RAILROAD NEWS.

Atchison, Topeka & Santa Fe Railway Has an Anniversary.

Twelve Years Ago Yesterday It Went into Hands of Receivers.

GREAT PROGRESS SINCE

Gross Earnings More Than Doubled in Ten Years.

Gossips and Matters of Interest in Railroad Circles.

Twelve years ago yesterday, December 23, 1893, the Atchison, Topeka & Santa Fe Railway company went into the hands of receivers, and for many months succeeding that date things looked black for a successful future for the big railroad system. But when the work of the receivers was concluded in about two years and a reorganization effected, the tottering property gained in strength by the minute almost, and with leaps and bounds, sprang to the position it occupies today—one of the most substantial railroad properties in the country.

When the road went into the hands of the receivers not one of those who knew of the possibilities of the many lines comprising the system, had the temerity to dream that if the property was saved, it would within a dozen years, and this is a short time in the life of a railroad, considerably more than double its earning capacity and become one of the big dividend-paying roads of the west.

Details of the bankruptcy of the road, the appointment of the receivers, their work and the reorganization of the property, are matter of railroad history which are generally known in this part of the country. During the financial depression of 1893, the Santa Fe, with all others suffered, and that depression was worse in the territory rapped by the railroad than anywhere else. Bottoms dropped from all sorts of booms in cities and towns all along the line. People actually were becoming poverty-stricken. There was no business for railroads or any other industry for a time. Those managing the Santa Fe had just undertaken the augmentation of the system. It was found necessary to default in the payment of the interests on the bonds of the company and this resulted in some foreign bondholders bringing suit for the appointment of receivers. This suit was successful and J. W. Reinhardt of New York, then president of the company; John J. McCook of New York, and Joseph C. Wilson of Topeka, were named as the receivers. Theirs was no easy task and some months after the creation of the receivership Mr. Reinhardt retired from it and was succeeded by Col. Aldace F. Walker of New York.

On more than one occasion the receivers thought that they would have to wind up the affairs of the corporation but money men eventually came to the rescue and two years after the receivers were appointed a reorganization of the property was effected and they were discharged.

During the first few months of the receivership hardly any of the force in the general offices received any pay and there are many working in the offices now who remember these hard times. It is not generally known but it is a fact that the late Edward Wilder, secretary and treasurer of the company, did as much as any one man to keep the property afloat, and on several occasions when a crash seemed imminent he borrowed some hundreds of thousands of dollars on his own name to tide things over.

But after the reorganization a change for the better was not long in coming and it has continued ever since. Nothing shows better the most remarkable progress made by the road in the ten years since the reorganization than a glance at the gross earnings of the company. For the first six months after the reorganization ending June 30, 1896, the gross earnings were $13,590,234. For the succeeding year up to June 30, 1897, they were $20,621,239, and for the last fiscal year ending June 30, 1905, they totaled in round figures $69,000,000.

When James E. Hurley, general manager of the company, had his attention called yesterday to the fact that it was the anniversary, as it were, of the road's going into the hands of receivers, and had looked up the figures given above, he was greatly surprised at the actual growth in the gross earnings of the road.

"It is a most remarkable showing," said Mr. Hurley. "I knew that the progress had been wonderful but not to such an extent. It was my impression that the gross earnings for the first year after the reorganization were around the forty-million mark. Think of it, the road within the last eight years has considerably more than doubled its earning capacity. It is a record that has few equals. For the month of October of this year the gross earnings on that part of the system under my charge were $4,093,594, and for the entire system $6,793,290, or a good deal more than one-fifth of the entire gross earnings the first year after reorganization. Of course these gross earning figures show the progress of the company, but they hardly tell the real story of what has been done. It would be pretty hard to give an idea of it off-hand. But since the time of reorganization every mile of steel on the entire system has been relaid with heavier steel, and some portions of it have been relaid two and three times. Improvements of all sorts have been made to the roadbed until it is in the best possible shape. Stations have been rebuilt and replaced by new ones. Mammoth elevators and ice refrigerating plants have been erected. In fact improvements of all kinds have been made on all parts of the property and at a great expense. Millions have been spent for equipment. An idea of the amount of money that has been spent for improvements may be gained when it is known that on the Santa Fe system proper, that part of the system under my jurisdiction, $6,000,000 was expended for improvements this last year.

"It is certainly a wonderful record for progress that the company has made during the few short years that has elapsed since it went into the hands of receivers."

