

GAINESVILLE The Sun

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H. H. McCREARY, Editor and Publ'r.

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OUR CLUBBING LIST.

The Sun and the Thrice-a-Week (N. Y.) World one year..... \$1 05
The Sun and the Atlanta (Ga.) Weekly Constitution one year.. 1 75
The Sun and the Atlanta (Ga.) Semi-Weekly Journal one year. 1 50
The Sun and the Semi-Weekly Times-Union one year..... 1 50

We will not accept stamps of a larger denomination than 2 cents.

There are 250,000 traveling men in the United States, and most all are young men.

The tallest inhabited building in the world is the Park Row building in New York, which is 390 feet high.

The Japanese strictly enforce a law which prohibits the use of tobacco by boys under twenty years of age.

Take care of your dimes and your dollars will be taken care of by J. Pierpont Morgan and John D. Rockefeller.

The Peruvian railways have all been consolidated. They are now controlled and operated by an English syndicate.

It is hard to convince a boy that his best friend is his mother, when she has him across her lap with her slipper up in the air.

What this country needs is a few more people who are willing to practice after they get through preaching.

The oldest judge of a United States court is Justice John Jackson of the Northern District of West Virginia, who was appointed by President Lincoln forty-five years ago and has served continuously since then.

The person who is entirely satisfied—contented—is like the stump of a tree rooted in the ground. All that is good about him has been cut away and he will never get higher than he is now, nor find a better place.

Lawson has excited the wrath of John D. Rockefeller by stating that two men will soon be in undisputed ownership of the entire wealth of this country. "Jawn" would like to have it understood that he intends to be the sole owner.

Lent will be late this year, as Ash Wednesday is March 8th, later than usual. Palm Sunday is April 16, and Good Friday is April 21. Easter Sunday, when all the world blossoms forth in lilacs and new Easter bonnets, comes April 23.

Soldiers are recompensed thus: English, \$7.14 a month; German, \$2.50 a month; French, \$1.74 a month; Russia and Japanese, about twenty-seven cents a month. No wonder the latter yield up their lives with pleasure and enthusiasm.

The Atchison Globe wants to know why people always laugh at a newly married couple. Perhaps it is because it would be inexcusably rude to scowl at 'em; or perhaps, again, because they are thinking of what the angelic dreamers will think of the goods after the honeymoon gloss has been worn off.

If the time spent in talking good roads were put into actual work, there would be no complaint regarding the highways of the country. It is apparent to all that good wagon roads are as essential as good railroads, as ninety per cent of the products that are shipped by rail have to be drawn on wagons and trucks to the railroad. The question has been discussed enough. Action is necessary, and not until some action is taken will the roads be improved.

WILL IT BE A NEW GOVERNMENT?

Russia, one of the world powers, is fast making history which is anything else but a credit to her in this the most enlightened period of the world; with her great losses in the Eastern war, taken in connection with the public upheaval at home, it would seem at first glance at the situation that the reign of the autocrat is at an end, for it is fully realized that with like conditions existing elsewhere, the downfall of this government would naturally follow. However, the conditions in Russia are so different from any other nation that it is more than probable that this powerful nation will for a long time maintain its present status. The reason for this conclusion is manifest from the fact that while the governmental departments, as we are informed, are corrupt from top to bottom, this very condition is the cohesive power that will be the means of giving the government the power by which the uprising of the common people will be suppressed, and not only this, but the opportunity will be afforded the powers that be to inaugurate a more drastic and cruel system of government; and besides this, it is admitted that there is the most complete and well organized system of police and detective forces in the world.

