for him to come to Washington. The man took the first train available, but a washout on the road made it impossible for the train to proceed further toward its destination. Going to a telegraph station he sent this dispatch to the speaker:

"Wash out on line. Can't come."

When Reed read the message he sent back this reply:

"Buy a new shirt and come anyway."

It Sounds Virgilian.

From the Ortonville Journal.

Nullo fata loco possis excludere. This is a proverb from the Sioux language, and means that there is no place from which fate may be excluded. "Educators" did not believe this to be true; but it was and is.

Then It Will Be Too Long.

From the Davenport (Io.) Democrat.

The Republicans of Iowa have decided to have a shorter campaign this year than usual. They will not hold their convention at a time when they ought to be planting corn, but after the crop has matured, in other words, on the 1st of September, at Dubuque. They have followed the Democratic custom of getting away from Des Moines. Last year their convention was held at Cedar Rapids.

AT THE THEATERS.

Humor, genuine though delicate, permeates the delightful comedy sketch, "A Bit of Real Life," which will be presented by Mr. and Mrs. Sidman, and in which Mr. Sidman gives a portrayal of an old country squire on a visit to New York. The Sidmans this season are with Hopkins' Trans-Oceanic Star Specialty company, which will hold the boards at the Grand next week.

All those who invested in the "Southall" checks are advised to take in the performance of "Gayest Manhattan" at the Grand this week, which is guaranteed to drive away dull care and worry and make a person forget that anything like "hard times" ever existed.

Mr. E. Burton Holmes will deliver a second lecture at the Metropolitan tonight, his subject being "More About Japan."

The attraction at the Metropolitan opera house for four nights and Wednesday matinee, commencing Sunday evening, will be the "Black Bostonians," the greatest aggregation of colored artists ever seen in this country. The company is headed by the famous soprano, Miss Maude Mae Palmer, and includes many well-known and popular entertainers.

The correspondents who are forecasting the president's message must have been trained in the weather bureau. It will be mighty hard for the president to think of anything to say which they have not predicted at one time or another.—Buffalo Express.

IN WOMAN'S REALM.

A convention of the Federated Day Nurseries of the United States will be held in Chicago, beginning the evening of April 20. Mayor Harrison will open the conference in Handel hall, where, besides the members of the fourteen Chicago day nurseries, will be gathered over a hundred delegates, representing the work as far West as Denver and as far East as New York, Boston and Philadelphia.

Miss Sophronisha Breckenridge, eldest daughter of Col. W. C. Breckenridge, of Kentucky, has recently been made a "fellow" in the department of physical science in the Chicago university. Miss Breckenridge is a lawyer of some experience and of marked success, having practiced in the office of her father and his partner, John T. Shelby.

JUST A MOMENT.

Helen Gould, though but 27 years old, mistress of Lyndhurst and possessor of $15,000,000, maintains the attitude of a woman twice her age toward charitable, philanthropic and educational movements. She teaches a Sunday school class; makes personal visits to the hospitals, and is a generous contributor to institutions for the higher education of women.

Companies of soldiers, composed entirely of girls, have recently been organized in Denver, Col., and in Atlanta, Ga. They have been drilled by Sergt. W. J. Foster, who declares that they are skillful with their weapons and Amazons in bravery.

"Nine times out of ten the woman who nags is tired," writes a celebrated physician, "and one time out of ten she is hateful"—turn it the other way, Doctor, and add, "the whole ten times her family is tired."

"Holy Laughers" is the name of a new religious sect in Georgia. Wonder if all the women therein won't die of "shegrin?"

Some physicians of note are beginning to consider jealousy as a disease. How would a prescription for a jealousy-bitten woman read? One grain of common sense, ten grains of pride, take every hour in half a glass of stamina.

Prince Bismarck once said that the Empress Augusta, of Germany, contributed more to the deterioration of his nerves than all his labors combined; his words are:

"That exalted lady powerfully contributed to the deterioration of my nerves. She was of a nervous, changeable, restless nature, and she immediately flamed up if one would not or could not acquiesce in her plans. The friction between us began early.

"In time there arose at her court a cabal which did not invariably employ unexceptionable methods to achieve its objects, and it was so powerful I should have been unable to carry my plans through unless the old gentleman (Emperor William I.)—who, by the way, suffered no less than I from these things—had always run away at the decisive moment.

"I can safely say that this protracted woman's war injured my health more than all the public battles I fought in parliament or in the diplomatic service."—The Humanitarian.

If you can, get a daily paper of '88 and compare its woman's column with that in an issue of the present. You will find in one a fusillade of cooking recipes, complexion hints, bombazine and calicoes, and in the other a running fire of clubs, societies and federations—all in a fight.

Miss M. Louise Gillmore has a record of thirty-one years of service in the United States mail service of Chicago. No other woman has served Uncle Sam so long.

The New York Sun and the Atlanta Constitution are having a war of words over the question as to whether "women like to be bossed by men" or not. The only visible means of settling the dispute is to let every man try to once or twice in his own household.

The Duchess of Roxburgh, an intimate friend of the queen's, sometimes smokes a pipe while she is out driving, and now the newspapers and new women are asking "why not?"

MARGARET MATHER DEAD.