SCHOOL FOR APPRENTICES.

One Has Been Established by Southern Pacific at Sparks, Nevada.

A technical school has been established by the Southern Pacific Railway company at Sparks, Nev., for the benefit of the apprentices in the shops. A small building for an instruction room in mechanical drawing has been erected, and two nights a week are devoted to practice of drafting, under the direction of Prof. J. G. Scrugham of Nevada State university. Later it is probable that instruction will be given in electricity by some official of the Harriman lines. The matter is under consideration of extending the instruction to the Ogden and Pocatello shops.

HIS CONFESSION A FAKE.

Lohrenz Had Officers Thinking They Were on Trail of Wreckers.

Newton, Kan., Dec. 23.—In connection with the wreck at Lang on Tuesday morning and the wreck in the same vicinity eight months ago an interesting story with some rather sensational features has come to light.

A few weeks ago, a young man, Charles Lohrenz, by name, surrendered himself to the sheriff of Harvey county, saying he had broken his parole to the Ohio state reformatory at Mansfield, Ohio, and was tired of eluding the officers. He was held here while the story was investigated. It developed that he had told the truth; that he had broken his parole and was also wanted at St. Louis for robbing a room mate. But the Ohio authorities did not seem to want him and after holding him a week, the sheriff released him. The young man went from Newton to Peabody and reached there cold and hungry. He was arrested in the yards there on a tip furnished by another tramp with whom he had been traveling. This tramp told the officers that Lohrenz knew something about the train wrecking at Lang last May and the officers put him through a severe sweating. Then it was that he gave what he claimed was the whole story. He put it down in writing and swore to it. According to this story, he, with five other inmates of the Ohio reformatory, were approached by a stranger immediately after their release from that institution. This stranger told them he had a job for which he would pay each of them $500 and expenses. He induced them to go west with him, paying all their expense and showing them a good time in the theaters at Chicago and Kansas City en route. At Kansas City they learned that the job they were to tackle was the wrecking of train 17 on the Santa Fe, the leader claiming to have knowledge that a large shipment of money was to be made as the motive for wrecking the train.

Lohrenz's story of the details of the wreck was accurate in every detail and he told the Santa Fe special officers where they could find the tools that had been used. These tools the officers afterwards found at the place he indicated. After the wreck the gang separated, with an understanding that they were to meet at a certain time in a Nevada city and if for any reason this meeting failed, at another designated point at a stated time. Lohrenz's story seemed perfectly straight and was conveyed to the general manager of the Santa Fe. The Santa Fe detectives got another statement from Lohrenz and it tallied fully with his first statement. The efforts of the Santa Fe police were then directed to finding the other members of the gang if possible and especially the leader. The latter was supposed to be in Nevada and an officer was sent there for him, but without success. Another officer was sent back to Ohio, where it was learned that Lohrenz could not have been mixed up in the deal, as he was in Ohio at the time the wreck took place. The officers gave Lohrenz a sweating the Monday evening before the last wreck occurred and they are now inclined to put little credence in his story. He will probably be released.

CHANCE TO INVEST IN BONDS.

There Will Be Plenty of Railroad Securities on Market.

During the coming year there is likely to be a large amount of railroad bonds coming upon the market, says the Railway World. Well secured railroad bonds are regarded as desirable investments and old issues are so firmly held that they command large premiums. But George Gould's new Western Pacific is likely to supply $75,000,000 of bonds, and the St. Paul extension to the Pacific coast will supply more, for it is hardly likely that the road will be built entirely out of the proceeds of sales of stock. Besides, Mr. Harriman contemplates the construction of a new line across the state of Oregon, which will open up new territory and be a feeder for his other roads, and more bonds are likely to come from this source. The Northern Pacific is doing something in the way of extension in the northwest also. While there are no new lines of importance being built in the east, unless it be the Gould project, extensive improvements are under way by the Baltimore & Ohio, the Pennsylvania, the Erie and the New York Central, which will call for many millions of capital to be raised either by issues of stock or bonds. The wealth of the country will therefore find an abundance of new securities into which it may be put to advantage during the year 1906.

SLOWEST TRAIN IN WORLD.

Runs in Spain and Takes Nearly Two Hours to Go 13¾ Miles.

