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Often the joy ride ends in a cemetery.

Winter is staying as long as an unwelcome guest.

Late in March the largest battleship will be in commission. There is no telling how soon it will be obsolete.

Simultaneously with the opening of the postal banks a lot of old yarn socks opened.

That American who photographed cows inside England's fortifications made somewhat of a bull.

Seventeen-year locusts are due this year, but nobody will care if they fail to hear the alarm clock go off.

The aeroplane does not break down oftener than an automobile, but it breaks down in more inconvenient localities.

Some people are eternally fussy. An Indiana man wants a divorce from his wife because she bathes the dog in the dishpan.

Again it is reported that the hoopskirt is coming back. Not if the wearers have to pass the Flatiron building in New York.

Aviation seems to be like some other methods of producing exhilarating effects; there is difficulty in recognizing the right time to quit.

Up to date the submarines of the world's navies have been chiefly remarkable for the many discouraging accidents which befall them.

It does not astonish us to learn that our sun is a "variable star." Even on this planet it has the reputation of being a highly capricious luminary.

Aviators should let altitude tests go unsought. Endurance and passenger tests are the ones needed at this stage of the art.

The Chicago authorities nave voted to limit all buildings begun after September 1 to a height of 200 feet, and if they mean Chicago feet that is surely high enough.

By way of giving the children of the city a chance to see all strange animals that inhabit the earth, the authorities of New York Central park have bought a cow.

Medicine Hat wants its name changed. If Kalamazoo and Oshkosh can be happy and prosperous, there seems to be no reason why Medicine Hat should not be comfortable.

Basket ball may be a perfectly lovely game, but when it becomes necessary to call upon the police to pry players apart it would seem that a revised rule of some sort might well be inserted.

There is in California a fountain of oil that gushes up to a height of 156 feet. Advocates of the conservation of our natural resources might do well to insist that a lid should be put on this fountain.

An Austrian girl, who has just been naturalized in New York, says she became a citizen of this nation because she loves the United States and the American people. That is the kind of citizen we want.

Moisant and Hoxsey laughed at danger "as long as the machine was all right." When man becomes perfect, possibly he will invent a machine that is perfect. Until then it is safer to leave flying to the birds.

A man in a Philadelphia restaurant discovered 15 pearls in one oyster stew. It is evident that the restaurant-pearl fisheries expect to yield a good harvest this season, if this is to be taken for a sample beginning.

One out of every four graduates of Harvard earns all or a part of the money needed to pay his expenses. We can't see why Harvard shouldn't get as much glory out of this fact as she does out of her athletic exploits.

The department of agriculture has been keeping tabs on the number of deer shot in this country during the year and has counted up to 57,500. still there are people who love deer that have not been converted into venison.

A New York doctor says that if women continue to wear the quantities of false puffs, rolls and switches now in fashion the next generation may have little or no hair to start with. With rare exceptions the present generation had mighty little hair to start with.

The chief forester says that 84 per cent. of the forest fires in 1909 were due to the carelessness of railroads and persons using the forests. This is about as bad as the percentage of house fires caused by carelessness.

The government has again changed the name of the life-saving station at the west end of Nantucket island, which used to be "Great Neck," from "Maddequet" to "Maddaket," but we shall not learn to spell the new name until we have some assurance that it isn't going to be changed again.

MOVE IS RIGHT STEP

IDEA OF TARIFF COMMISSION A GOOD ONE.

Possibility That by This Means Question Can Be Taken Out of Politics and Solved in a Manner Satisfactory to All.

There is now a good prospect that a tariff commission will be authorized that may be of incalculable service in securing a revision of the tariff without disturbance to business and with the nearest practicable approach to justice all around.

The bill as it stood has been modified in two regards. It has been provided that either house of congress may call on the commission for such information as may be desired and that of the five members of the commission not more than three shall be of the same political party. These modifications should remove the objections of the Democrats to the measure. The first places the commission fully at their disposal in the next congress when they will have the responsibility for the action of the house. The second gives them a fair representation on the commission, and entirely insures them against any partisan use of the commission. The committee on rules has been instructed to bring in the bill for action as soon as possible. The sooner the better, for prompt action by the house will make the chances of the commission better in the senate.