We notice that in many of the leading exchanges the condition of affairs in Russia are said to be similar to those existing in France at the time of the French revolution. Such we do not think is true, for while the French laborers were oppressed and downtrodden they had never been slaves, as is the case with the Russian Serf, who has only at a recent date been liberated from serfdom. And again, while the Russian no longer belongs to the nobleman as a serf, he has been at all times subject to the drastic and oppressive laws of the autocrats, hence it is apparent that the Emperor of Russia is not a man of any force of character, and has totally failed in this crisis to in any way comprehend the trend of the times, but that he is content to enjoy his present prestige as Emperor, and that his people shall be, so far as he is concerned, still oppressed and that he will need the whole power of his army and the vast horde of officials in the suppression of the present uprising. We want no further evidence of his intention than the cruel and uncalled for slaughter of innocent people in the capital of the nation who peacefully and without arms and violence simply asked to be aided in their efforts (in a nutshell) to be allowed to enjoy the benefits of their own labor.

With the existing conditions in Russia there can be no new government.

RAILROAD RATES.

This question is largely the topic of discussion throughout the nation, and it is a vital question from which arise many issues that are now being discussed pro and con. The President of the United States has had the backbone to say that the rates should be regulated, and has suggested a way by which he thinks this regulation may be arrived at.

It is apparent that the proper mode to arrive at the solution of this question, so vital to every other interest, has not been, so far as our knowledge goes, advocated. It has been time and again stated that none of the railroads are without over-capitalization, and here comes in the great question. We find that Poor, in his railroad manual, has placed the average cost of the building and equipping of the railroads at \$30,000 per mile, and that the average amount of bonds and stocks to which they are capitalized at \$50,000 or over. With this condition existing it is too well established that those who contribute in any way to the income of a railroad, and everybody is forced thus to do, must necessarily pay a rate at least three times as great as is just and right, as the rate charged must of necessity be enough to pay an income on the additional capitalization. Thus we see that on a railroad whose bonds and stocks bear a rate of interest, say for instance five per cent, the people pay on the actual cost of the railroad fifteen per cent instead of the five per cent, as it should be, in order to fully compensate the holders of the bonds and stocks.

It is easy to figure out the great burden and tax upon the necessities of life. We can take any commodity whatever and find what the rate is for which a charge is made, and deduct from the same two-thirds of the amount paid, and then find the rate that should be paid. The discrimination and blotting out of all watered stocks and the establishment of a rate

sufficient to pay, after deducting the expenses of operation and on allowance of the rate of interest due on the bonds and stocks equal in amount to the actual cost of the road, will quickly settle the whole controversy over railroad rates.

RECLAIMING THE EVERGLADES.

A special dispatch from Tallahassee to The Jacksonville Metropolis, dated January 27, says:

"It is announced here this morning that Governor Napoleon B. Broward has begun the endeavor to fulfill his ante-election promises regarding the reclaiming of the Everglades of Florida. Governor Broward, in his campaign speeches and in his literature, declared that the Legislature had no right to grant these lands to the railroads. He said that Congress had given these lands to the State, and that the funds derived from any part of them were to be used in draining and reclaiming them.

"The Louisville and Nashville Railroad was granted 20,000 acres for every mile of road constructed in West Florida, and the lands claimed by this company form a part of the Everglades.

"The trustees of the Internal Improvement Fund, of which Governor Broward is the head, have employed lawyers to fight the matter in the courts. The attorneys secured are Ex-Governor William S. Jennings, N. P. & W. J. Bryan and Cockrell & Son, of Jacksonville, and Hon. R. W. Williams of this city.

"The amount of these lands involved reaches over 8,000,000 acres and is said by some here to be valued at about \$100,000,000.

"The trustees of the Internal Improvement Fund are: Governor N. B. Broward, Comptroller A. C. Croom, State Treasurer W. V. Knott, Attorney-General W. H. Ellis and Commissioner of Agriculture McLin. Seven suits are now pending in the United States Court, and as the amount involved is so very great much interest will be manifested in the contest.

"Broward contends that with the State owning these lands, Florida will be in better financial position than any State in the Union. Ex-Governor Jennings, who has made this study, it is said, was engaged at the same time the other attorneys were secured."

THE TARIFF LEAGUE.