M. Georges Irade, writing in the French journal, Les Sports, claims that after a long and conscientious search he has run to earth the slowest ordinary passenger train in the world. This record holder performs in Spain, a country in which 12 miles an hour is by no means an uncommon rate of speed on the railway between Soto-de-Rey and Ciano-Santa-Ana. This line is 13¾ miles long and it has one station en route, viz., Sama, which is 12 miles from Soto-de-Rey and 1¾ miles from Ciano-Santa-Ana. Leaving the last named place at 6:25 a. m. the train reaches Sama at 6:55 and Soto-de-Rey at 8:20. Thus the average rate of speed of the train is under seven miles an hour, while from Ciano-Santa-Ana to Sama the speed is only 3¾ miles an hour. Commenting upon this the Railway Engineer (London) says: "At all events, serious railway accidents ought not to be feared by the travelers on this line; even if the train ran off the line the consequences would not be startlingly disastrous, and there is always the great advantage of such a train in that if one misses it at Ciano, one, if a good walker, can catch it up at Sama."

FOR LAW ENFORCEMENT.

Western Roads Ask for Conference With Commerce Commission.

Chicago, Dec. 23.—Railroad interests of the entire country, as has been announced, have decided to hold out the olive branch to the government, and join hands with the interstate commerce commission to secure a rigid enforcement of the anti-rebate law and all other laws affecting railroad corporations as well. To this end two movements have been begun, one embracing all the railroads east of Chicago and St. Louis, and the other taking in all the roads west of those points to the Pacific coast.

J. C. Stubbs, traffic director of the Harriman lines, in charge of the western movement, has wired the interstate commerce commission, asking for an early conference between that body and a committee representing every western railroad, the purpose of the conference being to discuss plans for a joint effort to prevent further violations of the laws affecting transportation.

It is expected that a date will be set, which will be before the close of the year. The railroads insist that they are in earnest, and that if the commission is sympathy with the move it means the death knell of the freight rebate, of the secret rate, of "midnight tariffs," of preferential rates, of arrangements with industrial railroads, payment of unlawful commissions, and, in short, the end of everything which comes within the purview of the interstate commerce act or the Elkins amendment.

FIREMEN'S BALL AT EMPORIA.

Members of Cottonwood Lodge No. 116 Hold Successful Affair.

Emporia, Dec. 23.—Members of the Brotherhood of Locomotive Firemen, Cottonwood lodge No. 116, and their many friends and guests enjoyed the twelfth annual ball of the organization which was held Thursday evening in the new rooms of the society. Decorations were in red and white and each of the dancers were presented with a carnation of those colors.

There were visitors from Newton, Strong City, Florence and other towns, in all about thirty couples being present from out of town. Two hundred programs had been printed and there was not enough to go around. If any of the dancers stayed until the program was completed, they must have stayed until the one-two-three hours in the morning. Those who were responsible for the success of the affair were:

Entertainment committee—D. H. Roberts, F. W. Gillham, D. R. Hamilton, Thos. Cloud, E. E. Utt, Thos. Keeley, W. N. Breen, C. D. Hayman, W. D. Johnson.

Arrangement committee—C. F. Hartman, J. A. Kowalski, George Vaughn, Thos. Kelley, W. N. Breen, D. H. Roberts.

Reception committee—C. E. Jackson, G. R. McIntosh, L. A. Simons, W. T. Roberts, C. N. Roush, J. A. Kowalski, Fred Ruggley, C. L. Oneal, M. E. Michaelson, N. W. Smith.

Floor committee—O. L. Williams, B. R. Tz.; C. T. Brandt, B. of L. E.; J. A. Cheshire, O. R. C.; Geo. Heuser, D. R. Hamilton, C. F. Hartman.

Doorkeepers—J. A. Kowalski, E. E. Utt, T. J. Kelley, D. H. Roberts.

J. H. Cheshire, prompter.

NEW OIL BURNING DEVICE.

One Will Be Given a Test on a Santa Fe Engine.

Albuquerque, N. M., Dec. 23.—A new oil burning device, known as the Lassoe-Lovekin, which has been used with great success on oil burning steamships, is to be given a trial in the Atchison, Topeka & Santa Fe railway service.

Engine No. 1628, one of the new big freight engines of the Santa Fe has been equipped with one of the new burners, and will pull a train from this city to Needles, Cal., to demonstrate the possibilities of the new burner, both for the information of the railroad company and the Scully Steel & Iron company, of Chicago, the agents of the firm, which owns the patents. The differences in the burner are merely technical, but the leading virtue of the new device is that it does away with the fire brick lining in the firebox and in this particular makes a great saving in expense and trouble, as one of the chief difficulties connected with the use of oil as fuel in locomotives, with the Santa Fe has been to find brick that would stand the immense heat of the firebox without melting down. Another feature is the saving of oil, which is claimed for the new burner. The company asserts that the burner will do an equal amount of work with half the fuel used in one of the old style burners.