We are not of those who believe that the commission can solve the long-standing and complicated problems involved in a revision of our fiscal system in a single session. Nor is any such view entertained by the able business men who have been laboring for several years to promote the adoption of the commission principle. Their purpose has been to secure the employment of a board of sensible and impartial men, qualified by experience and study, and clothed with reasonable powers, to inquire into the practical operation of the various duties imposed by the tariff and to continue the inquiry for the enlightenment of congress, the executive and the public. It is not their idea to make a commission to bolster up the tariff or to batter it down. The cardinal principle of protection or of free trade is not involved at all. The whole plan simply relates to method and will necessarily be of as much advantage to honest men on one side of the question as to those on the other.

If, then, as is plain, the country is ready for a revision, surely it is the duty of all reasonable men to prepare the way for it so that it shall do as much good and as little harm as possible. Toward this the tariff commission, as devised in the bill now pending, is unquestionably an aid. It will not take the tariff otu of politics, for it cannot, but it will tend to make it an issue of practical, businesslike, intelligent political action. It will tend to prevent it being made, as it has been in the past, a matter for truck and dicker, for indirect bribery and corruption. At one time it was suspected that a commission would serve as an excuse for delay and would be used as a means to mislead public opinion, but the amendments we have outlined are evidences of good faith, and the measure now seems to be quite free from objection. If a good commission is selected, and we have confidence in the sagacity and sincerity of President Taft in this regard, it will be what may be called a measure of national sanitation, and heaven knows that it is needed. There has never been in the twisted and tangled history of our tariff an instance of a measure supported by so many and varying interests involved in tariff legislation, which is another proof of the need of sanitation and of the probability that we shall get it through this method.—New York Times.

The Best Farm Markets Safe.

Reciprocity with Canada could never interfere with the success of agriculture in any part of the United States. It could not touch the markets which are most profitable to American farmers, gardeners, and orchard owners.

The most profitable markets for the food products which pay best are the near markets. They are great cities in this country of big and fast-growing urban centers, and few of the large cities are close enough to Canada to give Canadian food products an equal chance with those grown in the United States. Distance will always give American producers an advantage in the markets of American cities.

The exceptions to the rule could never be numerous enough to affect the general balance between American and Canadian producers of food staples. Always the better opportunities and the larger profits would be found on this side of the border.

Oh, you Baltimore! And seven thousand Lynnhaven Bays, diamond back terrapin, canvasback ducks, Smithfield hams, five hundred and fifty quarts of champaign, et cetera, et cetera! And just to think of those lean days when we had a stale sandwich, a stalk of rusty celery, seven glasses of water and three hours of hot air for a dollar. The Old Ship of Zion, with a full bellied Democracy aboard, is plowing the waves and is headed straight for Glory!—Houston Post.

Our Texas contemporary's enthusiasm is fully justified. It has always yearned with camp-meeting fervor for the initiation of a full dinner pail era of Democracy.

THE TARIFF AND JOINT RULES

Question Whether Action Can Be Made Binding Is One for Most Careful Consideration.

The present senate and house of representatives may pass rules to bind themselves in the handling of the tariff, by schedules, as Senator Cummins proposes, or by subjects, as Senator Aldrich seems to prefer, but can either, or both of them, bind the next congress by any rule whatever, or even bind themselves, of a majority of either house at any moment chooses to abandon the rule? There was a time when a joint rule, that is one passed by both houses, was supposed to have the force of a statute, unrepersible by either alone, but that theory died when the senate, in 1877, repealed the twenty-second joint rule for the purpose of opening the way to the counting in of Rutherford B. Hayes as president of the United States. The twenty-second joint rule had been passed in 1865 providing the mode by which the electoral votes should be counted in the second election of Mr. Lincoln. There was nothing novel about it. It embodied the principles which had governed every count since the time of Washington. Its principles and methods would have been followed in the count then impending had no joint rule been passed at all. But, fearing that some unreconstructed southern state should come forward with a vote, it was framed and introduced by Senator Morton of Indiana to make sure that the objection of one house would be effective against it as it had always been. This joint rule was sent to Mr. Lincoln for his approval, and he returned it with his signature, but was careful to say that the matter was entirely within the jurisdiction of the two houses, and that the president had nothing to do with it.—New York Tribune.

Present Tariff Vindicated.