At the annual meeting of the American Protective Tariff League a resolution was adopted demanding that the tariff be let alone "until such time as it shall have been clearly demonstrated by general experience and practical knowledge that changes in the schedules will be productive of a degree of benefit to the whole country that shall outweigh the disadvantages and the injuries resulting from tariff revision." In other words until the priests of high protection are willing to admit that the condition of the country requires revision, no revision must be attempted. Demonstrating by general experience and practical knowledge the harmfulness of the present schedules will be quite impossible in the case of the fostered industries whose directors are incapable of seeing beyond the bounds of their own shops and factories and get their idea of the country's general welfare by viewing the extent of their own. As a matter of fact, it has already been proved to the satisfaction of the greater number "by general experience and practical knowledge" that the country has outgrown a series of schedules that were a misfit in the beginning, and that were made high by the specious argument and the false pretense that the tariff framers considered reciprocity, the true sister of protection. The favoritism and injustice of the Dingley schedules are becoming increasingly apparent month by month and week by week. The "stand patters" know that if they can get over the present crisis they will stand a better chance to defeat the revisionists. In another year the question of revising the tariff will not stand on its merits; it will be complicated by the question of its political expediency and dozens of Congressmen who would now vote for revision will then fear to antagonize the special interest in their districts by yielding to their sanity.

A man in a neighboring town who secured his wife through a matrimonial agency is trying to secure a divorce. Just another instance of finding that mail order bargains are not just as represented, and that a much better grade of the same article could have been obtained at home. Good enough for him; he ought to patronize home industry. The home grown article is usually the best.

NOTES AND COMMENTS

Lawson, he of Frenzied Finance, is evidently opposed to the "water cure" of stocks.

To take the place of war, automobile races make a very good substitute. Both are no respecter of persons.

The fellows who purchased Russian bonds may yet wish they had kept their funds to invest in watered stock on Wall street.

Whenever tariff revision interferes with the success of the Republican party, there will be nothing doing along that line.

The print paper trust is as fat a porker as any in the country, and insists on a steal of fifty per cent from the press of the country.

The beet sugar men have an industry that will have to be under the fostering care of the government, and it will probably never be self-supporting.

At the Mormon convention assembled in Columbus, O., a proposal was favored by many protesting against our seating Reed Smoot in the Senate.

Many men who have found it quite a burden to support one household, would like to know how that Chicago man supported sixteen wives and kept five homes going.

People who undertook to escape the last cold snap had a hard time trying to settle on which way to go. Those in Gainesville fared as well as those in Miami or New York.

The vote in Tampa, Tuesday, on the hotel proposition was small, only 548 being cast out of a total registration of 8,003 votes. The bonds may be disapproved on this ground.

At Ormond, on Tuesday, Arthur E. McDonald drove a fifty-horse-power automobile over five miles of the Ormond-Daytona course in three minutes and seventeen seconds, the fastest time on record.

Cockrell was shy seven votes at Jefferson, Mo., Tuesday in the choice of a United States Senator. In Michigan the money would soon be raised to buy the necessary seven, if it was a Republican who needed them.

The new liner of the Great Northern Steamship Co., the Minnesota, recently left on her initial trip from Seattle to Manila with 26,900 tons of freight and 141 passengers. Cotton comprised the greater part of the cargo.

When the Northern visitor once gets a breath of Florida air he is pretty sure to come again.—St Augustine Record.

But when he looked at the thermometer on Thursday morning he exclaimed, "Home home, why did I leave thee?"

News received from Wilmington, N. C., is to the effect that Mrs. Thos. F. Ryan will donate \$20,000 for the erection of four hospitals along the line of the Seaboard Air Line Railroad. A relief association, such as the Atlantic Coast Line Railroad has established, will be organized by the Seaboard. Each member of the association will pay a small amount monthly and will be entitled to free treatment at any of the hospitals. Plans will soon be drawn for these hospitals, which will be erected at Petersburg, Va.; Hamlet, N. C.; Savannah, Ga., and Tampa, Fla.