Charles F. Lape, who was for several years superintendent of motive power of the Santa Fe at San Bernardino, and who first introduced the oil as fuel into the road service of the Santa Fe, is in the city and will go out with the train. F. S. Dupuy of New York, an expert on oil burners, will also accompany the train over the road.

No. 1628 is a brand new decapod, and no test of speed will be made, as the engine is not worn down to any extent. The burner will be thoroughly tested, however.

"In case the burner comes up to expectations," said an official of the Santa Fe, who is in the city, "they will in all probability be adopted over the system. The saving of fire brick for the fireboxes of engines is a big item, and the saving of fuel will be a big consideration. The burner has been very successfully used on ocean liners, but railroad service is about the most severe test to which it could be put.

"This will be the first test ever made of the new burner on a locomotive, and the outcome will be eagerly watched. Then, too, it means much for the sale of the burner, for should the Santa Fe adopt it, it will find favor among other roads using oil for fuel.

HOLIDAY TRAVEL HEAVY.

More Persons on the Go This Year Than Ever Before.

During the last two days all of the passenger trains on the various railroads running through Topeka have been crowded to the doors with persons who have been taking advantage of the unusually low holiday rates to return home or visit friends for Christmas.

A couple of the roads have been hard pushed to provide a sufficient number of cars to meet the demands of the people. Not a passenger train has gone through here in the last two days on which there has not been two or more extra cars and on some trains the rush has been so great that it has been necessary to split the train up in sections.

According to J. M. Connell, general passenger agent of the Atchison, Topeka & Santa Fe, the holiday travel has been heavier this year in this section of the country than ever before.

"Holiday travel this year," said Mr. Connell, "is really unprecedented. It is heavier than it was last year by a good deal and last year was considered a record one. It is only in the last few years that the railroads have been making special rates for the holidays and the people have not been slow to take advantage of them. This big travel reflects a prosperous condition throughout the country. There is no better guide to prosperity than passenger traffic. When people have plenty of money to spare they travel, and a large passenger traffic on the railroads means that the people generally are prosperous."

WILLIE PLAYED CONDUCTOR.

His Aunt, the Engineer, Gets Expressive Orders.

A small boy who lives near an important railroad station has been accustomed to visit it and has made friends with many of the officials and the trainmen. He is indeed a precocious lad. He persuaded his aunt to play train with him the other day, and soon had a lot of chairs ranged in line.

"You be the engineer," he said, "and I'll be the conductor. Lend me your watch and get into the cab." The aunt climbed on the forward chair and the boy strutted up and down along his play train with watch in hand.

All of a sudden he shouted: "Pull out, you red headed, pie faced jay."

"Why, Willie," exclaimed the aunt in amazement.

"That's right, chew the rag," he retorted. "Pull out—you, we are five minutes late already."

That boy is not allowed to fraternize with railroad men any more.

CONTRACT MUST STAND.

Court Holds That Royal Arcanum Can't Change Its Rate.

New York, Dec. 23.—Justice Gaynor in the Brooklyn supreme court handed down a decision today that will probably put an end to the controversies that have threatened the disorganization of the Royal Arcanum for many months past.

He held that the supreme council of the Royal Arcanum has no right to increase the assessments or change the rates under which its members were admitted to the benefits of the order.

Though his decision is vastly important and affects hundreds of thousands of members of the Royal Arcanum it is very brief. Justice Gaynor's decision read:

"The amendments complained of which increase the assessments are void for the reason that they change the contract of the members with the organization. I need add nothing to what I have said in the case of Lange versus the American Legion of Honor on the same head."

Lee Tung Foo, famous Chinese baritone, at the Novelty all this week.

CHESS.

By the Kansas State Chess Forecaster.

[The material for this column is furnished by The Kansas State Chess association. A. L. Wagenseiler, Junction City, president, and O. C. Brett of Humboldt, secretary.]

A lively game, of the light and entertaining order, recently played in the Manhattan Chess club.

DANISH GAMBIT.