The preliminary report of the bureau of statistics at Washington shows that the year 1910 was a record-breaker as regards the total foreign trade of the United States. The aggregate was $3,427,218,000, against $3,346,596,000 in 1907, until now the greatest ever reached. The figures tell their own story of the commercial expansion of the country and of recovery from the business depression that culminated a little more than three years ago, and also refute a great many allegations made to discredit the protective tariff. Last year the exports were $1,864,411,000 and imports $1,562,807,000, while in 1907 the exports were $1,923,426,000 and the imports were $1,475,520,000. In other words, under the new tariff we have opened the door to many additional millions of dollars' worth of foreign products. Such a result certainly could not be attained if the tariff were really "prohibitive." The most gratifying feature of the showing is the large proportion of manufactures exported. This, too, shows we are making headway in capturing the most desirable patronage abroad. Sales in foreign lands of American products are no longer confined to agricultural products and "raw materials."

Taft and Canadian Reciprocity.

Nothing more encouraging has emanated from the White House for a long time than the authoritative understanding that the president will push the Canadian reciprocity plan with the next congress, which will have a Democratic house, if the present congress fails to act, or acts adversely on the proposition.

While it is not probable that an extra session would be called to ratify this reciprocity agreement, the intimation that such a thing might be done is not without consistent basis, for the prospects are that the agreement will be promptly ratified by the Canadian parliament, thus placing the responsibility for failure or delay in the establishing of better commercial relations between the two countries wholly on the Washington government.

This Canadian agreement is likely to precipitate a fair, striking test of the present congress on the tariff question as modified by national dissatisfaction with the existing law, just as the final terms of the tariff commission bill will furnish another test.

Tribute to Ex-Senator Cockrell.

Much has been said of the retirement of Messrs. Aldrich and Hale from the senate and public life, but another man of distinguished services is passing from the field and almost unnoticed. This is former Senator Cockrell of Missouri, whose successor, C. C. McChord, has just been appointed on the interstate commerce commission. In his seventy-sixth year, after 36 years of public service in Washington, he is once more a private citizen. A politician of the old school, he is almost the last link left with the legislation of reconstruction days. Senator Cockrell was never a malignant partisan and it was because of the universal esteem in which he was held that President Roosevelt honored him with a place on the interstate commerce commission.

Bryan Still to Be Reckoned With.

Mr. Bryan slyly gets even with that Baltimore Democratic conference and joy dinner, where he was ignored and from which he was conspicuous by absence. The issue of his Commoner following the Baltimore affair had a lot of interesting news about Democratic doings all over the country, but never a mention of the hobnobbing at Baltimore. And it is safe to assume that several thousands of Mr. Bryan's readers will understand why and govern themselves accordingly.

NATIONAL CAPITAL AFFAIRS

Make Plans to Beautify the Capital

WASHINGTON.—One decided step toward making the national capital the most beautiful city in the world architecturally was taken recently when the designs for three great buildings for the federal government were selected. Fifty-nine architects from all over the country competed. The buildings will cost nearly $8,000,000, and are to be erected on Pennsylvania avenue, facing the White House grounds. They will house the department of state, the department of justice and the department of commerce and labor.

The spaces that these great structures will occupy were selected nearly a century and a quarter ago. Major L'Enfant, a French engineer, laid out the plan of Washington in 1793. It is said he so arranged the streets that it would be impossible, in case of riot or insurrection, for barricades to be built, as they were in Paris in the days of the Terror. On his plan he designated various places where the great public buildings of the future should be put. For nearly half a hundred years Major L'Enfant was regarded as an impractical dreamer, although his street plan was adhered to.

It was only after the civil war that people began to realize in a small way that his vision of the future greatness of the nation's capital was likely to come true some day. But even up to ten years or so ago his plans slumbered in the archives of the government. Then they were taken out and studied in the light of modern development, and it was found they could not be improved upon, and that if they were carried out in every detail Washington would surpass every other city in the world in beauty.

The completion of these ancient plans of this French engineer is still far away, for it will take many years and much money to accomplish them in all their details. But the three massive buildings whose location was designated so long ago will be the most important step toward their fulfillment that has been taken since the capitol was erected.

Need of Hog Cholera Serum Reported

THE bureau of animal industry of the agricultural department expresses the hope that many state legislatures will take up the question of providing for the production of the government hog cholera serum. The federal experts are convinced of the efficacy of this serum. They believe that if the proper effort is put forth by states hog cholera will be eradicaetd.