The Punta Gorda Herald sensibly remarks: "What's the use of newspapers in this quarter of Florida devoting their space to the advocacy of good roads? If we went about telling people that the sun shines for a time during every twenty-four hours, some one might move for a writ de lunatico inquirendo. And so of good roads. Everybody in this region knows the need of them, and we are going ahead building them without making any fuss about it. None of us are so crazy as to want bad roads."

The declaration of a French scientist that kissing, instead of being a hurtful disease, leads to a helpful and healthful exchange of microbes, will no doubt be a great comfort to those who have felt that the exigencies of certain situations made dangerous chances unavoidable.

There are 5,000,000 women in the United States who find it necessary to work, of whom 2,000,000 are employed in factories and mills.

The assets of the life insurance companies of the United States are now \$2,500,000,000, with more than \$2,000,000,000 as a reserve to meet future claims. Another billion has been added to the insurance in force of the old-line companies, making it nearly twelve billions. The fraternal insurance organizations will add nearly \$7,000,000,000 to this, and the industrials \$2,000,000,000 more, making a total of more than \$21,000,000,000 of life insurance carried by the United States companies. The premium income of the old-line companies increased \$40,000,000 to \$435,000,000 and the total income from premiums and investments is now over \$600,000,000. During the year the companies paid out nearly \$200,000,000 in claims and \$75,000,000 more in dividends and cash surrender values.

The American Federation of Labor is sending out circulars broadcast over the country warning union men to stay away from Panama unless they have a contract before starting, branding as a canard the statements that the work there will be easy and the wages above normal. On the contrary, it is declared that the work will be hard and the wages below the recognized union scale. The Federation could and ought to give a better reason still to deter labor from the States going to Panama. The climate is so deadly that abundant experience has shown that no white laborer can work and live in it six months at a stretch. The only laborer who can live and thrive on the isthmus are Jamaica negroes.

Mrs. Willa A. Leonard has been an expert money counter for the United States Treasury Department since 1862. For many years she has been the fastest note counter in the department. She has counted more money than would pay off the national debt. Years ago, when she was stationed in the Bureau of Printing and Engraving, she was pointed out to visitors as one of the features of the establishment.

The first woman typewriter has just celebrated the thirtieth anniversary of her career in that occupation, so that there is at least one woman typewriter thirty years old.

There are at the present time in the State of California 2,222 miles of oiled country roads, 552 miles of oiled city streets and 1,000 miles of oiled railway roadbed.

Millions of Hindoos live, marry and rear families on an income which rarely exceeds 50 cents a week. They never eat meat and need little clothing.

THE NEWS FROM MELROSE.

Interesting Budget From That Lively Burg—Recent Deaths.

Melrose, January 28.—Mattie Price, the little daughter of Nathan Price, died on Saturday after only a few days sickness. The funeral took place on Sunday afternoon, and was attended by a large gathering of friends, Rev. Strunk officiating. The sympathy of the community is extended to Mr. Price and family at their hard loss, their little son dying only three months ago.

After January 24th the mail will leave Melrose at 8 a. m., instead of 7 a. m.

Misses Carrie and Emily Ward, and Miss Susie Bullen, all of Newark, N. J., are new arrivals at the Faith House.

News has been received of the death on January 20th of S. F. Rogers at New London, Conn. Mr. Rogers was a former resident of Melrose.

Two services at the Methodist church will be held on the first and third Sunday in each month, and evening service only on the second Sunday.

Rt. Rev. Bishop Weed preached a most eloquent sermon to an overflowing congregation on Sunday morning. The evening service was also attended by a large audience. While in town Bishop Weed was the guest of Mr. and Mrs. J. A. Rammel.

Wm. Pugh has taken the agency for E. Renault's bakery at Waldo, and will receive fresh bread, pies and cakes on Tuesdays and Saturdays by the boat.

There has been quite a boom in real estate here lately. Several sales have been made, with more to be closed later.

The cold wave reached Melrose on schedule time and did a lot of damage to gardens and flowers. It is too early to say how much the orange trees have been hurt. Everybody was gathering their fruit until late at night, so that very little of it was left to freeze. The average temperature has been about 18 degrees.