White— DR. D. COHN.	Black— MR. HONEGGER.
1. P—K4	P—K4
2. P—Q4	PXP
3. P—QB3	PXP
4. B—B4	PXP
5. QXP	P—Q3
6. Kt—KB3	Kt—QB3
7. Castles	P—B3
8. Kt—R4	Kt—K4
9. QBXKt	BPXB
10. Q—R5 ch	P—Kt3
11. KtXP	Kt—B2
12. B—B 7 ch	KXB
13. KtXP ch	K—K3
14. Q—R7 ch	KXKt
15. P—B4 ch	K—Q5
16. Kt—R3	P—Q4
17. QR—Q ch	KXP
18. KR—K ch	KXP
19. R—Q4 ch	K—Kt4
20. R—K5 ch	B—B4
21. P—R4 ch	K—R3
22. RXB	B—K2

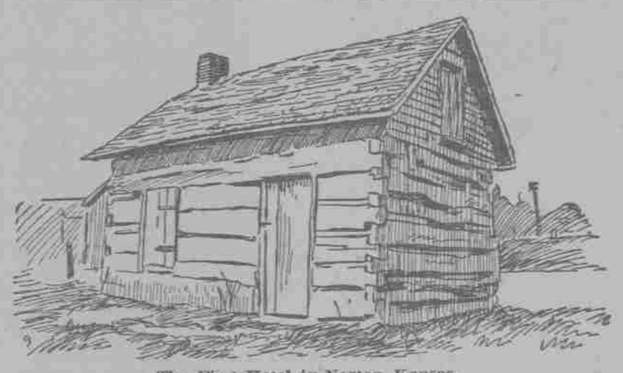
White mates in three moves, the initial move being P—KKt4.

NORTON'S FIRST HOTEL

Was Also Home of One of First Newspapers in the Country.

Norton, Kan., Dec. 23.—The building which is reproduced in the State Journal today was for some time used as a hotel, the first one Norton ever had. It was erected of logs in 1873, at the then promising town of Reedtown, a few miles west of the thrifty town of Norton. It was erected on a claim owned by a man named Gray and built by a carpenter named Chapman.

In 1874 it was bought by Matt Baker and moved to Leota, a town that was contesting for the county seat of Norton county with Norton. It was used by Mr. Baker for a printing office and the Norton County Locomotive was printed under its roof. In 1875 it was bought by C. W. Posson and moved to Norton, where it was used by him for a hotel, the first one the town ever had. More than fifteen people have slept under its roof at one time, and for several years the county prisoners were fed there, as well as slept, when Mr. Posson was sheriff. The building is a small one, but it has also been used as a postoffice and store. In 1884 George Griffin purchased the property, and in 1904 he presented it to the several women's clubs of Norton, and it was moved to their beautiful park—Elmwood—where it has been fitted up as a reception room and souvenir of the first hotel Norton had. The Norton women's clubs will make good use of it, as they will point it out with pride as being a part of the pioneer history of their town and county. It will be carpeted and furnished and books and papers will be added. Mr. Griffin could not have placed this souvenir in more careful hands than the Norton women's clubs.



The First Hotel in Norton, Kansas.

A HINT TA THE CHARITABLE.

The Poor Children—Please put this on and be our Santa this Christmas.

After Having Driven

Our salespeople for two solid weeks, through fifteen hours a day of the heaviest holiday trade in all our experience, we feel that it would be little short of inhuman, not to say barbarous treatment, to ask them to report for duty Christmas morning, and we believe that every fairminded man, woman or child in the civilized world will agree with us.

We Fully Realize

That as usual ours will be the only clothing store in Topeka that will close Christmas day and, of course, by remaining closed, we will lose a few hundred dollars in sales which will go to the other clothiers, but we feel that there is something to business besides "grabbing for nickles."

Thanking the public for the generous patronage accorded us and wishing you a Merry Christmas, we ask you to continue to

Watch Us Grow. Watch Our Business Methods Win.

Robinson, Marshall & Co.

701-703 Kansas Ave. Ind. 'Phone 22. Security Building.

PAVING-CURBING QUESTION.

Mr. Humphrey Discusses Action of the City Council.