State officials who display interest in the subject are asked to send representatives to the bureau's experiment farm, at Ames, Ia., where the methods of producing the serum are explained. It is also the policy of the bureau to furnish a limited amount of the serum and a few immune hogs to the states that are just starting in the work. Within the last year practical demonstrations of what may be accomplished through the use of this new serum have been successfully carried out in Maryland, Virginia, Illinois, Missouri, Iowa, Kansas, Kentucky and Tennessee.

Most of these demonstrations consisted of treating a part of the diseased herd and leaving the remainder untreated. At Kansas City, however, a more thorough test was made, the results of which were very interesting and demonstrated conclusively the efficiency of the serum as a preventive for hog cholera.

The test was made in the stockyards at Kansas City, on the request of the Kansas City Live Stock exchange and of individuals interested in the subject. Thirty-five young shoats were purchased from a farm where hog cholera had not existed. These pigs were carried to the Kansas City stockyards, being in charge of a committee appointed by the exchange, were treated and the experts say that no more convincing truth of the efficacy of this serum could be obtained than is afforded by this experiment.

The agricultural department feels that the subject is of such importance as to warrant state legislatures giving it immediate attention. Hog cholera, it is pointed out, has caused a loss to the farmers of the country of millions of dollars annually. Now that the government has discovered a serum through the use of which this dread disease may be prevented state authorities should not delay in providing for the use of this serum.

Style of Street Letter Box Changed

AFTER witnessing many experiments with new designs and automatic time registers, American cities are soon to have an entirely new style of street letter box. Its exact shape and principle of operation is not yet announced by the postoffice department, but experiments have gone so far that an early decision is expected upon the precise type of box that is to be used.

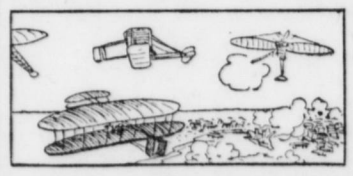
The unsightly green box that graces the top of the iron post at the street corner now has long been an unsatisfactory receptacle for street mail, the authorities say. Compared with the post boxes of foreign cities, it is wholly inartistic. Considered in the light of an economical device, it is a failure, for it wastes the time of the mail collector in getting the mail out of it, and it often tries the patience of the patron of the mails by effectually concealing the time when the next collection is to be made.

Four things have been taken into consideration in trying to adopt a design for a new street letter box. The first is that of economy of time for the collector. Instead of having to open the box from the side and remove the contents by handfuls, the department wants a box that will open and discharge its contents into a sack with a single operation.

In searching for this the question of the artistic appearance of the box has by no means been overlooked. If a new box is to be adopted, the postal authorities are determined that it shall combine as much grace and beauty in its appearance as it is possible to give such a utilitarian object.

An indestructible time card and an automatic indicator that will show the time at which the next collection is to be made are the two other points that have been given consideration. The first becomes unnecessary if the automatic indicator works satisfactory, but the experiments thus far made by the postoffice department have not developed an automatic device sufficiently trustworthy, to put into use on the street letter boxes.

Uncle Sam to Have Aeroplane Fleet



A Fleet of aeroplanes for the United States army is now apparently an assured fact as the result of action by the house of representatives in appropriating $125,000 for this purpose. There is the possibility that the senate may strike out the item, but even then it would have a splendid chance of remaining in the bill in conference, for it was adopted almost unanimously by the house.

This means the signal corps can have the 20 aeroplanes for which Brig. Gen. James Allen, chief signal officer of the army, asked in his annual report, and still have $25,000 left for equipment, stations, etc.

Brigadier General Allen has planned to have about six of these stations, equipped with an aeroplane each, in various places throughout the country, chiefly on the seacoast. He has estimated that each station, with its machine, will cost for the first year $10,000. If it is decided to use the money in this way the machines at these stations could be used with the other 14 that could be purchased within the appropriation at the ten annual joint camps of instruction during the summer months, so that the regulars and militia might learn to operate them.

Representative James R. Mann of Illinois declared that this country was the father of the aeroplane, but when we had provided the most powerful and most economical machine of modern times for warfare we stopped. Today other nations are profiting by our ingenuity. We are discussing the aeroplane now just as our forefathers may have discussed the steam engine years ago.

"England has several dirigible airships and aeroplanes for her army and navy. Germany has 14 dirigibles and several aeroplanes and a detachment of airship troops. France has seven dirigibles, 30 aeroplanes and six companies of airship troops. Russia has six dirigibles and three aeroplanes. Italy has recently appropriated $2,000,000 for dirigible airships, aeroplanes and bases from which they will operate."