

the window without a cent of the bank's money in his pockets. He was nearly penniless and out of work, and nearly incapacitated, but he was still a man.

With his head held high Hilgemann walked to the president's room to say goodbye. The president greeted him cordially.

"Mr. Hilgemann," said the president, "the directors and I have been thinking over your case and the former president of the bank tells me that you used to have charge of the bank's advertising. We have decided to put you in entire charge of that department at the salary of note teller. You will have a stenographer, so you will not have to use your hands."

Hilgemann, as he thanked the president, breathed a deep prayer of thankfulness that he had conquered the temptation which had nearly overwhelmed him.

YOU CAN CUSS THE CAR SERVICE IN PUBLIC

If you don't like the car service now being provided—and who does?—you'll soon have a chance to make your grievances known, and can cuss right out in public about the moving refrigerators, or refrigerators that move whenever the notion strikes them and some kind teamster will get off the track long enough to let them slide by.

A sub-committee from the city council will hold public meetings in an effort to find just what is wrong with the street car system, and find a cure. Presidents of the

Chicago City Railway Co. and the Chicago Railways Co. will be asked to appear at the meeting Monday and state their side of the case.

Poorly heated cars, cars in which there is no heat, shortening of schedules, cutting down the number of through route cars, etc., are among the complaints that will be investigated.

The public meetings by the sub-committee will be held three days a week until every one has had a whack at the inefficiency of the transportation system. Aldermen, representatives of business associations and individuals will be invited to appear and state their complaints. In this way the whole city will be catalogued, and the local transportation committee will obtain a definite basis on which to demand improvement.

One of the greatest troubles is the practice of the "tempermental" running of the cars. The through route sign seldom means anything, for if the car reaches a central transfer point, and is behind time, every one is ordered off, and the car is started on a return journey with about one-half of its route covered. This phase of the situation will be gone into thoroughly.

Hope there's no truth in the report that the empress dowager is to ask Japan to suppress the Chinese republic. We'd hate to see a lady treated as those Chinese patriots would surely treat her.