To the Editor of The State Journal:

It is to be regretted that the city council so unceremoniously snowed under the Green resolution relating to paving petitions, especially if one-half is true that is stated about the methods of getting up these petitions. It looks as though in a large number of instances the residents do not feel the need of pavements until a petition is put in circulation by the representatives, either directly or indirectly, of the paving men or the paving trusts. From the report of the proceedings of the streets and walks committee that appear in your paper, it would appear that the committee was afraid that they were bound by the petition absolutely and in that report Mr. Webster, the Ft. Scott curbing stone man, is reported in substance to have said "that the council had no right to state what character of curbing should be used, that the petition asking for the curbing should state this and that the council must follow the wishes of the petitioners. To substantiate this he introduced a legal opinion handed down by Judge Z. T. Hazen. Though in petitions for paving curbing is not definitely stated, Judge Hazen states that curbing is meant to be included in the words paving and that it is broad enough to cover this interpretation, he therefore takes the stand that the people have the right to specify the kind of curbing wanted and that the council must abide by their request the same as it does with regard to the character of paving material."

This is hardly born out by the recent decision of our supreme court, Case No. 14611—Carey Salt Co. vs. City of Hutchinson—filed Oct. 7, 1905.

This was an original proceeding in mandamus to compel the city of Hutchinson to pave a certain portion of Main street with vitrified brick. A petition had been duly signed as provided by section 1063 of the general statutes of 1901 to pave with vitrified brick. After the reception of the petition an ordinance was duly drawn up and passed by the council, providing for this kind of pavement. A second petition was circulated, which also was in accordance with the statute, the necessary number of resident property owners signing, asking for the street to be paved with bitulithic. On the reception of this second petition a second ordinance was drawn up and passed the council, repealing the first ordinance and providing for the pavement to be bitulithic. (This ought to suit Mr. Webster.)

The proceedings in mandamus were to restrain the paving with bitulithic and to compel the paving with vitrified brick. The writ was denied, and the court in their decision said: "Whatever the petition may contain as to the character of such improvement must be taken as mere advisory suggestions, which may or may not be followed."

"The mayor and council are elected by the public, they have general supervision over the streets and alleys, they are in a situation to know th financial condition of resident citizens' needs, wishes, etc."

"The court could not assume, that the legislature intended to place this important duty in the control of petitioners who simply represent themselves and are under no official or other obligation to protect the interest which the public have in such pavement."

"While the petitioners in a great measure pay for the improvements, yet it is of importance to the general public who pay for pavement in the areas and squares made by the crossing of streets, and who use the streets for business and for pleasure."

It appears to me that the council were rather hasty in turning down a resolution which was right in spirit and which spirit seems to be embodied in the foregoing decision. Whilst it is true that the decision was in the case of a city of second class, still the principle laid down in that decision is the same principle that is contained in the Green resolution.

I killed one of these petitions a few months ago by pointing out to the property owners that the pavement provided for in the petition was not what they wanted. By the time the new petition was prepared the resident property owners had their eyes opened and then concluded that they did not want the pavement anyhow. T. D. HUMPHREYS.

Housekeeper—"Didn't you see that sign out there—'Beware of the dog?' Tramp—"No, mum." Housekeeper—"There is a sign there, and it is especially intended to warn just such fellows as you, so that you will keep away." Tramp—"I didn't see no sign, mum. I only saw the dog."—New York Weekly.

DANCING

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Grand Confetti Ball, Christmas Night.

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THEY ARE A SUCCESS.

New Warner Lamps Tried by City Fill the Bill.

The new enclosed Warner arc lamps are giving satisfaction and have not told yet upon the machinery in the speeding up which was necessary to take care of them on lower amperage.

"I am perfectly satisfied with the showing which the lamps have made this far," said Superintendent Goodrich. "They are working finely barring a few little difficulties which always attend an installation when it has just been made. When they have been fully adjusted they will meet everything that has been claimed for them. The machinery is showing no appreciable difference in wear or tear even though we have speeded it up. I am only sorroy that I did not assert myself more strongly in favor of the lamps than I did at the time the question came up as to their purchase."

Not a Paying Proposition.

Norcross Brothers had the contract for building Holy Cross college. A gang of men were engaged to prepare the cellar for concreting. One rainy day the foreman, wishing to keep his men employed, sent too many to work i nthe cellar. The result was that each man was in the way of the others.

The foreman, happening along, stood watching the men at work. Finally he said: "I'd like to get a dollar apiece to throw every one of you out of the window."

A stalwart Irishman, some six feet tall and very muscular, glanced up and casually remarked: "Be jabers, but you'd starve at it."—Cleveland Plain Dealer.

Competition.

A farmer, during a long continued drouth, invented a machine for watering his fields. The first day he was trying it there suddenly came a downpour of rain. He put away his machine.

"It's no use," he said; "ye can das naething nooadays without competition."—Cleveland Leader.