She Collapsed While on the Stage, and Did Not Again Recover Consciousness.

CHARLESTOWN, W. Va., April 7.—Margaret Mather, the actress, played her last death scene here tonight. While playing the cave scene in the fourth act of Cymbeline in this city last night she collapsed and was carried off the stage in an unconscious condition, and never regained consciousness.

She died at 5 p. m. of convulsions, caused by acute Bright's disease.

Miss Mather's parents live in Detroit. No arrangements have been made for the funeral.

Margaret Mather, as she was known on the stage, was Margaret Finlayson, and she was born in 1862. Her father, John Finlayson, is still living in Detroit. She passed her childhood among squalid surroundings, not in any way tending to divert her attention toward the stage. Having a chance some time later to join a barnstorming troupe, she availed herself of it with the result that in 1889, while in New York, she attracted the attention of Manager James Hill, who persuaded her to take a course in a training school. After two years' of study of the part of Juliet, she made her debut in that character in Chicago at McVicker's in 1882.

Margaret Mather has been twice married, the first being with Emil Haberkorn, an orchestra leader. She was divorced from him and shortly after she married Gustave Pabst, the Milwaukee brewer. This venture, too, was a failure, with the result of another divorce. Her latest venture was a magnificent production of "Cymbeline," under the management of Bert C. Whitney, of Detroit.

GREEN BAY, Wis., April 7.—Elisha Morrow, one of the best known characters in this part of the state, died today.

New York, April 7.—J. M. Harriman, a broker in this city and Savannah, Ga., died suddenly while dressing at his sister's home in this city today.

Green Bay, Wis., April 7.—Rowland R. Minturn, superintendent of the northern division of the St. Paul road, died today of an abscess on the brain.

Philadelphia, April 7.—Lieut. David Daniels, navigating officer of the coast defense ram Katahdin, died this morning on board the ram, which is at the League island navy yard.

FELL SIXTY FEET.

Eight Men Carried Down With a Portion of a Bridge and One Killed.

LETHBRIDGE, N. W. T., April 7.—A portion of the new bridge for the Crow's Nest Pass railway over the St. Mary's river was blown down today, carrying with it eight men. One man, named Ferguson, of Renfrew, Ont., was killed, and the other seven seriously injured. The men fell about sixty feet.

Better Awheel Than Agovernoring.

From the Mandan (N. D.) Pioneer.

Some of the kind friends of the senior editor of the Pioneer are suggesting that he is good material for governor of this state. This courteous suggestion is thoroughly appreciated, and we stand flattered. But this is an honor that cannot come this way at this time. For years past the recipient of this flattery has had an ambition to take an American made bicycle and ride along the Appian way; to make a picture of the Pantheon, the Coliseum and the Parthenon with his kodak; to wander amidst the halls of the Alhambra (provided we are not fighting Spain); to visit friends of his extreme youth, and this seems to be a good year to do it.

Want to Slash the Firs.

From the Tacoma (Wash.) Ledger.

There is considerable activity among mining men in this section, in preparing to commence work on their claims as soon as the season will permit. There is no doubt that if the odious and prohibitive forestry reserve order could be repealed there would be more mining work done in this state this season than ever before. Much attention of Eastern and foreign capitalists has been turned to the mineral wealth of Western Washington, but not a dollar will be invested in property inside the reserves until the order is modified or repealed.

EPISTLES TO ST. PAUL.

HOBBIES THEY RIDE.

IV.

Henry Pratt Upham does not look like a man with a hobby and possibly would not plead guilty, if questioned, but one has only to remember that Mr. Upham was born at Millbury, Worcester county, Mass., and that he is a member of the American Antiquarian society, and the Antiquarian society of Worcester, to be sure that such things as the Charter Oak, the Log of the Mayflower, Dutch clocks and spinning wheels interest him most. Notes and bonds and bills of exchange are well enough in their way, but, after all, it is the Dutch clock and the pamphlet record of colonial days that make life really worth the living.

There dwells at the Colonnade a young man who is due to take to drink. He is well connected and his name is not given in connection with this history, for it would not do for his family to hear of what drove him to the end that he is about to make of himself by means of strong drink.

"I was going along Wabasha street," he said; "it was evening. Near the corner of Sixth street I saw a wallet lying on the walk. I dropped my handkerchief on it and gathered it up, and when I felt its fat proportions I almost wept for joy. I hid it in my pocket and sneaked down Sixth street. I turned into the first alley that I came to and took a peep into the book. My wildest expectations were more than realized. There was a wad in it that made me thrill with rapture. It was big enough to choke a cow. It was thick and solid, held together by a stout rubber band and on the outside was a fifty. I tore off the band and stripped off some of the bills. There were dozens of them and the smallest one of the lot was a ten spot. I nearly died of joy. That's what makes me sore. I got so deliriously happy that I woke up. And say, do you know, I would have given half my life to have been able to go to sleep again for five minutes. Holy smoke, but how I would have burned that dough if I could have got into a nap for a minute! But I haven't slept since, and now I'm going to drown myself in drink or produce the rest of that dream."

Dr. Schiffmann himself does not know to this day how narrowly he escaped being offered the Democratic nomination for the mayoralty in 1896.

One day in the spring of that year it had become